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HERON NEWSLETTER

MARCH 1974 VOLUME II, NO. 4

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HERON NEWSLETTER

Published by
Y.W. Heron Sailing Association of Australia
1 Ethel St., Balgowlah. NSW. 2093

OFFICERS OF THE ASSOCIATION

PRESIDENT	GEN. SECRETARY	ASST. SEC/REGISTRAR	TREASURER
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VICE PRESIDENTS John Coen, Alec Barrett, Geoff Withrington

EDITOR HERON NEWSLETTER

B. W. Glase,
4 Oxley Place,
FRENCHS FOREST. N.S.W.
2086 (451-9156)

MEASUREMENT COMMITTEE

Chairman Stan Wymer
Secretary Murray Bailey
P.O. Box 111
PENRITH. N.S.W. 2750

AUDITOR Mr. R. Ellis

STATE HERON ASSOCIATION SECRETARIES

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Western Australia:	A. Foster, 17 Bernice Way, Thornlie, 6108 69-2062

STOP PRESS

The Committee would like to thank each and every one of you who has donated so generously to the "HERON" FLOOD RELIEF APPEAL.

NEXT ISSUE

Deadline date for Volume 12, No. 1, is May 1st, 1974.

COVER PHOTO

The new National Champion - Ian Cull, from Cronulla S.C., N.S.W.

THE PRESIDENT WRITES

I have been taken to task by the Australian Yachting Federation for the wording of "The President Writes" in the December issue of the Heron Newsletter. My wording was rather unfortunate and they took it to mean that I was advocating that we should simply ignore the Racing Rules when it suited us. Worse, they took it to be a Presidential Statement to that effect!

Firstly, "The President Writes" is nothing more than a few thoughts from me as a person to you as a Heron owner. It is not indicative of any official policy and no other member of the Management Committee has any part in its preparation.

Secondly, the Racing Rules and the observance of these rules are essentials for a full enjoyment of our sport. They have been developed through the years, with the aid of common sense, into a very sound form. They are still being developed and the recent introduction of Alternative Penalties is an excellent example of this. At times however, the occasional rule is introduced which, on reflection, would seem to be less than desirable. An eventual alteration to this rule may be needed. In my personal opinion, the new rule 67.2 is just such a rule, and my comments in the last issue were directed towards this. It has, however, been pointed out that it may be wrong of me in my position as President, to create an influence on Heron Association Members even only to the extent of persuading them to refrain from taking up an option, given in rule 67.2, to make a "third-party" protest. The Heron is a National Class and the official class attitude must always be that the Racing Rules, as they currently exist, must be followed without qualification. I will therefore make no further comment about Racing Rules on this page.

I have also been taken to task by my wife, this time for what I did NOT say in my last "The President Writes". She points out that it was the Christmas issue, yet I failed to wish to each and everyone of you the Season's Greetings. I can only now express the hope that all of you did have a Happy Christmas and that the New Year is turning out as you wish.

Finally, I want to say how sorry I am for those of you who have suffered in the recent floods. Having spent a very happy week in Brisbane taking part in the Nationals, it was horrifying to hear of places we had visited being completely submerged. It was even more upsetting to learn that some of the submerged homes belonged to people we had sailed with. I do hope that by the time you read this, life will have returned to somewhere near normal for you.

CHRIS LLOYD-OWEN

EDITORIAL

While eavesdropping at the recent N.S.W. State Titles held in hot, "sunburning" weather and, "watch your step" winds, one Heroner was heard to remark, "why do grown men sit out in this hot sun, playing with toy boats when they could be relaxing with a cool beer in the shade of a tree? So, why do people sail Herons?

Perhaps they (the "grown men") are looking for a day out away from Mum and the kids!

Not so, since Heroning is a family affair with most or all of the family joining in.

Perhaps it beats gardening and painting the house!

Gardening maybe, but painting never. The countless hours Heroners spend rubbing and polishing to obtain a mirror finish on their "toys" is astounding.

Perhaps the exercise obtained keeps the spring in their step!

What with lifting some 150 lb.wt. on and off trailers (seems more like 300 lb after the race). pushing, shoving and otherwise manoeuvering boats and gear over stretches of sand, gravel and what have you, who needs sailing?

Perhaps its the pleasant company shared with other Heroners on race days!

If only one didn't arrive at the beach twenty minutes before the start, frantically rig and sign-on, push off towards the line, snarl "starboard" at anyone who comes near, eventually regain the beach and reverse the process as quickly as possible so that one may tear home to wash boat and sails before dark.

Well, there must be something to keep hundreds of Heroners congregating every week and each one no doubt has his own idea of why the Heron is his pride and joy. Maybe some of you would care to write and solve the mystery. It should make interesting reading, particularly if the "toy boat" man should reply. After all, he has two of them!

BOOK REVIEW

"Good Crewmen" by Robin Brandon.

Publisher : Adlard Coles Ltd., London, 1972.
Price : $8.10

This book is intended primarily to introduce novice crews on sailing yachts to the joys of cruising although experienced sailors will find that it offers sound advice.

Written around an English situation the subject matter includes equipment needed, methods of leaving anchorages, making sail, helmsmanship, sail trimming and changing, emergency procedures, arrival in port - berthing, shipboard housework and personal behaviour.

The book has been written in the form of a narrative of a cruise to a foreign port and home again and is enjoyable to read since interest is maintained while learning takes place. Our copy came by courtesy of Hicks, Smith and Sons Pty.Ltd., Sydney.

MANAGEMENT COMMITTEE REPORT

ASSOCIATION FINANCES

You will notice the unusual procedure of republishing the Statement of Accounts and Auditor's Report in this newsletter for the previous financial year ended March 31st, 1973.

This Statement of Accounts supersedes and replaces the Statement published in the June 1973 Newsletter after presentation at the May 1973 A.G.M.

Following that meeting due to indications received, the Management Committee became aware that the Treasurer, Mr. R. Thomson, was in possession of a large amount of unbanked moneys. Mr. Thomson advised that he had been unable to cope with the volume of work and submitted his resignation. This resignation was accepted and after discussion with the President and Assistant Secretary, the Secretary asked Mr. A.E. Clapham to assist in the matter. Mr. Clapham had been Treasurer for the four years preceding Mr. Thomson's election.

The Auditor, Mr. Ellis, had been informed of the matter and had said that the March 1973 accounts had not been presented to him for audit. An extra-ordinary meeting of the available members of the available members of the Management Committee and Mr. Clapham was then convened and the matter fully reported by the President and the Secretary. Mr. Clapham very generously agreed to step into the breach and accepted appointment by the Committee as Treasurer for the remainder of the Association year to May 1974. The Committee is profoundly grateful to Mr. Clapham for this action which has involved him in almost endless work in the reconstruction of accounts, preparation of the true Statement of Accounts and the continuing normal work of the position.

Mr. Clapham has now advised that all money has been properly accounted for.

The accounts show that our income for the year ended March 1973 was down and the expenditure was up.

The Association is fortunate to have a reserve fund, created by early Committees, on interest-bearing deposit and some of this money will now have to be used temporarily to finance the normal operations. Some economies are being temporarily adopted, for example the considerable reduction in the volume of the December Newsletter.

It is now obvious that costs have so risen that we must increase the Association's income and it has been decided that the membership fee must rise to $6.00 not a large sum in this era of higher costs. This is the first increase since the present form of the Association was established.

Despite these difficulties, the Association's affairs are generally in good order, the membership level is above last year's at this time and with careful management the deficit will soon be overcome and the reserve fund restored. The Association continues its consolidation as a strong base for ever-better Heron sailing.

MANAGEMENT COMMITTEE

Y. W. HERON SAILING ASSOCIATION OF AUSTRALIA

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

	31.3.73	31.3.72
ACCUMULATED FUNDS		
Balance as at 1st April, 1972	6,888	6,214
Less Excess of expenditure over income	(1,457)	-
Add Excess of Income over Expenditure as per Statement	-	674
	5,431	6,888

Represented by -

ASSETS:				
Cash at Banks				
General	717		2,097	
Fixed Deposit	5,000		5,000	
Cash on Hand	40		40	
Stock on Hand				
Buoyancy. Plans. Trophies etc. - at cost	2,312		1,876	
Sundry Debtor			-	
Office Equipment				
At cost less depreciation	416	8,485	479	9,492
DEDUCT LIABILITIES:				
Sundry Creditors and Accruals	2,519		2,268	
Current Account				
New Zealand Heron Assoc.	23		48	
Subscriptions in advance	512	3,054	288	2,604
		$5,431		$6,888

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 Statements 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.

I further report that the financial statements presented at the last Annual General Meeting and as published in the Association's Journal were not audited by me.

sgd. ROBERT G. ELLIS
Honorary Auditor

SYDNEY, 30th November, 1973.

