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HERON NEWSLETTER

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2093 (948-8403)

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NEXT ISSUE

Deadline for Vol.IV No. 4 is MONDAY, 3rd FEBRUARY, 1975. Note Editor's new address.

COVER PHOTO

Christmas at Clontarf with Ken Rawlings sporting his annual growth. Photo - C. Grimwood.

THE PRESIDENT WRITES

The President and members of the Management Committee wish all members a very happy Christmas.

I am sure that all of us will agree that the Heron has done something for each of us. For some, it may have been the introduction into a new sport. For some, it may have provided new found friends. For others, it may be a means of helping to keep fit, both physically and mentally. For all it provides pleasure.

Yet what have you done for the Heron? Any organised sailing needs work by someone to provide that organisation - and smooth organisation is essential for the pleasure we expect. Whether it is at National level, State level or at Club level, work is involved. It is not hard work. It is interesting and rewarding. But somebody has to do it. Are you doing your share?

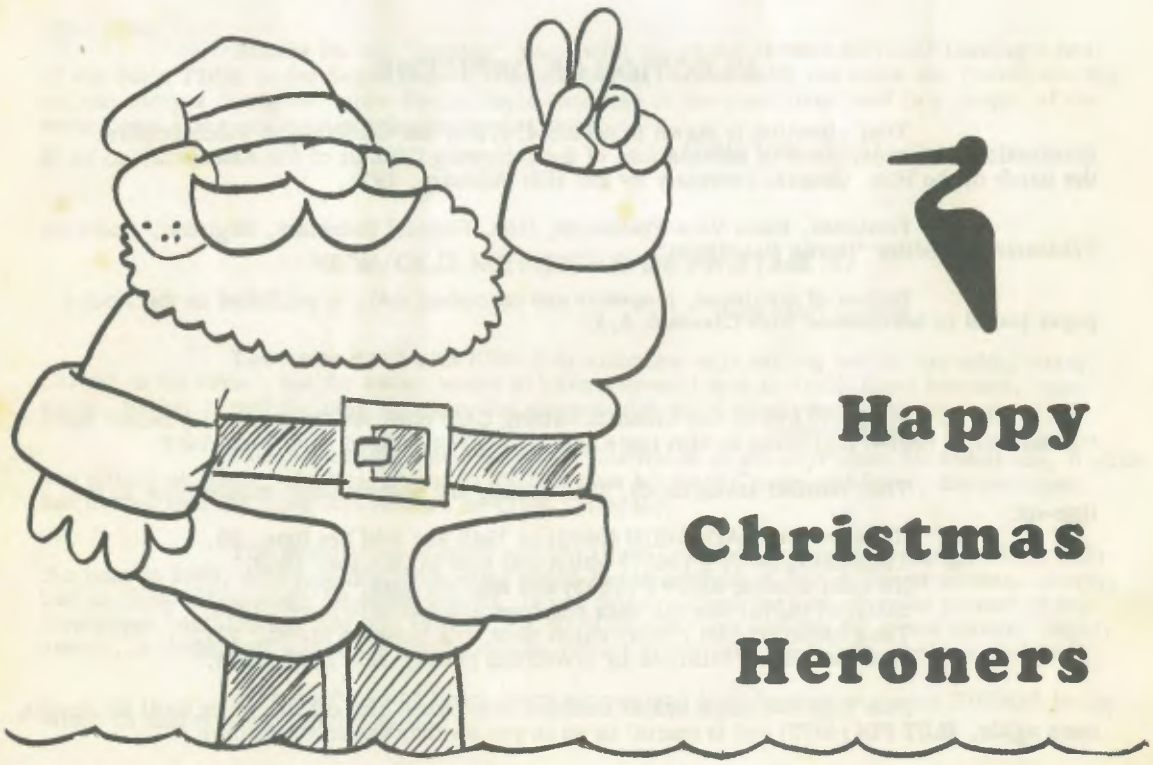
CHRIS LLOYD-OWEN

THE EDITOR WRITES

At this time of the season most Heroners minds turn to championships, both State and National, and that tangible goal of trophies glittering on the mantlepiece. For those who have searched in vain for hints on improving the performance of our most outwardly simple but inherently individualistic and obstinate craft we present the first Super Sailing Supplement. The first article "Sailing to Windward" is intended to give the serious skipper a deeper understanding of perhaps the most vital aspect of sailing, while the second article on "Light Weather Sailing" should be a boon to all those making the long trip to Lake Hume for the 16th National Championships.

The Newsletter needs more photographs. With the multitude of amateur shutter-bugs throughout our fair continent it is difficult to imagine any shortage of supply. If you have photos which may be of general interest do not hesitate to send copies to the Editor (note new address) who will be forever grateful.

TIM IRWIN



No, it is not Santa Claus but our very own President Chris Lloyd-Owen and that expression of grim determination is usually reserved for other competitors. Despite the pressures of Association affairs Chris is having one of his best sailing seasons.

PROGRESS REPORT ON THE FIBREGLASS HERON

At the last Annual General Meeting of the Y.W.Heron Sailing Association members voted to accept fibreglass as an alternative building material for the Heron.

Your Management Committee has not been idle in the intervening months and, after such deliberation and following a unanimous vote by its members, it has now decided to commission construction of a plug to be solely owned by the Association.

We were delighted to receive with one member's vote his donation to assist with the funding of this scheme, which is expected to cost in the vicinity of $1000. If you would like to make a contribution your dona tion would be most gratefully received.

ELECTION OF OFFICERS

Your attention is drawn to clause 4.4.2 of the Constitution which requires nominations and acceptance of nominations of the following Officers of the Association to be in the hands of the Hon. General Secretary by the 15th February, 1975.

President, three Vice-Presidents, Hon. General Secretary, Registrar, Honorary Treasurer and Editor "Heron Newsletter".

Names of nominees, proposers and seconders shall be published in the Notice paper issued in accordance with Clause 3.3.1.

JACK MILLER of the Cronulla Sailing Club must set some sort of a record for the number of Herons registered to him since joining the Association in August, 1968.

They number seven in all, Jack having just re-purchased number four in the line-up.

He joined with ACE HIGH (3893) in 1968 and sold her June, 69.
Then came SKIPPY (5687) which was sold in October, 1969.
He built another SKIPPY (7893) and sold her June, 1970.
BLUEFIN (4372) was the next purchase and was sold April, 1971;
Then came RELLIM (7389) which went to a buyer in March, 1972.
She was closely followed by SPARKLES (5121), sold June, 1973.

Jack then had some health troubles which kept him off the water until he bought, once again, BLUE FIN (4372) and is rearin' to go in yet another season in Herons.

BOOK REVIEW

by Mary Clarke

With the advent of the GRP Heron you might be looking for suitable and informative literature on the use of the material in the construction of boats.

Such information is contained in Ian Nicolson's "SURVEYING SMALL CRAFT" with headings like "The surface of Glass," "Bulkheads in Fibreglass Construction", "Fibreglass decks", "The Hinge effect in Fibreglass", "Fastenings" and "Leaks in Fibreglass Boats."