DEPRECIATION SCHEDULE FOR YEAR ENDED 31st MARCH, 1973

ITEM	COST	RATE Cost Basis	DEPRECIATION	W.D.V. 31.3.73
Duplicator April 1969	300.00	10%	30.00	180
Filing Cabinet May, 69	50.20	5%	3.00	39
Typewriter October, 69	302.40	10%	30.00	197
	$652.60		$63.00	$416

STATEMENT OF INCOME & EXPENDITURE FOR YEAR ENDED 31st MARCH, 1973

		31.3.73		31.3.72
INCOME FOR YEAR:				
Subscriptions Received	6,658		7,601	
Less Allocated to Newsletter	2,330	4,328	2,659	4,942
Registration Fees		906		920
Newsletter Revenue				
Allocation fromSubscription	2,330		2,659	
Advertising	160		250	
Sundry Sales	13	2,503	3	2,912
Donations		173		190
Commissions		177		444
Interest		215		250
Royalties		14		22
Sundry Income		52		9
Profit on Sale of Buoyancy, Plans, Trophies, etc.		801		1,115
		9,169		10,804
DEDUCT EXPENDITURE:				
Newsletter		3,999		3,352
Affiliation Fees		10		154
State Association Subsidies		865		1,222
Establishment Grants		150		100
Secretarial Expenses		2,796		2,656
Printing and Stationery		960		1,092
Postage		613		594
Duty Stamps and Receipts Tax		73		60
Telephone		280		218
Advertising and Publicity		664		251
Meeting Expenses		-		231
Sundry Expenses		153		137
Depreciation		63		63
		10,626		10,130
Balance transferred to Accumulated Funds				
Excess of Expenditure over Income		$(1,457)		
Excess of Income over Expenditure				$ 674

MEASUREMENT COMMITTEE NOTICE

Murray Bailey has been appointed as Secretary of the Measurement Committee, succeeding Chris Lloyd-Owen.

All correspondence to :-

Post Office Box 111,
PENRITH. N.S.W. 2750

Since Murray has accepted this position on an emergency basis, anybody who is interested in fulfilling the duties of Secretary would be warmly welcomed.

Heron building experience is obviously necessary so, how about it? A waiting list can be arranged if necessary .

A few snippets plucked from the N.Z.H.S.A. Newsletter -

Seen in the personal column of Yachting Monthly:-
"Owl in Pea Green boat wants Pussy Cat - Box 12074."

No kidding!!

"Being 'close to a reach' is when you should stop drinking"

Barker's Balmy Nauticalities.

NOMINATION FOR OFFICERS OF THE
Y.W.HERON SAILING ASSOCIATION OF AUSTRALIA
FOR 1974 - 75

The following nominations have been received in accordance with the Constitution requirements:-

PRESIDENT : C.G. LLOYD-OWEN (Heron No.6464)
Nominated, A.W. Imlay (Heron No. 5703)
Seconded, A. Barrett (Heron No. 8008)

HON.GEN.SEC. : D. HOLM (Heron No. 7044)
Nominated, A.W. Imlay (Heron No. 5703)
Seconded, C.G. Lloyd-Owen (Heron No.6464)

ASST.SEC./REGISTRAR : M. CLARKE (Heron No. 7667)
Nominated, S. Wymer (Heron No. 7687)
Seconded, B. Glase (Heron No. 5707)

HON. TREASURER : L. BARRETT (Heron No. 5050)
Nominated, M. Clarke (Heron No. 7667)
Seconded, S. Wymer (Heron No. 7687)

VICE PRESIDENTS : 1. A. BARRETT (NSW), (Heron No. 8008)
Nominated, B. Glase (Heron No. 5707)
Seconded, A.W. Imlay (Heron No. 5703)

2. J.C. COEN (VIC.), (Heron No. 5396)
Nominated, A.R. Moule (Heron No. 8515)
Seconded, R. Lloyd (Heron No. 8067)

3. G. WITHRINGTON (S.A.), (Heron No. 8030)
Nominated, J. Carter (Heron No. 7487)
Seconded, G. Richardson (Heron No. 7699)

NEWSLETTER EDITOR : B.W. GLASE (Heron No. 5707)
Nominated, A. Crane (Heron No. 8001)
Seconded, M. Clarke (Heron No. 7667)

15TH NATIONAL CHAMPIONSHIP

Q.H.S.A.

from C.J. Verrall

This Championship attracted entries from six states of Australia and Papua New Guinea. Numbers were as follows:

New South Wales	21
Queensland	16
Victoria	9
South Australia	4
Aust. Capital Territory	3
Tasmania	2
Papua New Guinea	1
TOTAL	56

Final Results were: First six places

1)	Chain Valley Bay	8.7 points
2)	Deft	14.7 points
3)	Zenith	19.7 points
4)	Jamp	25.4 points
5)	Zoraida	42.4 points
6)	Kurinana	42.7 points

Best Junior	Inferno	49	points
Best Visiting Interstate	Deesyah	45	points
Best Visiting Nth.Queenslander	Kurramine For	119	points

The racing was conducted in all weather conditions you may wish to imagine. Calms with and without rain, 20 knot squalls with rain, calm seas to choppy seas to huge swells and anything in between. This set the stage for a true struggle to find a National Heron Champion and some interesting competition between the whole fleet.

The New Year's Eve Party was a beauty. Thanks to daylight saving and other state time differences we really saw the old year out in style a number of times. The most intense week of Heron activity was brought to a close with the Trophy Presentation Dinner at the Homestead.

The Q.H.S.A. takes this opportunity to officially thank each and everyone who was in anyway helpful during the organisation and conduct of the 15th National Championships.

We wish the Victorian Heron Sailing Association every success in its preparation and conduct of the 16th National Championships at Albury.

15TH NATIONAL HERON CHAMPIONSHIP RESULTS

Place	Number	Name	Skipper	Total
1	7472	CHAIN VALLEY BAY	I. Cull (NSW)	8.7
2	5703	DEFT	A.W. Imlay (NSW)	14.7
3	4075	ZENITH	C.T. Grimwood (NSW)	19.7
4	8001	JAMP	P.F. Crane (NSW)	25.4
5	7411	ZORAIDA	L.J. Ralph (VIC)	42.4
6	7003	KURINANA	J. Stannard (NSW)	42.7
7	8046	DEES-YAH	J. Armitage (SA)	45
8	8559	INFERNO	S.J. Imlay (NSW) (J)	49
9	8773	VENERA	S. Luders (SA) (J)	54
10	7987	TINKER	F. Taylor (NSW)	63
11	8090	UPWIND	K. Gray (NSW) (J)	76
12	8338	NEPEAN	M. Bailey (NSW)	78
13	6464	FINALE	C. Lloyd-Owen (NSW)	78.7
14	6165	KUMALE	M. Walter (SA)	79
15	5396	VAN DIEMEN	J. Coen (VIC)	80
16	8098	HULLABALLOO	K.R. Smith (QLD)	81
17	8234	JAN CHE BAR	G. Ross (VIC)	86
18	4534	RUFUS	M. Lloyd-Owen (NSW) (J)	91.7
19	8787	AUDACITER	A. Gayton (TAS)	93
20	7887	CORDEALIA	A. Tremain (PNG)	98
21	8515	SLOW DOG	A. Moule (VIC)	103
22	4159	TIRADE	B. Barry (NSW)	104
Eq (23	8905	YECATS	R.J. Stacey (SA)	112
Eq (23	5925	SUSAN LEE II	G. Ball (NSW)	112
25	4814	KURRIMINE FOR	M. Higham (QLD)	119
26	8019	TENACIOUS	R.A. Haddon (NSW)	121
27	8541	MISS GEM	K. Guttler (QLD) (J)	125
28	7634	MASTA-MARK	T. Higham (QLD)	127
29	7666	SPLINTER	C. Hulton (NSW)	133
(30	7653	SKADI JR.	K. Gregory (QLD)	135
Eq (30	8709	COL-SAND	C.J. Verrall (QLD)	135
(32	7617	SARKEE	L.G. Turner (QLD)	144
Eq (32	8011	SIMBO	B. Tranter (QLD)	144
34	5083	YOMBGIGGLE	P. Westaway (VIC)	157
35	6475	DIJIRIDI	G. Birch (VIC)	158
36	8925	CHARISMA	W. Blee (QLD)	160
37	8028	TIRA VENTO	J.D. Quinn (QLD)	161
38	8318	LINDY	C. Pratt (ACT)	163
39	7687	TRIDENT	S. Wymer (NSW)	168
40	5092	BROVIN	B. Jackson (NSW)	171
41	8935	TONI-ANN	A. Croft (QLD)	173
42	8252	RACHEL	N. Jones (NSW)	183
43	7694	HOURI	P.A. Robinson (QOD)	186
44	5780	HERETAUNGA	M. Gunn (QLD) (J)	190
45	6756	SINBAD	T. Irwin (NSW)	191
46	8342	DENS LEE	D. Lee (VIC)	197
47	8580	IF-N-PUF	T. Robertson (QLD)	202
48	7258	LADY G	R. Carnall (ACT) (J)	208
49	8526	GAZINTA	S.P. Andrewartha (TAS) (J)	209
50	5108	EL TORO	E. Moore (QLD)	217
51	4556	SEA BREAK	P. Pratt (ACT)	229
52	6800	TUBBY TWO	P. Hunt (VIC)	234
53	7280	WINDSEEKER	G. Woodrow (VIC)	240
(54	5769	SASHA	J. Dale (NSW)	248
Eq (54	8706	K-G	G. Hughes (QLD)	248
(54	8727	IANA	I. Wymer (NSW)	248

A BIRDS EYE VIEW OF THE
15TH NATIONAL HERON CHAMPIONSHIPS, BRAMBLE BAY, BRISBANE.

From Mary Clarke

When competitors travel interstate to participate in the annual Heron Titles there is always a certain amount of speculation as to just what the Heavens will provide in the way of weather and conditions.