Our copy was supplied by Hicks Smith and Sons Pty.Ltd. of Sydney and retails for $9.50.

LETTERS TO THE EDITOR

Dear Tim,

Was most interested to read about the Lady Claire's journey to Albany, Western Australia in the September Newsletter and of course sorry to see the damage inflicted on the way - Hope that's all fixed now and Lady Claire and her crew are enjoying the sailing in Princess Royal Harbour.

Reading the story turned the Reynolds family minds back to January 1969 when we trailed our little ship across the contient from Capel W.A. to Sydney N.S.W. 'Solveig' travelled very well - nothing startling about that you may say - no maybe there isn't, but we do reckon our dog Otto is the only one to have travelled across Australia in a Heron.

Herons are scarce in the South West. Solveig was the first to be built in the area and sail the waters of Koombana Bay but that's long ago and another story.

Ted Reynolds (6958)

Dear Tim,

Thanks for the "morale" boost with the photo of 8085 ROTASU leading a heat of the State Titles in the Sept. issue of the newsletter, but actually my elder son Trevor was the skipper using a "weighty" crew Kevin Doyle (because of the conditions) and in a couple of the other heats using my youngest son Rodney as crew.

Colin Gurr (8085)

NEW/OLD MEMBERS DEPARTMENT

from Mary Clarke

The name PAUL HOPKINS is synonomous with sailing and he has sailed many Classes in his time - but the Heron seems to have a special spot in Paul's heart because, once again, he has joined the ranks as an active skipper with the Connels Point Sailing Club.

Paul has been a National Heron Champion in the days when his eldest son, Andrew, was sitting up front. Andrew is now in his first year Medical Course and Peter, the youngest, has moved into the front seat to crew in 6199 (THEMIA).

The acquisition of 6199 was, in itself, a rather strange happening as Paul built the boat in 1966, sold it a few years later which began a chain of four different owners. Having had an itchy tiller plam for some months, it was just too much for him when he picked up the Newspaper one Saturday evening to find that the 'Old Girl' was looking for a new owner. Sight unseen, a phone call was made and 6199 was quickly taken into the family circle once again.

We wish Paul and Peter every success and look forward to seeing THEMIA being sailed in that typical Hopkins style.

MEASUREMENT PAGE

For your convenience, below is a list of all current authorised Measurers of the Heron Class.

N.S.W.

M. Bailey	81 Nepean Ave., Penrith	047-21-2344
A. Barrett	18 Brisbane Ave., Lindfield	46-4834
R. Cox	72 Old Taren Pt.Rd., Taren Point	522-8717
A.W.Imlay	11 Macarthur St., St. Ives	449-1188
J. Hindmarsh	7 Knox St., Randwick	665-3271
C. Lloyd-Owen	97 Llewellyn St., Rhodes	73-1894
F. McGrath	44 Martin Road, Centennial Park	663-3238
R. Ranclaud	116b Victoria St., Ashfield	798-9918
K. Ross	4 Graham Avenue, Miranda	522-8029
P. Stakenburg	6 Powderworks Rd., Narrabeen	913-7542
I. Wheat	65 Wyomee Ave., West Pymble	449-1616
R. Wiley	41 O'Donnell St., Bondi	30-7271
S. Wymer	11 Gundawarra St., Lilli Pilli	524-9999
T. Coles	104 Murranji St., Hawker A.C.T.	-
P. Loveday	32 Hackett Gardens, Turner, A.C.T.	48-8342
R.. Meech	23 Matheson Cr., Weetangera, A.C.T.	54-3862
J. Quinn	1b Park Avenue, Alstonville	28-0594
E. Rice	48 Yellagong St., West Wollongong	Bus. 29-9111
P. Stevens	207 Pound St., Grafton	42-2147

VIC.

A. McClure	7 Wellington Ave., Beaumaris	99-1114
W. Leighton	10 Belfast St.,Newtown, Geelong	21-1572
G. Wilson	75 Monash Rd., Newborough	Moe 27-3385

S.A.

M. Brunger	3 Durham Ave., Lockleys	356-6257
C. Gurr	106 Balcombe Ave., Seaton	356-3649
R. Kohler	2 Sparks St., Port Augusta	-
R. Parsons	15 Davis St., West Beach	356-7870
K. Flint	1 Ulinga St., Glenelg North	295-1094
G. Robertson	18 Devon St., Largs Bay	49-7852
R. Stone	24 Crittenden Rd., Morphett Vale	382-3480
G. Robertson	P.O. Box 785, Port Lincoln	82-3462
R. Ward	2 Ferry St., Whyalla Playford	Bus. 45-7000

QLD.

A. Bruton	33 Mott St., Gaythorne	-
K. Smith	23 Troop St., Jamboree Heights	-
E. Constable	Post Office, Euramo. N.Q.	-
B. Tranter	49 Cremin St., Upper Mt. Gravatt	49-6672

W.A.

S. Austin	P.O. Box 61, Albany	41-1507
R. Carless	88 Woolwich St., West Leederville	81-2675
T. Cartwright	14 Northgate St., Karrinyup	46-3409
H.W. Oram	9 Oxford St., South Perth	67-4800
R. Tiessen	15 Constance St., Whatley	79-1462
J. Hill	13 Drysdale St., Innaloo	46-3988

TAS.

R. Herbert	112 Goldie St., Wynyard	
S. Andrewartha	36 Bagonia St., Lindisfarne	43-9395
S. Hey	17 Rosehill Cr., Lenah Valley	28-3408

MEASURERS - WE NEED YOUR CO-OPERATION

When forwarding measurement forms to the Asst. Secretary for referral to the Measurement Committee, please make sure that you collect not only the CURRENT membership card but ALSO the corner tag of page 1 of the plans showing the serial number, OR, if this is not available, a royalty fee of $3.25 for which the Asst. Secretary will issue a receipt and attach it, plus the card, to the measurement form to complete the unit.

In the past few months several measurement forms have been received with neither attachment necessitating correspondence, the cost of which is making a dent in the Association funds.

Thank you.

MOTORING IN A HERON

from Warren Blee

I know that people who put filthy, polluting etc. outboards on their Herons are definitely in the minority in Queensland and I suspect this is the same throughout the rest of Australia. However I find it quite enjoyable as a change from sailing. I have a Century 100 Seagull which is a short shaft 3½ - 4 hp outboard. With this, which I really consider a bit large as I am sure a 2½ hp one would be quite sufficient, I can get 3 - 3¾ hours motoring per gallon depending on how much of a hurry I am in. Not being a great fisherman my major use for an outboard is "exploring". There are many waterways around Brisbane which are really fun to explore but which I find a bit of a bore to sail - liking wide bays and steady sea breezes for sailing. Such places are the magnificent Brisbane River (when not in flood), Pumicestone Passage and Maroochy River which I think are the pick but also quite good are the South Pine River and even Cabbage Tree Creek.

A couple of ideas which I have come up with over the years though not spectacularly brilliant make my motoring more pleasant. Filling the petrol tank of a Seagull with funnel and can usually requires some gymnastics and pretty good judgement in any kind of seaway - and any little backwater can make a Heron bounce sufficiently to make it a little difficult. My main fuel tank is an ex-army 5 gallon jerry can which I find good and compact but a devil to fill from. So I take along a 1 gallon kerosine tin and a siphon tube with pump as bought from Woolworths for about 50 cents. Then while chugging along it is easy to siphon petrol from the jerry can to the gallon can and then when time tomes to fill the tank just lift the ¾ full gallon can and with a couple of squeezes of the hand pump it is easy to siphon the petrol into the ½ gallon petrol tank - no spilt petrol, no lost funnels, no lost petrol caps and with the pump blocking almost the whole opening it is pretty hard to get rain or sea water into the tank.

For a full days motoring, comfort is important so no.1 requirement is a nice comfy cushion - Heron seats can get awfully hard after 6 - 7 hours. Second is my trusty umbrella. I used to be self conscious about chugging along under umbrella but it doesn't worry me anymore. I have found that an umbrella keeps sun and rain from your head and when set up at the front of the cockpit horizontally makes a good spray dodger and it also makes an excellent jury tiller extension when somebody sits on or drops over the side your normal one. That just brings to mind what I found out a long time ago, that is I get much better fuel consumption when I trim the boat just as when sailing as this gives a vertical propellor shaft (if adjusted properly) and maximum waterline length, so I use a wooden tiller extension which simply sticks in the hollow end of the short outboard tiller. Also to make the whole set up complete I always step the mast and take the jib. On long downwind runs it only takes a minute to run up and set and is a decided help both speed and economy wise.

So to all those people who indulge in that frightful pastime good luck and may your engine always run smoothly.

"MYSTERY" TRAILER OWNER FOUND!

Max Luders of Largs North was delighted to see his trailer pictured in the September Newsletter and even more delighted for the opportunity to tell us a lot more about this extremely efficient work-horse. In Max's words :-

"Charlie Cload, another Heroner, made the trailer which is identical to his own and which had been well tried on camping, sailing holidays.

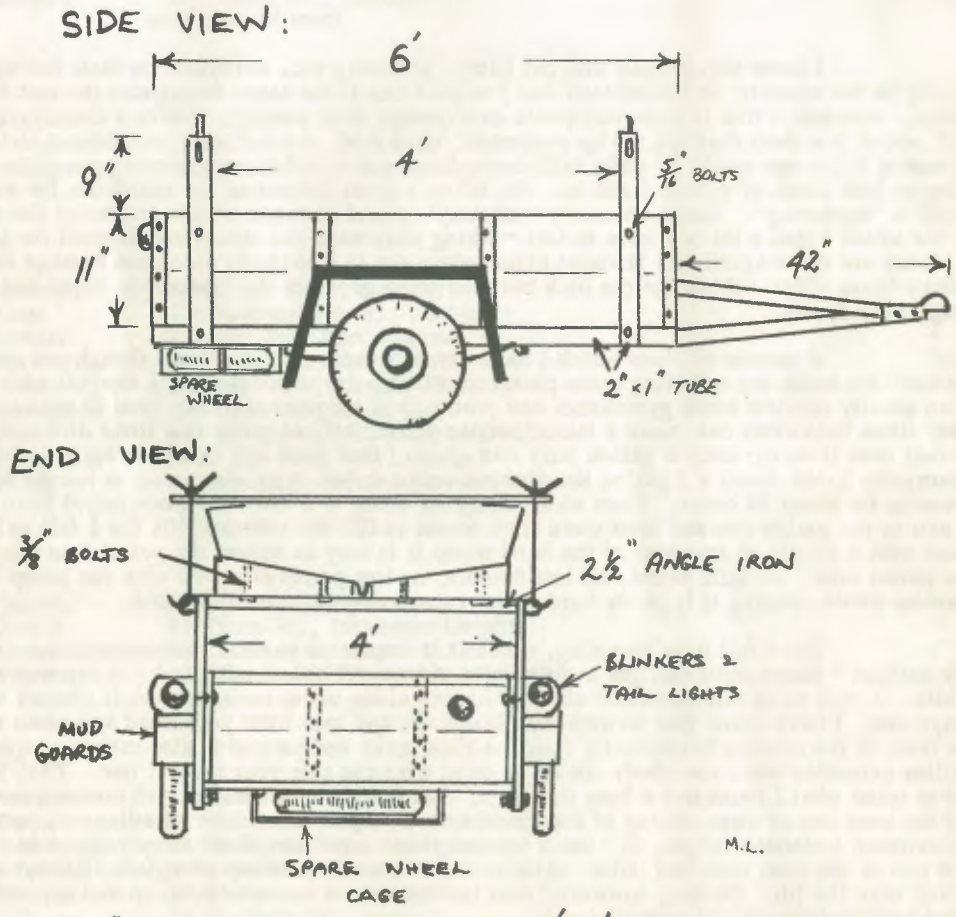
Its workmanship and sturdiness has been put to the test as we towed it across the Nullabor to the W.A.Championships, then to Queensland last year for their series and hope to be at Albury for the coming championships, besides the S.A.Titles at Wallaroo and the Port River Sailing Club invasion of Barmera for the September school holidays.

The frame is of 2" x 1" steel tube welded together with the bottom and sides of hard wood bolted on with ¼" R/H gutter bolts, the tray size is 6' x 4'.

One thing I must mention is that the mud-guards need to be sturdy and bolted on as you have to stand on them quite often when loading and unloading or making adjustments.

Hoping someone can get some benefit from this information."

Max Luders - 8773.



Two further variations on a theme. Colin Gurr from South Australia provided the photograph on the left to prove that caravanning and Heroning are not mutually exclusive. Colin's boat and spars are strapped to a strengthened surf board rack and a 3 wheel mini trailer is normally strapped on top of the Heron. Stronger car springs and torsion bar suspension on the caravan have made this a most satisfactory combination.

Two-boat trailers are becoming increasingly popular around Sydney. The Imlay family version is shown on the right with Bill and son Steve standing in front. Bill must be quite confident of its performance since he intends to take it to Albury for the National Championships.

THE GIRL GUIDES NEED YOU !

No, this is not a recruiting drive to join the Girl Guides but a plea from the Girl Guides Association for help to finish a Heron given to them in a state less than ready for the water.

If some kind, generous Heron builder living in the Cabramatta, Sydney area could give some time for this project would he/they please contact Miss Helen Stoddard, 17 Austral Avenue, Beecroft. R.T.S. "TINGARA" Committee.

Come on, fellas, let's help the Girls solve their problem.

JAX TROPHY TEAMS EVENT

from Alan Crane

The first round of the Jax Teams Event was held on Sunday 27th October 1974 and was hosted by the Concord-Ryde Sailing Club. Entries were received from 12 clubs (11 from the Metropolitan area and one from Lake Illawarra). A programme of 4 heats was arranged so that throughout the day 24 races each consisting of 6 boats (3 from each club) were contested.