There have been the tricky tides of Sydney Harbour, the fickle, sometimes non-existent winds of Lake Burley Griffin, the cold (summer) waters of the Derwent River and the unexpected shallows of the Swan; but Bramble Bay, Brisbane will long be remembered by those who competed in the 15th National Heron Championship for some of the heaviest rain, steepest seas and biggest jellyfish (blubbers) ever encountered anywhere. (One skipper was heard to say that when the wind was gusting to 30 knots the 5' to 6' waves developed square edges.)

But for all this the 56 competitors agreed unanimously that a good time was had by all.

There can be no doubting the boast made by the National Association that this boat is ideal for family sailing. Just about every combination of family relations were paired together and in the case of the Imlay family, father Bill teamed with 11 year old Richard to take second place overall with number one son Stephen and daughter Alison combining to take eighth place overall and the Junior Title.

No prize for guessing Bill and Richie Imlay's placing at the end of this heat. They went on to take second place overall in the series.

The Merry Men of Mackay sporting their hibiscus T-shirts and Sunny Queensland smiles. From left to right; Kevin Gregory, Des Quinn, John Quinn, Graham Brody, Kevin Guttler and Lou Turner.

It didn't rain all the time and there were long spells of quite warm tropical sunshine resulting in a number of the fairer skinned adopting all sorts of coverup "war paint." Arthur Moule (Vic.) is featured in another part of this journal!

All States, with the exception of Western Australia, were represented. Alf and Robin Tremain with young David and Jamie making the trip from Papua-New Guinea to compete.

A special medal should be struck for the contingent coming from North Queensland (Cairns and Mackay) for they had to contend with very bad flooding along the way and in Jeff Higham's case boats, trailer and youngsters were placed on a train to cover the worst affected stretch resulting in a 12 hours journey to travel a distance of 40 miles. This is, indeed, dedication to the sport of sailing. Their return journey promised to be equally as hazardous because of the continuing monsoonal rains.

Tasmania was capably represented by Andrew Gayton and Stephen Andrewartha who agreed that the sailing conditions on the Bay were certainly different to their home waters on the Derwent. And Rodney Carnall and Ced Pratt must have been wishing for the quieter waters of Burley Griffin.

A really swinging New Years Eve Party broke the ice and helped competitors, both visitors and locals, to get to know each other laying the foundation for one of the friendliest series ever to be conducted. The South Australian contingent voted it the best New Years Eve Party ever !

Ian Cull with brother David at the sharp end thoroughly deserved his win with two 1sts, a 2nd, 3rd and 5th placing. Ian was runner-up in Perth last year.

It was not the first time, however, that Heron No. 7472 has had the honour of winning the title. Mike Fletcher built and sailed her to victory in the 10th Nationals held at Woollahra in 1969. She becomes only the second boat ever to have won the event twice.

Ian Cull, winner of the series being congratulated by Stan Wymer fellow Cronulla club member.

Left
No, Arthur Moule did not forget to remove the shaving cream - he was trying to cover up against the Queensland sunshine.

Above
Robin and Alf Tremain of the Port Moresby Yacht Club take time out to smile for the camera.

The second placegetter, Bill Imlay, sailing Deft also had 2 wins, a 2nd, 6th and 7th placing and together with Charles Grimwood, Philip Crane, Len Ralph (Vic.) and John Stannard helped to keep the interest peaking right to the end of the series.

The Presentation Dinner at the Homestead Hotel, Zillmere (the very mod. hotel with the old fashioned name) was a happy culmination to the sailing week and Lt. Cdr. Dickson presented the winners with their trophies and congratulated both the Queensland Heron Sailing Association and the National Body for fostering a Class which so obviously gave pleasure to so many families and wished them continuing success.

And so another series is ended and with memories of Brisbane still very clear we now move our thoughts to the 1974/75 series to be conducted by the Victorian Heron Sailing Association at Albury.

Will you be there?

It promises to be a most interesting and "special" event and will provide a wonderful opportunity for families to spend some very happy hours with other Heroners both on and off the water.

See you in Albury.

SOME LESSONS LEARNED - MAY BE !

From J.C. Coen
5396 - Van Diemen

1. The 15th National Championship in common with every other championship gave the victory to those who made full use of the "essentials" to good sailing. It is often said that races are won by those who make the least major mistakes but I am inclined to the more positive approach that they are won by those who know the "essentials" and use all of them best. Experts have written, lecturers have talked and the eager have read or listened on these "essentials" in the hope of one day becoming a recognised sailor of yachts in big competition. One wonders, therefore, why only a few make the grade.

2. In the main we have accepted as "essentials" such matters as: the best start, free wind, boat speed, tactical advantages of knowing the rules and using them, mental alertness, physical fitness, a sound boat, etc. Off Humpy Bong many chances were destroyed because the latter two I have listed were not given the importance they deserve. It is not often that sailing conditions are as vigorous in every heat as they were during the 15th Nationals and as the days progressed and the miles (I estimate that the whole series gave in excess of 100 miles of really solid sailing) built up, more than a few hopes were dashed through failing physical capacity or boat equipments to endure.

3. It is no consolation after having the best start, first use of the wind and water, the fastest Heron by far in all aspects of sailing, right of way at marks or when meeting, picking all the wind changes, being in front at the last work - only to lose the race through personal fatigue or broken equipment. Who is to blame if this happens? Mind you, this did not happen amongst the leaders at Humpy Bong (that is why they were the leaders), but it did amongst those who could have been amongst them.

4. The point in this short resume is that none of the essentials to good sailing can be overlooked if a sailor wishes to do well in races and, in particular, this must apply to our personal and boat fitness to compete. In this regard it is well to remember that a race is not ended until the finishing line is crossed. Persons on board can collapse and the boat can sink AFTER finishing but NEVER before (finishing).

5. Maybe the 15th National Championship had some good lessons for all of us if we care to reconsider what we did or did not do in each of our heats. Let us see if we can't do better at the 16th National Championship at Albury next Christmas/New Year.

PHOTOGRAPHS GALORE

No doubt there are hundreds of photographs showing some facet of the recent National Championship events. The 'Newsletter' would be grateful if a copy of any or all of these could be forwarded to the editor for use in forthcoming issues. When posting, care should be taken to pack prints between cardboard pieces since any cracks on the surface of prints show up in the printing process.

Please send to :-

B.W. Glase,
4 Oxley Place,
FRENCHS FOREST. NSW 2086

LESAVAGOODWEEGEND

As a Heron enthusiast you are in a good position to help us foster Heron sailing and gain new members. All you need to do is to take some of your friends on a day's outing with your Heron at your club or otherwise. You will be surprised at the interest you will create and you will do the friends a considerable favour by awakening them to the enjoyments of Heron sailing and to its effect in keeping a young family integrated in a healthy leisure activity.

16TH NATIONAL CHAMPIONSHIPS
HUME LAKE

The series to be held on Hume Lake has been confirmed for Saturday, 28th December, 1974 to Friday, 3rd January, 1975. The social events include,

1. Sunday, 29th December - Trout Barbecue, probably at the Albury Yacht Club.
2. New Years Eve Celebration at the Civic Centre.
3. Wednesday, 1st January - Bus Tour
4. Friday, 3rd - Presentation dinner at The Cedars.

ONE BIG SNAG - anyone requiring a caravan - on-site, has to book it for a minimum of THREE WEEKS.

There are several camping areas and motel/hotels and it is suggested that all applications for bookings are made through Judith Moule in Melbourne. Most camping areas and motels wont take advance bookings.

(Judith's address, see Page 2 - Editor)

A SALTY STORY

For obvious reasons the author of this article wishes to remain anonymous. When you realise that its about the discussions between a Botany Bay Mud Oyster and a Botany Bay Heroner the reason must be obvious. It could be argued that such a discussion could not be possible, everybody knows an oyster can't speak.

It all began last season when my boy and I were working up the Pelican to Towra shore line. It was a stiff nor-easter.

We were going well working the mudflats well into the oyster leases and then out to the start of the chop, back up to the edge of the leases gaining ground all the time; then all of a sudden WHAMOH!!! We're over, the centre board has ground to a stop in the mud; the mast and transom continued their merry way and I assumed a head down aspect on a trajectory which carried me down into the mud and there lying beside an old tyre was the largest oyster I've ever seen.

"Thanks" said the oyster, I must be crackers thought I, "not really" said the oyster, I must be - oysters can't speak, were my thoughts.

"Let me put it this way" said the oyster. "Last time you rallied in from sailing, too late to take the wife out, too well-worn to be sensible, was she happy?"

"She was as mad as a hornet, didn't have to say a word, but she sure let me know."

"Well that's how it is with me," came from the oyster, I communicate, I'm the oldest living oyster in these waters and the communication bit is just one of the tricks that come with years of experience. How can I repay you for saving me from being smothered by that old tyre?"

Know anything about sailing, I'd like to become a good Sailor" said I. "It's obvious you could use a little help, thats to get you familiar with the basics, then we can start on the real stuff. You don't see Brownie and them making your kind of mistakes, thats why they have never met me. Let me introduce myself. I'm ONK, I watched the first sailing boat come into this Bay. Could have told him the natives would become friendly, but that other bloke wanted to look at plants and things; anyway I've seen a lot of good boats and skippers on these waters since then; of course I'll only help with sail don't hold with them noisy oil polluting power things.