The first heat of 6 races was started in a 5-7 knot breeze, however half way round the course the wind dropped to about 1-2 knots and with tidal interference the race practically came to a standstill. All the skippers stayed with the frustrating conditions and some 1½ - 2 hours later crossed the finishing line.

It was decided to postpone the second heat till the afternoon so all boats went ashore and over lunch discussed how they had filled in the past couple of hours. Whilst having lunch a very welcome north-easterly came in and stayed for the remainder of the day.

The remaining 3 heats were sailed in good conditions and good tactical teams racing was evident. In most races the competition was very keen and in fact in the race between Dobroyd and Middle Harbour no less than 3 protests were received. George Miskin (Dobroyd) in 5704 cleared away in the middle stages of the race and although Bill Imlay (Middle Harbour) tried desperately he could not catch George and with the other team members filling good places Dobroyd were able to come out winners.

Special mention must be made to the fine efforts by most of the Junior members who represented their clubs. These young skippers performed very admirably against the older and more experienced. The two young lads from Concord-Ryde Kevin and Robert Gray did a tremendous job to help Charlie Grimwood to come out leaders with maximum points at the end of the day. Another good performance was that of Greg. Stewart from Balmoral in 6161 who in his first year in open racing sailed very well.

The results at the end of the first round were -

Concord-Ryde	4 wins	24 points
Cronulla	4 wins	26 points
Dobroyd	4 wins	37½ points
Middle Harbour	3 wins	34½ points

A magnificent photograph of white sails against an approaching storm off Clontarf beach in Sydney. To the fore are Charlie Grimwood (4075), Malcolm Lloyd-Owen (4534), Jack Gilbert (4944) and Bill Imlay (5703) and his son Stephen (8559).

SUPER SAILING SUPPLEMENT

GOING TO WINDWARD IN HERONS

from Bill Imlay

The longer I sail a Heron, the more I am convinced that the most influential factor on speed to windward is the leech shape as viewed from astern combined with the degree to which the boom is pulled inboard by the main sheet.

Many people, myself included, also think about jibs and about mainsail fullness (influenced as it is by the ability of the mast-gaff combination to bend or not) and about the position in the sail of the maximum fullness. These things are secondary to getting the leech right and pulling the boom inboard far enough but not too far.

In my opinion, there is a correct degree of "tightness" or tension of the leech and thus of twist at the head of the sail for each wind speed. One extreme of leech tension not desirable or achievable would be if the leech looked like a straight line, viewed from astern, between the end of the boom and the top of the gaff. The other extreme, just as undesirable but easily achieved, would be a leech looking like a circle between the same two points. Between these extremes lie the best leech shapes for every wind speed.

The leech shape is controlled by the vang tension and also by the mainsheet tension in most conditions. With the mainsheet slack, the vang, which is very powerful in Herons, can be used to apply enough tension to the leech to allow the best degree of leech "freedom" and sail twist for the wind speed of the time. The trick is to adjust the vang tension in sequence from fairly lightly tensioned through to fairly heavily tensioned, making observations and mental pictures of the leech shape for each vang tension and trying the boat speed and feel for each leech shape.

The related matter is the mainsheet tension which brings the boom inboard and also downwards to influence leech tension in combination with the vang.

Ideally, with the correct degree of both vang and mainsheet tension, the leech should be neither too tight (i.e. "hard" or "hooked") nor too slack and at the same time the boom end, as viewed from astern, should be slightly inboard of the junction of the side deck cabin and the transom.

Having said that, I should also say that the best degree of inboard sheeting for the boom end varies a little for a given boat with windspeed (slightly outboard to sail free for boat speed without high pointing in the light stuff and also in very hard stuff with waves, and slightly inboard for medium wind with small waves for high pointing also). It varies quite a lot between boats according to the degree of mast rake which controls the unloaded height of the boom end.

I try to set up my own boat with the boom horizontal formedium wind and therefore medium vang tension. However, there are many boats having lower boom ends (i.e. more aft mast rake) or higher boom ends (i.e. some forward mast rake) but I am sure that the same sort of balance of leech tension and degree of inboard sheeting of the boom end is being applied in these boats.

Another factor in sailing well to windward is the rather obvious, but greatly neglected one of meeting an arriving gust of wind with crew weight (that means skipper too!) It is all too easy in a Heron to keep the boat upright by slight luffing as the gusts arrive but a better result is possible by energetic swinging to keep the boat on its feet and using the puff to drive the boat forward. Of course some luffing can be a gain if the boat is at full hull speed prior to the puff, but responsive and determined swinging will always beat just sitting on the gunwale and luffing to stay upright.

The next factor in going to windward is the delicate one of being on the tack presently favoured by the wind direction. You have to select the lifted tack on rounding the bottom mark so as to be in a position to tack on a subsequent knock, converting it also into a lift relative to the direction of the top mark and so on for the rest of the windward leg of the course.

The other things are to keep your wind clear of interference by other boats (both shadowing and back-winding) and if at or near the lead, to keep between the strongest seeming competitor and the windward mark.

I think most of us enjoy the windward legs of the course most and I'm sure that, if you get the leech right while sheeting inboard correctly, swing hard, sail the windshifts, keep your wind clear and judiciously cover the opposition you will get better results to windward.

THE AUTHOR

Bill Imlay has been sailing Herons with remarkable success for more years than he cares to remember. As Commodore of the Middle Harbour club in Sydney, Bill's life revolves around sailing which he approaches with an engineer's eye for detail. Following a close 2nd to Ian Cull last year, Bill will be mounting another assault on the National Titles in Albury.

LIGHT WEATHER SAILING

from Charlie Grimwood 8575

Light weather and drifiting conditions are features of sailing which most would prefer to avoid but, as we cannot control our weather, they frequently occur at a crucial stage in a series or season bringing relief to some and frustration to others.

THE CREW. The most decisive factors in success in drifters have to be the temperament of the skipper and his crew must be prepared to have their patience extended to breaking point, resisting unnecessary movement as they sit huddled and cramped in uncomfortable positions in their boat. Their patience must not be thwarted by early setbacks such as bad starts for, in drifters, places can be reversed no matter what the lead, even on the finishing line. Wearing apparel affects patience so clothing must be comfortable and suitable for the occasion.

THE BOAT. The boat itself must naturally be well prepared and equipped for all conditions. The hull should be as smooth as possible and the more recently fine sanded the more is the benefit to the skipper both psychologically and practically.

The boat should be equipped with sensitive tell-tales, e.g. piece of stocking or equivalent on the shrouds, though even these may not be disturbed. I have found a feather wind indicator at masthead to be quite sensitive and reliable.

THE SAILS. The sail adjustments should be employed to achieve the correct sail shape especially with regard for luff tension on both jib and main. The jib luff of course must be eased before the race to permit any creases along the luff and allow the sail to adopt the shape built in by the sailmaker. The mainsail however can be adjusted on the water and should be eased both along the foot and, more importantly, on the luff to allow the fullness to move aft and remove any vertical creases. The kicking strap should be eased and may even be removed for crew comfort on the works.

ON THE WATER. As maximum boat speed is essential, on works the jib sheet must not be pulled on too hard, thereby distorting the shape of the sail, but instead it is better practice to ease it about an inch. Similarly, the mainsheet should be eased to allow the sail to set in relationship to the jib. Still on the works, the skipper and crew must position themselves well forward to give the boat a steady angle of heel which helps the sails fill to their correct shape, to reduce the wetted area by lifting the aft sections and to induce a feeling in the rudder simulating a slight weather helm.

TACTICS. It is a basic but often neglected fact that prior to the start of a race one should never sail too far from the line. The better end of the line should be determined taking into account both the tidal effect and especially the possibility of any new wind.

Just before and after the starting gun every effort must be put into achieving the maximum boat speed, sorting yourself out from the other boats and passing slower boats either to windward or leeward to clear your wind. Concentration must be maintained right through the race to ensure results. Keep an eagle eye out for the other competitors, checking their progress in other areas of the course as to whether the tide is beneficial or detrimental or whether they are finding some whisper of a breeze.

On the reaches and runs concentrate on the sail settings, easing the main as far as the tell tales dictate and ensuring that fullness is back from the luff. Crew weight should still be maintained at the front with the centreboard raised halfway on the reaches and fully in the runs to reduce the wetted area. The whisker pole should be used as soon as the wind indicates that the sail will set poled out.

In conclusion, the only other ingredient for success, would be a bit of luck in being in the right place at the right time - including the finishing line!

THE AUTHOR

Charles Grimwood has always had a reputation as a light weather flier. A previous N.S.W. Champion and several times Club Champion at Concord-Ryde and Middle Harbour, Charlie is the Editor's Choice for the Nationals, a contest in which like the Melbourne Cup, favourites seldom win.

WANTED TO BUY - HERONS

Here is another urgent appeal for Herons in any condition and any classification. Reap the benefits of inflation before the depression hits.

Can you help? If so, please contact Mary Clarke, 1 Ethel St., Balgowlah (948-8142). Mary wants to know if the boat is painted or varnished, the brand of sails, whether buoyancy is built-in or bag, with or without a trailer and, most importantly, the price.

budget buyers guide

BUILDING KITS - Immediate delivery, first class timbers cut to size, including spars, full frame plans, Association plans and complete building instructions - $300.00.

Contact A. Barrett, 18 Brisbane Ave., Lindfield. 2070
or J. Cole, 27 Michael Street, North Ryde. 2113.

PETER JOHNSTON PTY.LTD., 21 Morrison St., Hobart. Phone 34-5422.

for Bruynzeel Plywood, Spinnaker varnish, Ronstan, Riley, Fico, Cannon, Solo Yacht Fittings. Sails made and altered, stainless steel rigging. The complete one stop shop for small boats.

"HERON BOAT PLANS" - from The Class Secretary, 1 Ethel Street, Balgowlah, 2093 - 948-8142 - building booklets, buoyancy bags, T-shirts, Car and lapel badges Cuff links, Ties, T-spoons, and Trailer plans.

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So whether you sail for the gun or the fun, make sure you're sailing the winner - a Cemac Seaply Heron.

LAPEL BADGE

CAR BADGE

Just two of the many accessories available by dropping a line (with cheque/postal order to Mrs. M. Clarke, 1 Ethel Street, Balgowlah. 2093.

Car Badge $2.50 + 25¢ postage
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NSW.

N.S.W. NEWS

BOTANY BAY HERON SAILING CLUB

from Henry Heron.

The 1974/75 Season is now well under way and it looks like being a bumper year for the B.B.H.S.C. We have a number of new Members - Robert Simpson in QUILL, Jeff Moxham in DABCHICK, Harold Warburton with LIZ, Max Harry in JOSIE II, John McIlvride with MACKA, Paul Ranger in RHUBARB, Paul Karllson with DOLPHIN, and Eric Graham in JASAL. The Wray Boys, Gary, Ian and Neil - all Juniors last season - have just launched their new, as yet unnamed, boat.

This has made our fleet quite large and the first races have had no less than 31, 27, 35, 23 and 28 starters.

We are celebrating our 10th Anniversary this year and our Invitation Race has been set for the 7th December. This is also a Travellers Trophy Event so we hope to get many entries to help us celebrate.

Bernie Baker in his new boat FUZZ has been ripping through the fleet as has his son Mark in the Juniors. Alf Luckman in SHASTA finally managed to hide the motor on his boat and won the 4th Championship Race on handicap.

We have introduced the new 720° Penalty Turn into the Club and a number of skippers (including yours faithfully) have taken advantage of it.

As usual an invitation is extended to all Heron Sailors to join us on Botany Bay. We sail at 2.30 p.m. summer time each Saturday and launch our boats from the ramp area at the foot of Sanoni Ave., Sans Souci, adjacent to the Georges River Sailing Club.

CONNELS POINT SAILING CLUB

from Martin Wilding

The season has got underway in fine style, marred only by the warm up race being a non event due to weather conditions on that day. A fleet of between twelve to sixteen Herons take to the water each weekend. The point score is turning into a battle between George Early in 'MISCHIEF' (7366) and Stan Dose in 'JID' (8585) who between them are showing the rest of the fleet how it should be done.

A new starting order has been tried out this season with the slowest of the classes first off the mark and the faster classes following at five minute intervals. The system appears to be working well and has succeeded in making the races more enjoyable. The object is to give skippers and crews more experience of big fleet sailing and to prevent that feeling of being the only boat on the river. It must be admitted however, that on occasions when jibing round the mark amidst a bunch of various sized boats, that a little loneliness could be appreciated.

The starting time for Herons is 2.20 p.m. on Saturdays which leaves plenty of time for all those land based odds and ends which seem to crop up on Saturday mornings. So if you have a Heron, why not come down on Saturday afternoon and sail with us at Connels Point, you will be made very welcome.

CONNELS POINT INVITATION.

The Connels Point Invitation - Event No.13 in N.S.W. Programme will be held on

SUNDAY 23rd MARCH, 1975.
Entries close - Sunday 9th March, 1975.

Skippers and secretaries should amend their N.S.W. and Club programmes, diaries, etc. accordingly.

This will be the third heat of the Heron Endeavour Series.

DOBROYD AQUATIC CLUB

from Bill Parry

This season has started with good breezes and Geoff Miskin in 'CHAOTIC' holds the lead in the points score with Lindsay Woods in 'BERANI' second. Geoff Miskin (going like a rocket) also won the first heat of the club championships.

Despite losing six heroners during the winter, the fleet has rebuilt itself by the addition of four more boats. Experienced skippers have taken these new skippers out before racing for instruction and guidance and in this season's strong southerlies this has been entertaining (for those who watch from the safety of the Clubhouse!).