Let me see now. Working, its gotta come first; if you cant work to the first buoy then its not much good knowing how to run or reach.

Working well up wind starts at the beach, it don't much matter if you use a sloppy rig or not, provided that the jib luff does not fall away too far so be sure that your luff wire carries all the load and not the forestay which must be still slack when working into the wind. Remember you have gotta sail by getting the best you can out of what you ve got, and when you can do this, then is the time to look for new gear.

Y.W.HERON SAILING ASSOCIATION OF AUSTRALIA

16TH ANNUAL GENERAL MEETING

Please note that the 16th Annual General Meeting of the Association will be held at the Middle Harbour Yacht Club, Parriwi Road, The Spit on Monday, 6th May, 1974 commencing at 8 p.m. and you are cordially invited to attend.

The AGENDA will be -

1. Apologies
2. Confirmation of Minutes of the 15th Annual General Meeting held on 7th May, 1973.
3. President's Report
4. Treasurer's Report
5. Election of Officers
6. Motion on Notice

   It is proposed that the Constitution of the Y.W.H.S.A.A. be altered as follows :-

   (a) Clause 6.5.1. - add second paragraph;
   "'A" class certificates shall also be granted to boats having hulls built of glass-reinforced plastic (i.e., "g.r.p" or Fibreglass) and having decks and/or side seats built of fibreglass or plywood/timber."

   (b) Clause 6.5.2 - second line changed to read;
   "to the Y.W.Heron plans or of fibreglass or fibreglass/timber as described in clause 6.5.1 which fails to comply with tolerances laid down by the ....."

   (c) Clause 6.7 - first sentence change to read;
   "hulls shall conform to the lines and dimensions detailed on the official plans. Plywood boats shall conform to the specifications detailed on the official plans. Fibreglass and fibreglass/timber boats shall be built to the approval of the Association."

   (d) Clause 7.3.1 - second sentence change to read;
   "In the case of timber boats, built-in buoyancy compartments are permitted ahead of ....."

   add third sentence -
   "In fibreglass or fibreglass/timber boats, built-in buoyancy shall be to the approval of the Association."

   To be moved A.W.Imlay, seconded J.Coen.

7. Election of Auditor
8. General Business.

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

THE CASE FOR ACCEPTANCE OF FIBREGLASS HERONS

The first point to be made is that fibreglass Herons are proposed as an ALTERNATIVE to the plywood Heron and NOT as a replacement for the plywood boat which will continue to serve us well.

The intention in moving to accept a properly controlled fibreglass alternative is to provide for the growing market in boats bought "over-the-counter". Many people are being attracted to boats and the water by general promotion at Boat Shows and in the newspapers and magazines. But they frequently are unable to spend the time required to build a boat or lack the space or just want to get afloat as soon as possible. This group does not, at present, consider the Heron except for the limited availability of second-hand Herons and so are lost as potential Heroners. If Herons could be bought new as easily as motor boats and some comparable sailing boats, it is likely that many more people would join the Heron ranks.

Fibreglass requires only a minimum of maintenance and this too would be an addition to the existing attractions of the Heron.

Many of us like the feel and appearance of plywood and also would like to be free, within the constraints of the measurement rules, to choose our timbers or combinations of timbers in the deck, thwarts and side-seats. So the proposed alteration to the Constitution, would also allow the acceptance of composite Herons having a fibreglass hull with a timber deck, etc., or any combination of these. This would allow for cost-saving, less time in self-building than a plywood boat requires and some individuality in finish and choice of permitted modifications while retaining a large part of the benefit of fibreglass construction.

The cost of an all-fibreglass Heron would probably be less than that of a craftsman-built plywood boat with manufacture in bulk.

Fibreglass Herons are permitted by the parent Association in the U.K. where experience indicates that there is no racing advantage in fibreglass construction. Their glass boats look and sail the same as their plywood boats.

I do not believe that there can be any disadvantage to the existing Herons or their owners due to the acceptance of fibreglass. I also believe that the greater majority of Herons in the future will be owner-built in plywood because of the cost advantage.

The acceptance of the Constitution changes provided in the motion to be submitted at the 1974 A.G.M. would be followed by the adoption by the Measurement Committee and the Management Committee of measurement rules which would control fibreglass and fibreglass/timber composite boats in the same manner as the existing boats are controlled.

It is likely that the Management Committee will stipulate that manufacturers proposing to build fibreglass Herons are to have their product approved in general as a prior requirement for "A" class eligibility. Each boat would be measured, as at present, and on passing measurement would be classified "A" if the prior general approval of that product was in order.

One manufacturer has already sought approval and other manufacturers could follow.

To sum up, I think it will benefit Heron sailing to accept fibreglass as an alternative. From the results of the questionnaire in the June Newsletter there are many members who think so too.

Although I am an ownerbuilt plywood Heroner myself, I believe we should accept fibreglass as an alternative for those who prefer it.

If you can come to the A.G.M. in May 1974 to vote, please do so. If you cannot come please be sure to use the postal voting paper which will be provided in the March 1974 Newsletter.

A.W. IMLAY
Hon.Gen.Secretary

THE CASE AGAINST ACCEPTANCE OF FIBREGLASS HERONS

To decide whether or not adoption of Glass Reinforced Plastic, as a material for construction for the National Heron Class, will benefit the Class, it is first necessary to look at the boat, to consider the reasons for its success and to examine where it now falls short - if, in fact, it does fall short.

The beginning of the Heron was the Yachting World Car Top. It was designed by Jack Holt to be built from a, then, relatively new material (waterproof plywood).

It was designed for amateur construction "on its own frames". In other words, the Heron is eminently suitable for "one off" construction by the average home handyman, as very little material needs to be bought which does not end up either in the finished work or on the floor as shavings and sawdust.

In Australia, the early promotion of the Heron was mounted, very successfully, it is suggested, on the "do it yourself" idea. Many hundreds (perhaps thousands) of thoroughly workmanlike boats took to the water over the years, to the pride and satisfaction of their builders the awed delight of the builders offspring, and the mixed reactions of the builders wives who were torn between relief that the front verandah was again available for domestic use, and the irritation that the odd jobs, not done during the winter, still didn't get done during the summer sailing season.

Of course, there are, among us, numbers of would be sailors who lack (or feel they lack) the skill to build a boat, or who would not be able, or prepared, to put aside the time needed to "do it themselves".

These potential recruits to the Heron fleets were catered for by the professional builder and by the home builder building his second (or third) boat. Very many found their way onto the water by way of the second hand boat list - with some saving in capital outlay.

However, the professional building has, of late, almost vanished from the scene.

Why?

The Heron was designed for building "one off" and does not lend itself to mass production techniques - except, perhaps, to the precut kit stage.

Again, the professional builder just cannot keep up with the good amateur builder when it comes to the finish of the boat.

And so, we have some influential sections of the Association's Executive turning in desperation to Glass Reinforced Plastic as a means of getting more hulls on the water, as a means of catering for the more affluent members of our affluent society who do not have, or who will not make, the time to build their own boat.

The G.R.P. hull, if accepted, would necessarily introduce yet another variation into what we have been attempting to hold as a "one design" (where performance is due to the helmsman's and crew's skill and not to the cost of the boat).

How will this boat perform against conventional boats? The very limited experience to date here, and in the United Kingdom, suggests that it won't be a world beater and that, despite its comparatively great weight, it probably won't sink. So far so good.

But there are many questions which remain to be answered in regard to the use of G.R.P. in the Heron.

Will a single manufacturer be permitted to monopolise the Class in glass?

Will any amateur be able to build in glass from detailed plans as he can build in timber?

How will measurement (the one design) be handled?

Answers .....?

How will it compare in cost? A recent (unsolicitered letter from Rene Borra, the main protagonist of the glass Heron in the United Kingdom, mentioned a U.K. price of £360 ($600) complete, with prices rising all the time, because of increasing price and scarcity of resin (this may be the reason why, despite the vastly larger potential market in the U.K. only 180 G.R.P. Herons have been sold in the four years the glass boat has been available there).

It is worth noting that a figure of $850 has been suggested for the glass boat in Australia (the amateur can put his timber boat in the water, fully rigged for $400 to $450.)

The "floppy hull" in glass may offer the best of both worlds, but as anyone who has a built a Heron knows, you are only half way there with a hull just turned over - and how many people with limited time can find the time to finish and fit out such a hull?

Introduction of G.R.P. is unlikely to kill the Heron as a Class, but the case for its introduction, for the Heron, is still unproven. The material has, in fact, been found wanting in Gwen 12's and Flying Dutchmen to name only two classes which have, in the main, returned to timber construction if, for no other reason,than that timber is inherently buoyant.

Better, by far, for the Executive (and the members of the Association) to retrace some of their steps and foster the successful, simple, general purpose dinghy which the Heron was, is, and always should be.

The South Australian Association's experience with "group" building in technical high schools, shows what can be done.

Stripped of much of the complicated "go fast" gear, finished in a workmanlike but not lavish manner, the Heron will make it worthwhile for the professional builder to again enter the service of our affluent (in money) and indigent (in time) colleagues.

And the simple Heron will again entice the reasonably handy fellow with a verandah or Carport 10' wide x 15' long, into an exercise of lasting worth - the building of a Heron for himself and his family - and the learning of how to make it work.