Our JAX TROPHY team of Charles Mansfield, Geoff Miskin and Bill Parry met keen competition at Concord-Ryde and managed four team wins although their total points tally was not so good. The efforts of the race officials were greatly appreciated by the team.

★ ★ ★

MIDDLE HARBOUR HERON SAILING CLUB

from "Sinbad"

Attendance for the early part of the season was somewhat disappointing but the advent of warmer weather has increased typical fleet sizes to over the 20 mark. It is gratifying to see both the enthusiasm amongst the newer members of the club and the vastly improved performances from some of last season's tail enders, no doubt partly due to the expert coaching from and example set by such well known regulars as Chris Lloyd-Owen, Charles Grimwood and Bill Imlay.

To escape the monotony of normal racing a novelty event was held recently whereby crews, in teams of 3, starting from a line on Clontarf beach, were required to sprint to their boats, rig them and sail 400 m to the pick-up boat where they were given a balloon. Following this they had to land on a nearby beach, blow up the balloon and attach to gaff top before sailing back to Clontarf. One sidelight was that, with delaying tactics both fair and foul being the order of the day, when teams were nominated just prior to starting it was revealed that one skipper had "nobbled" a team member's boat.

Happily no protests were received.

★ ★ ★

CRONULLA SAILING CLUB

from "The Shark"

We are off to a potentially great season with 37 Herons on the books and fleets of up to 22 turning out to battle with the 25 knot southerlies which predominate so far.

A warm welcome to Alf and Robin Tremain and sons back after two years in New Guinea. Alf is already putting pressure on the fleet leaders.

In the first day of the Jax Marine Teams Event Cronulla, the defending club, came second in a day of drifting races.

Two new "ultra light" boats are nearly finished and should join the fleet within two weeks.

SA.

SOUTH AUSTRALIAN NEWS

from Jeff Roberts

S.A. REMINDERS

Teams Race

This years Annual Teams Race will be conducted at Port River Sailing Club on 2nd March, 1975. The event was won for the second successive time by Lake Bonney members last year.

All clubs should organise their teams now to ensure a successful challenge is provided this year. Surely they can't take it away three years in a row now, or can they?

Picnic Day.

The Teams Race will be followed a fortnight later by the Association's Picnic Day on 16th March, 1975 at the Goolwa Aquatic Club. Further details will be advised at a later date but please plan to support this function which, although poorly supported last year, proved to be a thoroughly enjoyable days outing.

PORT RIVER SAILING CLUB

from "Gooseneck"

During the off season at Port River a band of willing workers among the club members have built an extension to the club rooms to house the safety boats. It is a welcome addition and is a credit to those who gave of their time.

October 26th was Opening Day at Port River and was highly successful. Over 70 boats took part in the sail past and the racing which followed, and of these, 38 boats were Herons. With 66 Herons on the register at the moment, and some new ones expected, it augers well for some very competitive Heron sailing this season.

Sue Robertson, who is in fine form early this year, took the line honours in the opening day invitation race for Herons. CARUMBA is back to give some stiff opposition this year - welcome home Alan Leigh.

So now its on for young and old and we of Port River wish all Heroners a happy and successful season.

GRANGE SAILING CLUB

from "Winter Beachcomber"

This year our club held another of its open class winter series programmes lasting 9 weeks with racing every Sunday afternoon. We were very lucky in that every race was completed but, much to our regret, the Heroners did not turn up in full force. Consequently on some of the weeks there were no Heron starters. The outright winner over the series was Len Collins in TINY TIM but rumour has it that next year he will be watching a few of the "oldie" transoms, so look out T.T. next winter.

Our summer competition, although slightly depleted in numbers, looks very strong on the water with Derek Harrison (TAMOGEN), Jeff Roberts (FURY), Bob Brokenshire (LITTLE B), Colin Gurr (ROTASU), Len Collins (TINY TIM), Adrian Doyle, who has bought TEENA TOO, and a number of new starters yet to be trained by the above skippers.

New crews are the order of the day at Grange as most of our sons and crews have migrated "up" to the very strong Rainbow fleet in the club.

PORT LINCOLN

from Reg Kemp

Well, we have just experienced the most exciting Opening Day ever at Port Lincoln. Since last season we have spent approximately $60,000 on renovations to the Clubhouse and extensions to the second floor. Every inch of space was needed for the Smorgasbord Cabaret on Saturday night with over 500 members and friends attending.

Results of the three Heron races sailed were as follows -

Fastest times:

MAWEKA (George Wiseman), CONQUEST (Reg Kemp) and
LARONDE II (Barry Dorward) and

Handicap went to TAKI (Wayne McNair).

This season there will be 40 Herons sailing here plus several visiting Herons from Tumby Bay, so it all adds up to a bumper season.

We welcome all Heroners holidaying in our beautiful city and extend an invitation for sailing or to join us at our attractive licensed Clubhouse.

BRIGHTON & SEACLIFF YACHT CLUB

from Bill Wiseman
AQUATAURUS 8285

With the Fleet register totalling 56 boats everything is set for an exciting and competitive season at Brighton.

Many new boats and skippers have joined the ranks and it is pleasing to see several new hulls in the fleet this season.

Although we have lost several of our top skippers our fleet strength overall is up by some 10 boats largely due to the efforts of veteran skipper Bill O'Brien who organised and conducted a Winter Seminar over a period of 4 nights which attracted about 100 skippers and crew.

This Seminar resulted in many of the newcomers joining clubs on the Gulf and was of great benefit to all who attended, and Heron sailing in S.A. generally. Bill was ably assisted by a panel of experts - who disagreed on just about everything! Which is what the "art" of sailing a Heron is all about it seems.

A pre-season dinner got the season off to a good start and was such a success that plans are being made for another night out early in the New Year. All in all we are looking forward to a very competitive season and in making a strong challenge for the State Championship in January.

HENLEY SAILING CLUB

from Peter Eldridge

At last the football season has finished and sailing is once again in full swing. At this point of time we have about 37 Herons on the register. Unfortunately we have lost some very good skippers, most to other classes within our club. Hope CARUMBA stirs up a lot of trouble at the Port River Club. Good sailing Alan Leigh!

The opening day was blown out so at the moment we have contested only two Trophy Races. Roy Salmon in ANJOPE had line honours the first day with MARTLET (P. Eldridge) and CLASANDRO (P. Dinham) taking second and third. I sincerely hope all our new skippers and crews enjoy the sailing and fellowship of our club and I would like to wish them welcome and good sailing.

The Henley Sailing Club is the venue for the State Titles in January and, given good weather, I know the Henley Heroners will do their best to make a success of the titles. Hope to see all Heroners sailing at Henley in January 1975.

WALLAROO SAILING CLUB

from Trevor Koch

The Season was opened at Wallaroo on Sunday 27th October, by Mr. Mel Scarman of the Royal Port Pirie Yacht Club. The weather was very favourable, with a steady N.W. breeze. A total of 25 boats faced the starter for the short race and afterwards crews and visitors enjoyed afternoon-tea in the Clubhouse.

Only 6 Herons started, with several boats being still unready for the water. However, with a full muster, this number should double.

First Heron home was Allen Bowden in Que I, which Allan has recently purchased. Allan has sailed the last couple of seasons in an Arrow Cat and looks as though he will be right up with the leaders.

Another new boat in the club is VICKI K purchased by George Rankin. George is keen and seems to be getting the feel of things fairly quickly.

Two Heron skippers, Bill Bollmeyer and Jeff Jones, with help from several other members, conducted a Junior Camp over the holiday weekend in October, when instruction in rigging, sailing, water safety and resuscitation was given to 20 boys and four girls aged between 9 & 13 years. Weather was fairly kind and all juniors were able to get afloat as either skipper or crew for at least one period of practical sailing.

The Wallaroo Club hope to be represented at the teams race later in the season. Unfortunately, for several reasons, in the past we have been unable to attend, but this season we hope to be there.

MONOGRAMS FOR CHRISTMAS

Have you purchased your Heron Monogram yet?. Embroidered in Blue stitching on a white background, and suitable for track suits, T. shirts and blazers, it's an ideal Xmas gift. Priced at only $1.50 plus 10¢ postage. Secure yours now from S. A. Secretary, John Carter, 27 Lomond Ave., Seacombe Heights, 5647.

☆☆☆

WHY IS A SHIP CALLED A "SHE".

A ship is called a she because -
There is always a great bustle about her
Because there's usually a gang of men around her
Because she has a waist and stays
Because she takes a lot of paint
To keep her looking good
Because it's not initial expense that breaks you
It's the upkeep
Because she's all decked out
Because it takes a good man to handle her right
Because she shows her topside, hides her bottom
And when coming into port
Always heads for the buoys.

TAS. TASMANIAN NEWS

from Mark Sweetingham

Opening Day at the Lindisfarne Sailing Club for the 1974/75 season was dominated by strong winds, which made our formation sailing particularly difficult. However the Beauty Prize was captured by the class, namely SUNDANCE, sailed by Anne and Rowena Irvine.

The Lindisfarne Sailing Club has decided to run two Pennant series this year for before and after Christmas, and the first and second Pennant Races were sailed in pleasant conditions with light to moderate breezes. Although not all boats are sailing yet, with many helmsmen still involved with examinations, David Jones in JANANNIE appears to be setting a high standard for the coming season, with other good performances early in the season by BANGAU, KULANDA and TELOPEA.

We wish to welcome all new boats to the fleet including SINN FEIN, CINDERS and WOT NOT and wish them all the best with their sailing for the season.

At the Hobart Boat Show and the L.S.C. Boat Show this year we had a Heron on display, and quite a deal of genuine interest was shown by the public, and we hope this will add some new boats to the fleet. Thanks must go to Rob Smith and Anthony Morgan for the use of their boats JAPHER and SINN FEIN.

The Ladies Social Committee organised a Progressive Dinner recently which proved a most successful evening in terms of both enjoyment of all those people interested in Herons, and also as a financial venture.

QLD. QUEENSLAND NEWS

MACKAY HERON SAILING CLUB

from R. Shaxton (8904)

At a well attended meeting of Heroners held in September the reins of the club were handed over to a new executive. Thanks must go to the foundation President and Secretary David Wilson and Bert Tonkin who have been responsible for the escalation of the class in Mackay. Both David and Bert have moved to the trailer sailer class sailing Boomerangs.

The 1974/75 season appears to be the year of the Heron with the Mackay Sailing Club. They are by far the largest class in the club with 18 boats in the water and a couple being built. All the executive positions of the Sailing Club - President, Secretary and Treasurer are held by Heroners.

The opening day of the season was held as a sailing promitions day and all available boats of the Club were used to interest the public in sailing. A full seasons programme has been drawn up allowing for a lay day in each series of races. These days will be used as Promotional and social sailing days.

This season a new look has been given to the Club Championship races. Unlike previous years the Championship will be sailed over 6 races to be held over 3 days - 2 races each day. The first day will be in October the second in December and the third in February. It is anticipated that by sailing 2 races each day the atmosphere will be that of regatta days and the public will be assured of a full days entertainment.

An invitation is extended to all Heroners or sailing enthusiasts who may be holidaying or travelling in our area to drop in any Sunday to the Clubhouse at the Harbour where you will always be most welcome.

HAROLD HOLT MEMORIAL TROPHY

The 7th Annual Harold Holt Memorial Trophy was sailed at Kurrimine Beach, North Queensland, on 21st to 24th August. The series was sailed in light conditions and Dame Zara Bates presented the trophies at the Yachtsmens' Ball held on the final night. Next year the Organizing Committee has decided to order an additional roast porker. The first place getters were :

1	J. Higham	7634	MASTA MARK	Kurrimine
2	D. Quinn	8028	TIRA VENTO	Mackay
3	T. Dunne	5138	ELLEN	Cairns
4	G. Turner	7617	SARKEE	Mackay
5	K. Gregory	7653	SKADI JR.	Mackay
6	M. Foster	7369	PANCHO	Cairns

THE SOUTH QUEENSLAND SCENE

from John McDougall

"Herons are on the move" in Queensland, at least that is the impression one gets after some highly successful QHSA days held recently in our "bananaland" Queensland.

Preparation for New Season

You've heard it before "Heron Sailing is really living", for references just ask the 45 Heroners who travelled to beautiful Lake Cootharaba in the Noosa Lakes District for a sailing - training weekend just before our season opened.

Conditions were perfect and ideal for new as well as old skippers to practice tacking, gybeing, running and rounding the mark, and generally improving their sailing in a shallow (average depth over approx. 14 square miles of lake is 4'6" with 6ft. being the deepest). Clear waters and light breezes.

A lady skippers race brought lots of laughs and some rather peculiar movements were observed by several boats avoiding one another.

In the last race the wing mark "won" we caught it in six inches of water on the southern bank. Stingrays and prawns provided an interesting hike to deep water for the unfortunate leaders Peter Robinson and Colin and Sandra Verrell, who retreived the bouy.

1974-75 Season Opens

Our Season opened with a great deal of enthusiasm being shown as there are now three Clubs fostering Herons in the Brisbane area.

This year we have introduced Inter-Club Teams Racing for the first time with two series each with three Heats being sailed and it has added an extra dimension to the already great season ahead, with record fleets appearing at the first two heats so far sailed.

All Skippers participating thoroughly enjoyed the friendly Inter Club Teams spirit. Cleveland, our newest club, leads so far with 44 points, with Humpybong just two points behind on 42, with South Brisbane well back on 29 Points, although the third head is to be sailed at S.B.S.C. and the "local Lads" will probably rely on their knowledge of river sailing to outclass the "bay boys".

Cruise to Peel Island

On 20th October, seven Herons from our newest Club Cleveland sailed on the bi-annual Club Cruise to Peel Island in Morton Bay, Dolphins and Green Turtles provided the entertainment on the trip over.