W.J. YOULL
Life Member

ACCEPTANCE

Please note that I will attend the 16th Annual General Meeting of the Y.W. Heron Sailing Association with ..... friends.

....

....

....

Signed .....

Dated .....

APOLOGY AND PROXY

Please fill in and return by 4 p.m. FRIDAY, 3rd MAY, 1974, IF NOT ATTENDING MEETING.

Please accept my Apology for non-attendance at the 16th Annual General Meeting.

Please note that I, ...

of ..... being a financial member

of the Y.W.Heron Sailing Association of Australia and owner of Heron Class Yacht No.....

hereby appoint ..... of .....

or failing him ..... of .....

as my proxy to vote for me on my behalf at the 16th Annual General Meeting of the Association held on the 6th day of May, 1974 and any adjournment thereof.

PLEASE REMEMBER TO FILL IN THE INSTRUCTIONS TO YOUR PROXY

INSTRUCTIONS TO PROXY

Please fill in and return by 4 p.m. FRIDAY, 3rd MAY, 1974, IF NOT ATTENDING MEETING.

Please record my vote in connection with motion on notice as follows :-
This motion appears in full in the body of the Agenda for the Annual General Meeting.

"To alter Clauses 6.5.1, 6.5.2, 6.7 and 7.3.1 of the Constitution of the Y.W.Heron Sailing Association of Australia to permit the acceptance of fibreglass as an alternative building material."

FOR ..... AGAINST .....

Signed .....

Dated .....

Return to
The Hon.Gen. Secretary,
Y.W.Heron Sailing Assoc. of Aust.,
1 Ethel St., BALGOWLAH. 2093.

Jib sheeting position has to be where you achieve a good even slot between your jib leech and the main and far enough forward to apply a little more pressure on the leech than the foot, and have your luff pressure so that the drive is not too far forward. When the drive is too far forward the jib will break before you are pointing close enough.

With the main, enough luff tension to remove the wrinkles in the luff tape leaving the drive back toward the middle of the sail, foot tension again just enough to remove the wrinkles from the tape. Now lets look at the spars, pull the vang on enough to get a good shape up top of main, with the boom held over into the wind."

"Lets face it ONK. When I do that I usually get a sail that could be used on a corrugated roof with a luff heading north east and the leech heading north west."

"As I said friend its basic we're talking about and if you had a good look at them spars you'd see it.

Get that gaff back a bit further, buy a dozen door stops if necessary, better still taper the gaff from the pin down on the front, lets it get closer to the mast and allows for a better fore and aft bend, and you may only need to buy one door stop; remember lamp posts are made for stopping cars which run off the road and are no good for spars on sailing boats, you need flexibility. With the right layback and flexibility of the gaff you'll notice that your north setting leech has gone round to the west.

Now check the sail luff, foot, and vang pressures, remember you don't want that much belly that the sail looks pregnant.

Now onto the water, I see you have 3 wool tell-tales in both sails, thats important, trim sheets in hard and start working. Check tell-tales and adjust vang pressure until all six stream together; now its up to you, work into wind until jib tell-tales start to lift and then bear away until they stream, always keep heading boat up wind to the point where the wool lifts and keep the boat as flat as possible.

That should get the best possible speed to windward out of that blue hulk you have on flat water, the bumpy stuff comes later.

Now when you absorb all of that information let me know and we'll get into the more technical stuff."

"Gee thanks ONK, by the way how'll I be able to let you know?"

"Don't worry I'll be able to tell when you are ready for more information, I have a friend, he's the oldest stingray in the Bay. We have an arrangement. When he needs to scrape the barnacles off his belly I do the scraping and when I need transport he does the carrying. Works well. Now when I think you need a little more help all he has to do is give the centreboard a little nudge and you ll come and see me.

See you friend."

With that I slowly emerged from the mud and popped to the surface.

"Gee Dad I didn't think you were going to come up. What happened?"

"Its alright son, I've been talking to an oyster".

"You alright, Dad".

"Sure son, I think we might go close to the pickle award this season. Let's get on with the race" .....

(The preceding article reprinted from the Botany Bay Heron S.C. Newsletter called SQUARK - the cry of a distressed Heron? Its editor is the famous Henry Heron. - Editor)

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.

MORE ON THE RIVER BOATS

By John Coen
5396 Van Diemen

Under the title "Snippets of Championship News and some Romancing" published in the Newsletter Volume 10 Number 4 of March 1973, I made a reference to some of the "romance" associated with the river boat era and named a few of the relics still "adorning" sections of the Murray River. The arrival at Echuca on Sunday 5th August 1973 of the paddle steamer "Pevensey" after a 525 mile run up from Mildura reminded me that a few more details on river boats recently in the news may prove of interest to some readers.

Let us begin with "Pevensey". After laying at Mildura for 5 years she was purchased by the Echuca City Council for official retirement at Echuca. The original plan was that Messrs. Norman and William Collins would sail her with two wool barges in tow to recapture some of the glory of the river trade, but this was not to be. Nevertheless, despite some pessimism about her ability to make the distance, she reached Echuca in 2 weeks to receive a rousing welcome by river people into what was once the largest inland port in Australia. "Pevensey" was built at Moama - just opposite the wharf at Echuca - in 1911 for Permewan Wright.

"Australein", you will recall, is laying on her side, half submerged, at Mulwala just up stream and opposite to Yarrawonga. There is a move afoot to restore and relocate her downstream from the weir to operate a travel service between Yarrawonga and Echuca. It could be quite an engineering feat to get her below the weir. "Australein" was built at Echuca in 1897 for a Captain Wilson who sold her to Captain F.O. Wollen in 1905. For several years she worked under Captain "Gentleman Tom" Kelly who in 1920 took her over a 419 mile run down the Murrumbidgee to the Murray in record time. In 1936, still under Captain Kelly, she was taken up river from Echuca finally to end her days as a logging steamer locked above the Yarrawonga weir in which there is no provision for the passage of steamers. The construction of this weir marked the end of the Upper Murray River boat trade which once boasted upwards of 6 or 7 steamers each week in the season.

Heroners who once sailed on Lake Nagambie (a few miles north of Seymour in Victoria for non Victorian Heroners) will have seen the "bones" of a river vessel of some kind which was an "obstruction" for purposes of Part 1 of I.Y.R.U. Yacht Racing Rules. These "bones" are of "Agnes" built at Moama in 1877 for a J.B. Air and last used by the Nagambie Sawmill.

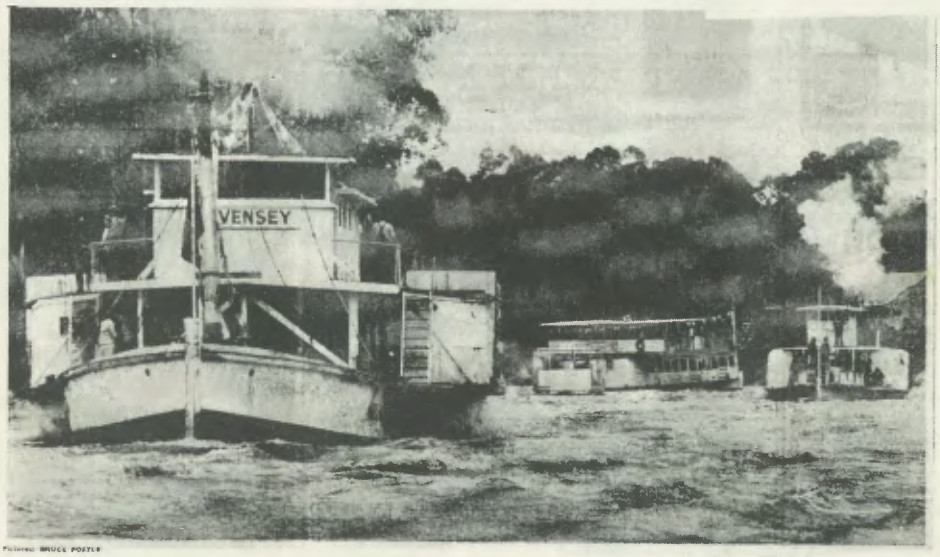

Photo by courtesy of "The Age"

One might ask what a river steamer was doing so far up the Goulburn River. This was not by accident but rather through the enterprise of steamer men, already making regular calls to Shepparton, who sought trade wherever boats could go: hence it was that an exploratory trade run to Seymour was followed by an official de-snagging programme by "Melbourne" (an iron ship especially fitted out for de-snagging the rivers) and the construction of a wharf at Seymour. The Victorian "parliament's" pride was hurt at this attempt to ship the State's trade from only 60 miles out of Melbourne to become of commercial value in South Australian ports and towns: the reaction was to speed up the railway construction from Melbourne to Echuca. The Seymour wharf was erected on that flat piece of land, used now for picnics, the odd passing caravan, fishing etc., on the west bank of the river immediately off the (old) bridge to the left before crossing into Seymour. Maybe many have driven past, or stopped here, without even realising this as part of the river boat history. For economical reasons, mostly related to snagging problems, only one vogage was made to the Seymour wharf. The wrecked "Agnes" recalls those times.