Everybody enjoyed the Barbecue lunch pure white sands amongst the Palm trees, it is hard to believe there is such a picturesque Island so close to Brisbane.

We are certain to have a much larger Heron fleet on the next cruise to be held in early 1975.

I take this opportunity to extend from Queensland and the QHSA, seasons greetings and a Great New Year for 1975 to all fellow Heroners throughout Australia.

TOWARDS BETTER PUBLIC RELATIONS

Some thoughts from Alf Luckman taken from "Squark"
the magazine of the Botany Bay Heron Sailing Club.

HAVE YOU EVER HAD THE SITUATION, usually on holidays, when you are minding your own business, busily rigging up, when along comes the individual (who wouldn't know a back-stay from his back----?) who insists on belling you everything that is wrong with your favourite toy in comparison to the boat owned by some obscure relation of his?

Well in case you meet this type in the future the following are a few suggestions on how to deal with the pest.

STATEMENT 1. This is a Heron isn't it! They aren't as good as a V.J., Cherub, V.S., etc. etc., are they?

ANSWER Well they may not be as fast but what other one class boat do you know costs only $80, a day and a half to build, sells for $450 and increases in value by 20% a year?

This answer is like using a battleship to sink a Manly Ferry, but the questioner will be glassy-eyed and punch drunk after that broadside he will retreat in utter confusion and leave you in peace.

STATEMENT 2 These Herons aren't very useful except for sailing are they?

ANSWER Well I can put an outboard on this - can you put a sail on your Pride - Pongrass, Bertram, etc.?

STATEMENT 3 GAWD! I wouldn't own a wooden boat - too much work!

ANSWER Work? What are you raving about. See that Paint-Varnish etc. job? I did that 8 years ago, in 35 minutes, one wet Saturday afternoon - haven't touched it since. There's no work on sailing dinghys . (Always ignore the fact you have just spent 68 hours and $40 in puting 6 coats of varnish inside and out).

STATEMENT 4 Sails are expensive aren't they?

ANSWER I don't know really - the Association only let you spend $3.50 on a complete set and this lot have lastedme for the past 7 seasons and they should be O.K. for another 6 or 7 years. They were good enough to win me the Club, State - Aust. Championship in 1973, etd. (You will be sure of course that the individual you are talking to has no way of immediately checking your answers.)

By now you will have got the idea of how to kill off this type of knocker. The whole object of the game is to multiply everything by 6, add 50 and lie through your teeth in a perfectly straight-forward manner.

17TH NATIONAL CHAMPIONSHIPS

The 17th National Championships will be held at Balmoral in Sydney and the tentative dates will be from Sunday 28th December, 1975 to Friday 2nd January, 1976.

All interstate and country visitors are reminded of the shortage of caravan and camping space in the Sydney area at that period of the year and should be thinking of making bookings now to ensure accommodation.

Recommended caravan parks in order of distance from Balmoral are:-

1. Sundowner - Lane Cove Rd., North Ryde. (88-1933)
   Bookings not less than 1 week. Vans on site plus sites for own van.
   No dogs.

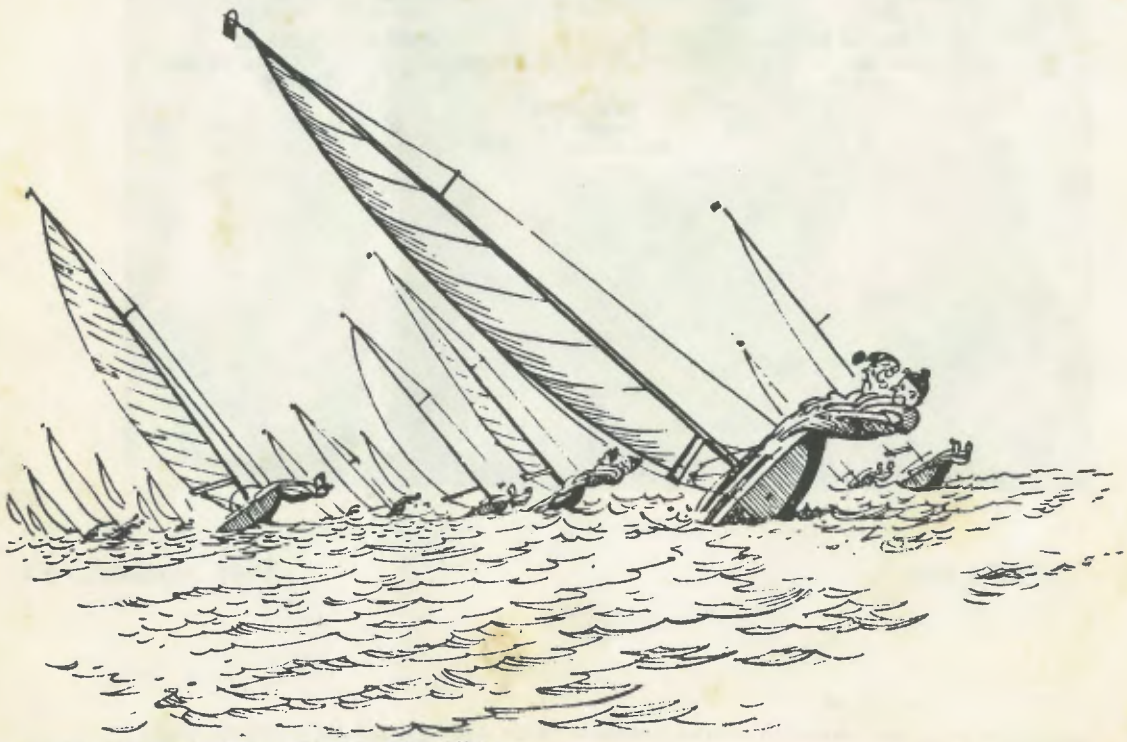
2. Lane Cove Tourist Caravan Park -
   Plassey Rd., North Ryde. (88-3649)
   On-site vans plus van sites.

3. Terrey Hills Caravan Park -
   Mona Vale Rd., Terrey Hills. (450-1781)
   On-site vans, van sites, plus self contained units (sleep 4).
   Will accept bookings if you mention the Championship.

4. Lake Park Reserve -
   South Park, Ocean Pde., Narrabeen.
   Van sites only. No pets.

5. Lake Park Reserve -
   North Park, Ocean Pde., Narrabeen.
   Van sites only.

Narrabeen
1st week Jan



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THE YORKSHIRE INSURANCE COMPANY LIMITED (Inc. in England)

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Sydney. 20519

QUEENSLAND
General Buildings, 39-41 Creek Street,
Brisbane. 211444

SOUTH AUSTRALIA
General Buildings, 117 King William Street,
Adelaide. 517877

TASMANIA
General Buildings, 174 Collins Street,
Hobart. 235081

VICTORIA
General Buildings, 470 Bourke Street,
Melbourne. 600431

WESTERN AUSTRALIA
General Buildings, 189 St. George's Terrace,
Perth. 21 2254

NEW GUINEA
Douglas Street,
Port Moresby. 2324