In my article in the Volume 10, No. 4 Newsletter I mentioned my delight at meeting Captain Freeman at Echuca. This was "Buck" Freeman who, as apprentice and later as mate to his father Captain Thomas H. Freeman, was one of the river boat families of the period. Captain Thomas Freeman wore a huge beard. He was a colourful character up and down most of the Australian rivers. In 1894 he purchased "Shannon" in which was installed engines from a former harbour tug. This was a complicated engine and, whilst having the power to make "Shannon" a fast paddle steamer, was not completely satisfactory for cargo work. In 1874 at Barmah, Captain Freeman had built a barge called "Canally" which he converted to a paddle steamer in 1896 to replace "Shannon". He fitted her with the biggest locomotive engine he could find - profiting from his earlier experiences with "Shannon" - and soon "Canally" was to earn the name "Greyhound of the Murray". She was an extremely powerful ship and (according to Captain "Buck" Freeman) with her draft of 2 foot 6 inches it was not unusual for her, even with a barge in tow, to be driven over a 2 foot only sand bar. "Canally" burnt more wood than most steamers and Captain Freeman always carried a good supply of axes for his crew to cut firewood. A story is told, too, of an occasion up the Darling when Captain Freeman espied a man breakfasting on the river bank one morning. He maneuvered "Canally" close inshore and in such a way that her waves washed out the breakfaster, his breakfast and his camp. "Canally" was greeted with a burst of shot gun fire at the next bend.

The "Shannon" may interest Tasmanian Heroners (or their friends) who can remember the hay days of the barges and river boats out of Hobart. "Shannon", when on the mainland rivers, and despite her 700 wool bale capacity under hatches alone did not please Captain Freeman as a cargo vessel and he had her converted to a 3 deck passenger steamer in which guise she proved popular for a time. This period unfortunately came to an end when she sank near Mildura: having salvaged her Captain Freeman sold her in favour of his converted barge "Canally". In due course, "Shannon" was fitted with a different engine and her then owners sold her to H. Jones of Hobart (IXL fame). In Bass Strait she came close to foundering in a storm. Arriving eventually (and safely) in Hobart she joined the other (special) cargo ferries - "Bass", "Melba", "Hopeton", "Star", "Koomeela" etc. - on the Channel and East Coast runs until this trade worked itself out towards the mid 20's and the approaching depression. The IXL (H. Jones) Company then sold her to Victorian interests but, being wrecked off King Island on the way over, she never operated again on the mainland.

THE NEW RACING RULES

Most members will by now be aware that the Australian Yachting Federation has promulated the 1973 version of the Yacht Racing Rules of the International Yacht Racing Union. These rules became effective on 1st July, 1973 and are expected to remain in force, unchanged, until 30th June, 1977. But before members take fright and start imagining themselves having to unlearn the old Rules ("Did I really know them, anyway?") and relearn a new set, I would point out that the new Rules are, of course, a continuation of most of the basic principles established in previous sets of Rules with a few modifications and some overdue clarification of a few knotty points.

There can be no substitute, of course, for members making a thorough study of the new version themselves, and the only purpose of this article is to highlight two major changes which will affect the conduct of our racing for the rest of this sailing season, at least.

Rule 67: states that when two yachts are in contact, either by hulls, spars, standing rigging or crews touching, both shall be disqualified unless one acknowledges an infringement and retires, or one or both skippers lodges a proper Protest. This would seem to make a retirement or a protest mandatory, in the case of a collision, and is only modified by the application of the following Rule.

Rule 68.7: Any skipper who infringes any rule contained in Part IV of the Racing Rules (Sailing Rules when Yachts Meet) has in the past been faced with an obligation to retire immediately. Now, however, Rule 68.7 allows the imposition of Alternative Penalties for any such infringement, when so prescribed in the sailing instructions.

The 720° Turns Penalty: A Yacht which acknowledges breaking a rule of Part IV may exonerate herself by making two full 360° turns, subject to the following provisions:

1. The yacht infringed against shall notify the other as soon as possible by hailing and by showing a protest flag. (Hailing would usually be done immediately).

2. Upon such notification, the yacht which acknowledges fault shall immediately start to get well clear of other yachts and while still on the same leg of the course, shall call out for intentions and then make her turns. While doing so, she has no rights over any other yachts, until completed and on her proper course again for the next mark.

3. In this context, "a leg of the course" ends when two boat lengths from the mark and the next leg commences at that point, except for the final leg which terminates when the yacht is no longer racing.

4. The turns may be made in either direction, but both in the same direction.

5. If the fault occurs before the start signal, the guilty yacht shall make her turns after the start signal and before starting.

6. If fault occurs at the finishing line, the yacht shall make her turns on the last leg before being officially finished.

7. If neither yacht acknowledges fault, a protest may be lodged.

8. An infringing yacht shall report her infringement, and the action she took, to the Race Committee when finished.

9. Non-compliance with the above requirements will render a yacht liable to disqualification or other penalty.

10. An infringing yacht involved in a collision which causes serious damage to either yacht is liable to disqualification.

That little lot seems quite complicated when first read through, but it all seems to become clear and straight forward after a little meditation. The prospect of Heron skippers gyrating giddily all over the ocean is fascinating!

TASMANIAN NEWS

The Heron scene in Tasmania is really booming at the present time with weekly racing fleets averaging about 23 starters. The 1974 State Championships will be from 2 - 4th March off the Royal Hobart Regatta Grounds. About 30 entries are expected. The list will be headed by former Australian and Tasmanian Champion Andrew Payne (WIWIRRI), current State Champion, David Jones (JANANNIE) and former State Champions Philip Moore (KULANDA) and Phillip Neville (SHARA). Strong opposition is also expected from Richard Bingham (PANACHE) who went so very close to winning last year, and newcomer John Andrewartha (TELOPEA). The Junior trophy should also be well contested with about 10 very even junior helmsmen competing.

The Regattas which have been contested so far this year have resulted in handicap wins for Stan Andrewartha (SECURITAY) in the Heron Regatta, and Andrew Payne (WIWIRRI) and Graham Foale (BRAVADO) in the Sandy Bay Regatta. The annual "Ladies Day" race was won by Kim Studley (BANGAU).

The remainder of the season will be very hectic with most Heroners sailing in 2 races each weekend, and on all Public Holidays until the end of March. The program includes Royal Hobart Regatta (Feb. 9, 12), Club Picnic (Feb. 10), Bellerive Regatta (Feb. 16), Trophy Race (Feb. 17), Pennant Race (Feb. 24), State Championships (March 2, 3, 4), Herons vs Tamars Teams Race (March 10), Herons vs Mirrors Teams Race (March 16), Old Buffers Race, Trophy Race (March 17), Inter-services Race, Forward Hands Race (March 24).

ANDREW GAYTON
(HON. PUBLICITY OFFICER
TAS. HERON YACHT RACING ASSOC.)

QUEENSLAND NEWS

After the successful completion of the 15th National Championship we sat down and breathed a sigh of relief and then a sigh of sadness. If previous Championships have been the same as these there must a lot of fine memories floating about.

These are some activities which will keep Queensland Heroners active in 1974 Sailing Season.

1) Teams racing at South Brisbane Sailing Club.

2) Challenge Race between pro Humpybong Yacht Club Herons and pro South Brisbane Sailing Club Herons.

3) Continuation of Heron v Mirror Challenge Races.

4) A team of six Queensland boats will compete in the North Coast New South Wales Heron Championships.

COLIN VERRALL.

NORTH QUEENSLAND NEWS

KURRIMINE HERON SAILING CLUB

From Geoff Higham

This year the Kurrimine Heron Sailing Club is conducting the Harold Holt Memorial Trophy over four days from the 21st to 24th August inclusive.

Prizes valued at $150.00, exploring the coral reefs, sailing to the islands, loafing and fishing are the fringe benefits, and to make the most of it the regulars usually arrive on the 12th and leave on the 26th. This is a winter regatta which takes place in the glorious warmth and balmy days of the tropics.

Kurrimine Beach is just twenty miles south of Innisfail, and the racing and cruising takes place in front of the lawns of the Coral Sea Caravan Park. It is two days drive from Brisbane and all North Queensland Herons will be there to welcome you.

A Class certificates not needed - just goodwill.

Write to Geoff Higham, c/- Coral Sea Caravan Park for further information or contact Alec Barrett, Mary Clarke, Colin Verrall, Brian Hearn or John Ryan.

N.S W NEWS

WANTED - URGENTLY.

Your help to satisfy the overwhelming demand at the present time for HERONS.

More and more families are taking to the water and realise that the HERON is the boat for them.

Unfortunately the demand is greater than the supply and if you have a boat, new or used, in good or not-so-good condition and want to make some family very happy please jot down the relevant particulars and send them off to Mary Clarke, Registrar, 1 Ethel Street, Balgowlah and she will do the rest.

We need to know the classification, whether painted or varnished, what brand Sails, built-in or bag buoyancy, with or without bailers, with or without trailer and THE PRICE.

N.S.W. HERON ASSOCIATION A.G.M. 1974

The A.G.M. will be held at Dobroyd Acquatic Club, on the 1st May 1974, commencing at 8 p.m.

N.S.W. STATE TITLES 1974

14th N.S.W. State Titles held on Middle Harbour 26th, 27th and 28th January, 1974 was hosted by the Balmoral Sailing Club for the N.S.W. Heron Association.

84 entries were received representing 19 different clubs. Twelve Junior skippers entered and 2 ladies.

The races were sailed in ideal conditions with glorious sunny days and winds ranging from 10-20 knots with an occasional gust of 25.

HEAT 1. With winds 15-20 and gusting to 25 many of the skippers were unable to handle the conditions and capsized or broke gear soon after the start. Many found the choppy swell hard to handle at the windward mark because they had not encountered these conditions as most of these skippers came from the river or lake clubs. Phil Crane in "JAMP" got the perfect start and rounded the windward mark first about 6-5 boat lengths in front of the rest of the fleet. Revelling in the relatively heavy going, he increased his lead and won the event comfortably from Bill Imlay in "DEFT" and Ian Cull in "CHAIN VALLEY BAY".

RESULTS HEAT 1.

1st	8001	JAMP	P. Crane	Middle Harbour
2nd	5703	DEFT	A. Imlay	Middle Harbour
3rd	7472	CHAIN VALLEY BAY	I. Cull	Cronulla
4th	8575	ZENITH	C. Grimwood	Concord Ryde
5th	8008	FINESSE	J. Shipton	Balmoral
6th	8559	INFERNO	S. Imlay	Middle Harbour

HEAT 2. The wind had eased slightly for this heat and Ian Cull in "CHAIN VALLEY BAY" enjoyed the lead for most of the race, however, Jim Willson in "GREEN PEPPER" worried him on most of the windward works and also the fast finishing "GANGAWA" skippered by Terry Cole from the A.C.T. "CHAIN VALLEY BAY" won the event with "GANGAWA" second and "GREEN PEPPER" third.

RESULTS HEAT 2.

1st	7472	CHAIN VALLEY BAY	I. Cull	Cronulla
2nd	7488	GANGAWA	T. Cole	A.C.T.
3rd	8763	GREEN PEPPER	J. Willson	Dobroyd
4th	8585	JID	S. Dose	Connels Point
5th	8008	FINESSE	J. Shipton	Balmoral
6th	8575	ZENITH	C. Grimwood	Concord Ryde

HEAT 3. Held on Sunday morning and again the wind had strengthened to 15-20 knots. Phil Crane in "JAMP" again got away to a good start and rounded the first mark in front of the fleet and was never headed. Stan Dose in "JID" handled the conditions well and came in second with Bill Imlay in "DEFT" filling 3rd place.

RESULTS HEAT 3.

1st	8001	JAMP	P. Crane	Middle Harbour
2nd	8585	JID	S. Dose	Connels Point
3rd	5703	DEFT	A. Imlay	Middle Harbour
4th	8575	ZENITH	C. Grimwood	Concord Ryde
5th	7003	KURINANA	J. Stannard	Cronulla
6th	6464	FINALE	M. Lloyd-Owen	Concord Ryde

HEAT 4. With winds still 15-20 knots the fleet got away to an excellent start with "JAMP" and "CHAIN VALLEY BAY" leading the fleet. These two boats held the lead throughout the race with "CHAIN VALLEY BAY" doing better on the runs and reaches and "JAMP" going very fast on the windward works. Round the leeward mark for the work to the finishing line, "CHAIN VALLEY BAY" turned 24 seconds in front and on every tack "JAMP" was picking up and was able to cross the line to win by about one foot from "CHAIN VALLEY BAY" with John Shipton in "FINESSE" third.

RESULTS HEAT 4.

1st	8001	JAMP	P. Crane	Middle Harbour
2nd	7472	CHAIN VALLEY BAY	I. Cull	Cronulla
3rd	8008	FINESSE	J. Shipton	Balmoral
4th	5703	DEFT	A. Imlay	Middle Harbour
5th	7003	KURINANA	J. Stannard	Cronulla
6th	7488	GANGAWA	T. Cole	A.C.T.

With one heat left to be sailed Phil Crane had 3 wins and an 8th placing with only Ian Cull in "CHAIN VALLEY BAY" having a chance to defeat him for the Championship. Ian had to win and Phil had to be worse than 4th.

HEAT 5. With lighter conditions prevailing 10-15 knots the large fleet got away to another excellent start with Charles Grimwood in ZENITH rounding the windward mark first followed by "CHAIN VALLEY BAY" and "DEFT". "CHAIN VALLEY BAY" got the lead going to the wing mark but sailed into a hole and allowed "ZENITH" and "DEFT" to get away. "JAMP" was holding 7th position and keeping "CHAIN VALLEY BAY" in sight. During the windward work Alf Tremain in "CORDEALIA" and Terry Cole in "GANAWA" got a break and eased "CHAIN VALLEY BAY" in to 6th place. Then came the fast finishing Bill Parry in "ENDEAVOUR" who literally flew on the two remaining works to take the lead and eventually win the heat from "DEFT" with "ZENITH" third. "CHAIN VALLEY BAY" finished 6th and "JAMP" 7th.

RESULTS HEAT 5.

1st	6223	ENDEAVOUR	W. Parry	Dobroyd
2nd	5703	DEFT	A. Imlay	Middle Harbour
3rd	8575	ZENITH	C. Grimwood	Concord Ryde
4th	7887	CORDEALIA	A. Tremain	New Guinea
5th	7488	GANGAWA	T. Cole	A.C.T.
6th	7472	CHAIN VALLEY BAY	I. Cull	Cronulla

The final placings were :-

1st	8001	JAMP	P. Crane	Middle Harbour	13 points
2nd	5703	DEFT	A. Imlay	Middle Harbour	19.7 points
3rd	7472	CHAIN VALLEY BAY	I. Cull	Cronulla	20.4 points
4th	8575	ZENITH	C. Grimwood	Concord Ryde	33.4 points
5th	7488	GANGAWA	T. Cole	A.C.T.	37.7 points
6th	8008	FINESSE	J. Shipton	Balmoral	39.7 points

JUNIOR CHAMPIONSHIP

6464	FINALE	Malcolm Lloyd-Owen	Concord Ryde

BEST LADY HELMSMAN

7417	JANDEE	Christine Holman	Cronulla

Bill Imlay (5703) and Charles Grimwood "neck and neck" during the N.S.W. Titles.

BOTANY BAY HERON SAILING CLUB

Notwithstanding miserable rainy and extremely windy conditions it is surprising how many people turned up for our SAIL A HERON OPEN DAY on the 10th February. We sported a good average fleet with tremendous interest from a good cross section of those who came for a sail.

Boy are Herons scarce - here we were trying to con people into sailing a Heron and there just ain't none for sale. Les Morris's TUPPY had hardly hit the beach before it was snapped up by an enthusiastic buyer.

On a much lighter note we had our SWAN LAKE SAFARI with 13 Herons, 34 adults, 43 Children, 5 Dogs, 1 Cat, 1 Flying Ant, 2 Sabots, 2 Canoes, 1 Aluminium Runabout, 15 Surfboards, 1 Rubber Raft, 3 Outboard Motors, 2 Drag Nets, 39 Scoop Nets (for Prawns) and PLENTY OF ENTHUSIASM.

We had a wow of a time with 5 races over the weekend, four taken out by Les Morris in his new flyer RENEGADE and one by Keith Mealey in WHITECAP. Les took the trophy for the Championship and Ron Elphinstone in BRUMBY the Handicap trophy.

Botany Bay Heroners were represented at the Titles and those who sailed at Balmoral are looking forward eagerly to sail again. We must compliment the Organizers on the way the races were run.

Our Juniors are improving each week, and competition is keen. Approximately 14 Juniors face the starting gun each race.

HAPPY SAILING TO ALL

HENRY HERON

DOBROYD AQUATIC CLUB

From Bill Parry

With more than half the point score races completed Peter Williams in "THERAPY" is well ahead of Lindsay Woods in "BERANI" but there is a long way to go yet and John Payn in "ALCEDO" and Ross Ranclaud in "BESSIE B" could catch the leaders if they tried harder!

"ENDEAVOUR" (Bill Parry) and "ALCEDO" are neck and neck for the Club Championship with "GREEN PEPPER" (John Willson) and "LOREVA" (Chas. Mansfield) equal third. The next two remaining heats should be interesting.

We are all looking forward to the second day of the Jax Trophy teams at Dobroyd on February 24th. There is plenty of parking and rigging space and our canteen will provide hot pies and snacks for those who require them.

The dredging of Iron Cove is now in full swing and water is now visible at low tide in places where mud banks showed before. Dredging is supposed to be finished by the end of the season - here's hoping.

KYEEMAGH YACHT CLUB

With half the 73/74 Season sailed, the Championship can still be any's "bag", as wins go to Matilda (7871) Suzanne Lee II (5925) and Pegwan (3914). The pointscore is taking on a certain pattern, with two wins to Tiffany (5024) and one each to Jetstream (6614), Eagle (8307) and Candy-a-go-go (6201).

No boat can outdo "Jetstream" or should I say "Substream" for the entertainment of the Season - trying to land on the East-west Runway at Mascot without a clearance from the D.C.A.

We say farewell to "El Toro" (5108) Gwen and Ted Moore, who have followed the sun and now sail with the Humpybong Club in Brisbane, and we note making a name for themselves as Southern Queensland Champions. Also to our home Champion, "Suzanne Lee II" (5925) Geoff. Ball junior, who has followed his heart and is living in Brisbane, intending to sail with Humpybong Club too. All the best and good racing Geoff. and Jo-anne.

POINTS FROM THE POINT

(or News from Connels Point) By Ron Pearce

Our Heron Fleet this season numbers twenty two boats, with a good roll up of starters each race day. Several new members have been welcomed to the ranks, and we are pleased to have our wandering airman, Tony Dobson, back from his stay in Singapore. Tony has made his presence felt since his return by sailing "Helena" to a handicap win in the Invitation Race at Burraneer Bay on 15th December. Another Invitation Race winner was John Crouch, skipper of "Tads" who had his moment of glory at Botany Bay on 17th November last. John is also having his share of success in Club races, as he is leading the Club Point Score.

Club Championship Races are keenly contested, and last seasons champion, George Early has won one heat in "Mischief". George however is being hard pressed by that old fox, Stan Dose who is sailing "Jid" better than ever this year having won the other heat of the Championship. Stan has also had a second and a fourth placing in heats of the State Championships sailed at Balmoral.

Our marathon race The Kurnel Cup, sailed on 9th December, was won by "Vivace", skipper Harold Warburton. Harold and his crew Kathy O'Connor now wear matching uniforms, and very smart they look too, with the same colour scheme as their Heron. Well there must be some relationship between bright uniforms and boat speed as Harold & Kathy sailed in the R.S.Y.C. 138th Anniversary Day Regatta and I understand were among the winners.

Congratulations to the Australian Champion Ian Cull for his winning performance in "Chain Valley Bay" at Brisbane. Ian must spend quite a lot of time on the water as he sails his Heron at Cronulla and a Fireball at Connels Point by way of relaxation.

HERON HOLIDAY WEEKEND

DONT FORGET !!

A memorable weekend can be enjoyed by all.

Date : 30th - 31st March, 1974.
Place : Lake Macquarie Sailing Club - Belmont.

Entries to :- P.O. Box 25,
BELMONT. NSW. 2280.

SOUTH AUSTRALIAN NEWS

From Jeff Roberts

9th S.A. State Championships

The venue for the ninth State Titles conducted on the long weekend January 26 - 28th was the Wallaroo Sailing Club, 97 miles from Adelaide, and was once again supported strongly by The Timber Development Assoc. of S.A. and the S.A. Plywood Distributors Assoc.

All four heats were sailed in strong and at times gusty Easterly to North Easterly winds with numerous wind shifts to trap the unwary skippers.

Results of all heats were as follows :-

HEAT 1. Scheduled for Saturday afternoon, but cancelled after a lengthy postponement due to excessive easterly winds gusting to 50 knots. Unfortunately, these blustery conditions resulted in several of our camper's tents being uprooted and a caravan turned over. Not a satisfactory result for the afternoon.

HEAT 2. - Sunday 27th a.m. - Strong and gusty E. winds - approx. 20 knots.

1	8773	Venera	S. Luders
2	8046	Dees-yah	J. Armitage
3	7920	Sundowner	P. Wise

HEAT 1 resail - Sunday 27th p.m. - Variable and gusty E to N.E. winds - 5 to 15 knots.

1	7801	Eos	G. Kassebaum
2	7920	Sundowner	P. Wise
3	8332	Weggel	D. Clift

HEAT 3. - Scheduled for later Sunday aftersoon - cancelled.

HEAT 4. - Monday 28th a.m. - Strong and gusty E. to N.E. winds approx. 20 knots.

1	8046	Dees-yah	J. Armitage
2	8773	Venera	S. Luders
3	7801	Eos	G. Kassebaum

HEAT 3 resail - Monday 28th p.m. - Strong and gusty E. to N.E. winds approx. 25 knots.

1	7801	Eos	G. Kassebaum
2	8046	Dees-yah	J. Armitage
3	8537	Bet-c-Lea	A. Clarke

FINAL PLACINGS

1	EOS	G. Kassebaum	5.7 points	Lake Bonney
2	DEES-YAH	J. Armitage	6	P.R.
3	VENERA	S. Luders	20	P.R.
4	SUNDOWNER	P. Wise	24.7	Largs
5	VENTURA	G. Withrington	31	B. & S.
6	WEGGEL	D. Clift	39.7	Grange
7	FURY	J. Roberts	43	B. & S.
8	JELLYBEAN	J. Macpherson	43	Lake Bonney
9	RAGAMUFFIN	J. Eshman	43	Grange
10	TAMOGEN	D. Harrison	45.7	

First Lady Skipper	MONKLA	H. Robertson
First Junior Skipper	WEGGEL	D. Clift
First Country Skipper	RAGAMUFFIN	J. Eshman
Teams Prize	PORT RIVER SAILING CLUB	

Congratulations to all skippers and crews who successfully gained places, and in particular to G. Kassebaum for his fine effort in winning the overall series - a real credit considering the fact that 82 entries for the series were received.

The S.A.H.S.A. Committee wish to express their thanks to the Wallaroo Sailing Club members for their efforts in conducting the series and for the hospitality extended to all visitors. Many thanks also to George Robertson and his able troup of workers for the smooth manner in which the sailing was conducted and particularly for the commonsense approach to decisions made at times during the weekend for our overall safety.

Full marks to all concerned for a thoroughly enjoyable and successful event.

PICNIC DAY

A reminder!! Don't forget that the annual S.A.H.S.A. picnic day will be held on 17th March at the Goolwa Aquatic Club with a series of short and different (?) events to commence around 11.00 a.m. A great time was had by all last year, so come along and join in the relaxed atmosphere this year.

ANNUAL GENERAL MEETING

The A.G.M. of the S.A.H.S.A. will be held during the month of May, date and venue yet to be decided. Clubs will be advised individually and it is suggested that all members watch your club notice boards for this information.

Prizes for the State Titles will be presented on the night.

Please!! Come along and make the night a success. We're endeavouring to obtain a new site for the A.G.M. with full facilities and comfort for all to enjoy. Remember!! we need members to make the meeting a success.

BRIGHTON AND SEACLIFF YACHT CLUB

From Bill O'Brien

To outline all that happened at Wallaroo, South Australia during the 1973/74 State Championships would require volumes of News Letters. We do however hasten to express our sincere thanks and appreciation to the Wallaroo Sailing Club for their hard work in giving us a fantastic week end.

Other good performances this year at the 9th S.A. Championship were: J. Macpherson "Jellybean" and Don Pratt "Quei". To others from B&SYC like the writer, who did not do well, thanks for starting and being part of the fun. Like "Columbus", who suffered a Broken Mast, Severed Tiller and seven abrasions, others will be repaired and on the line to win next week; that's Heron Sailing.

Special mention must be made of the sportsmanship that prevailed under very trying weather conditions and of our heartiest congratulations to the respective winners.

Unlike Wallaroo, the weather conditions at our club to date have been light, which has enabled many new skippers to get the feel of racing and experience in sailing to the rules. Attendances on the starting line have averaged over thirty starters, resulting in the fleet sailing in two divisions.

The standard of competition has been reflected in continual close finishes each week, e.g. the last Club Championship heat sailed, No. 3, resulted in the first five craft over line within 21 seconds of the lead boat.

Best wishes to Phil Dunn, skipper of "Roulette". After many happy hours of his company at B&SYC, he is now moving to Canberra. Good Luck Phil: our loss, I am sure, will be Canberra's gain.

Although a regular starter at our Club, and currently a "hot-shot" skipper, we must express our pride and appreciation to South Australian Association President, Geoff Withrington for the effort and performances turned in at the recent S. A. State Championships. Thank you Geoff.

GRANGE SAILING CLUB

By David Clift

Heron sailing at Grange has been disrupted lately due to the absence of junior crews over the Christmas holidays. At one stage five boats were without their normal crews. However, each Club Championship heat has been well attended by all boats. After four heats the boats Rotasu, Little B, Weggel and Tamogen all have good chances of winning the title. Over the past few weeks Ian Glasson in Sharab has been conspicuous amongst the placings of each race. Keep up the good sailing, Ian.

After a most enjoyable weekend of sailing at the State Titles at Wallaroo thanks must go to the Wallaroo S.C. for the thorough organisation throughout the whole series. Our congratulations to all who competed to make the weekend a success, but especially to G. Kassebaum, Jim Armitage and Stephen Luders who gained 1st, 2nd and 3rd places respectively.

HENLEY SAILING CLUB

From "Birdwatcher"

Congratulations to G. Kassebaum in "Eos" for his exciting win in the State Championship at Wallaroo. Commiserations to Jimmy Armitage and Steven Luders, second and third respectively - to be beaten by 0.3 is really bad news.

The efforts of these three skippers in the howling fish-tailing 25/30 knot easterlies was something to see. It is worth noting that all three come from Lake or Riverside Clubs!

Our crews were conspicuous too, but mainly for their gymnastic and swimming activities. John Schenk's capsize was a classic. He pickled in a smother of spray and while spread-eagled across the boat, he grabbed young Greg and had him aboard and the boat righted in a flash.

At that wild, windy westerly Bob Parsons was catapulted 20 feet from "Duzus" and landed among a school of frolicking dolphins.

Rus Edwards and Mark Grosser, Don Lucas and Alan Leigh, all ditched during the series with Rus Edwards doing best on points. We will do better next year - just you wait and see.

In Club events Rus Edwards, Roy Salmon "Anjope", C. Scott "Mystique" and "Classandro" Trev. Burge are usually way out in front, however they are hotly pursued by Steven Lucas "Whimpy" and John Schenk "Naory".

Heather Chesterman and Lyn Reseigh are showing glimpses of good form - but mostly on the beach. A little more practice and concentration and they will be up with the leaders - especially the one with the warbling wolf whistle.!

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