PRICE 35 cents

HERON NEWSLETTER

MERRY CHRISTMAS HERONERS

DECEMBER 1975 VOLUME 13 NO. 3

REGISTERED IN AUSTRALIA FOR TRANSMISSION BY POST AS A PERIODICAL

HERON NEWSLETTER

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

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Secretary - Murray Bailey,
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Auditor Mr. R. Ellis

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NEXT ISSUE

Deadline is 1st February, 1976.
Photographs are desperately required.

COVER PHOTO

No apologies for putting Murray Bailey on the front again as he tests his new NEPEAN at the entrance of Middle Harbour, Sydney, the site for the coming Championships.

THE PRESIDENT WRITES

A very Merry Christmas to all members and a happy and successful time for those who will be sailing in the National Championships.

This will be my first attempt at a National Championship and I look forward to the opportunity to meet the many members who will be present.

Detailed in this newsletter are several proposed changes to our Constitution and I do request that they be carefully examined and considered as you will be required to cast a vote, for or against the proposed motions, at the Annual General Meeting to be held in May, 1976. Your Management Committee has expressed general approval of these motions.

The Glass Heron is starting to spread its wings from N.S.W. and prototype boats are under construction in Adelaide, Canberra and Brisbane. There are excellent prospects for construction in Victoria early in 1976 and a further spread of the glass boat to Western Australia and Tasmania.

It is very pleasing indeed that our Heron is increasing in popularity and appeal at a time when many other dinghy classes are static.

KEN JONES

MOTIONS ON NOTICE
FOR THE 1975 ANNUAL GENERAL MEETING

The following MOTIONS ON NOTICE have been received in accordance with Clause 9.2 of the Constitution and you are invited to comment, such comment to be presented in the March Newsletter for the consideration of all members eligible to vote at the 18th Annual General Meeting.

a) CLAUSE 1. NAME

WHEREAS the U.K. Heron Association advise that the publishers of 'Yachting World' have now given up their rights to the 'Heron' plans and
WHEREAS the U.K. Association is in the process of changing its name from Y.W. Heron Class Association to U.K. Heron Class Association, I PROPOSE that the name of our Association be changed from 'Y.W. Heron Sailing Association of Australia' to 'NATIONAL HERON SAILING ASSOCIATION OF AUSTRALIA' and that all reference to the Y.W.H.S.A. of A. within the Constitution and Rules and appendices be altered to conform with the changed name of the Association.

Proposer: D.J. Holm (7044)
Seconder: C. Lloyd-Owen (6464)

b) CLAUSE 4. ADMINISTRATION

4.1 OFFICERS. That Rule 4.1.1 be amended to include, as an elected Officer of the Association, the Chairman of the Measurement Committee. Clause 4.1.1 to read "The Officers of the Association shall be the President, Immediate Past President, three Vice Presidents, Honorary Secretary, Registrar, Honorary Treasurer, Editor "Heron Newsletter" and Chairman of the Measurement Committee, all of whom shall be elected annually except the Immediate Past President who shall hold office as of right until there is a change in the office of President.

Proposer: J.C. Coen (5396)
Seconder: M. Hawes (Life Member)

c) CLAUSE 6. MEASUREMENT

Delete Rules 6.2 Measurement Committee Rules including 6.2.1, 6.2.2, 6.2.3, 6.2.4, 6.2.5, 6.2.6 and 6.2.7 and replace with the following:-

6.2.1 The Measurement Committee shall consist of five (5) members including a Chairman and a Secretary.

6.2.2 The office of Chairman of the Measurement Committee will be decided each year by election at the Annual General Meeting.

6.2.3 Immediately prior to the conduct of an Annual General Meeting one member of the Measurement Committee shall retire but may be eligible for reappointment; the person with the longest service retiring first.

6.2.4 At its first meeting after the annual General Meeting the MANAGEMENT Committee shall accept nominations (4) and appoint members to the MEASUREMENT Committee. Casual vacancies among officers of the Measurement Committee may be filled by action of the Management Committee.

6.2.5 Immediately after appointment by Management of the Measurement Committee, the members of Measurement shall proceed to elect from their number a Secretary and advise the Management Committee of the result of this election at the earliest opportunity.

6.2.6 A quorum shall be three of which one may be the Chairman.

6.2.7 The Measurement Committee shall report to each meeting of the Management Committee.

6.2.8 In all of its activities the Measurement Committee shall be subject to the requirements of the Management Committee. Any major difficulty in reaching a solution to a requirement or problem shall be referred back to the Management Committee.

Proposer: J.C. Coen (5396)
Seconder: M. Hawes (Life Member)

d) CLAUSE 6. MEASUREMENT

WHEREAS the Constitution and Rules of the Association contain references to Imperial measurements, and WHEREAS there is a need to accommodate the general shift from Imperial to Metric measurements within Australia, including the purchase of timbers, etc. I PROPOSE that the following alternate metric measurements be added to the Constitution and Rules in the following appropriate positions.

Rule 6.7 - 2nd last sentence add after '140lbs' "(63.5kg)" last sentence add after '145lbs' "(66kg)""

6.9 - 2nd sentence of 2nd paragraph add after '200 sq. inches' the following "(1290 cm^2)" after 'eight inches' the following "(203mm)"
1st sentence of 3rd paragraph add after '24 inches' "(610mm)".
in 2nd sentence of 3rd paragraph add after 'six inches' the following "(152mm)"
4th sentence of 3rd paragraph add after 'The reach of the mainsail must not exceed 9"' the following "(230mm)".

6.10 - 1st sentence of 1st paragraph after 7'6" add the following "(2285mm)".
1st sentence of 2nd paragraph after '4' 0"' add the following "(1220mm)".

6.11.2 - After '2½"' add "(64mm)" and after '2"' add "(50mm)"

6.11.6 - After '3/8"' add "(9mm)"

6.11.7 - After '3/8"' add "(9mm)"

6.11.16 - After '3/8"' add "(9mm)"
After '½"' add "(12mm)".

Proposer: D.J. Holm (7044)
Seconder: S. Wymer (7687)

e) CLAUSE 6. MEASUREMENT

WHEREAS the members of the Association resolved on the 6th May, 1974 to provide for the granting of 'A' class certificates to boats approved by the Association having hulls built of glass-reinforced-plastic (i.e. Fibreglass and having decks and/or thwarts and/or side seats built of fibreglass or plywood timbers) and for the granting of 'B' class certificates to such glass-reinforced-plastic boats which, in the opinion of the Measurement Committee are not built fairly to plan, and WHEREAS Sections 6.10 BLACKBANDS and Rule 6.11 MODIFICATIONS of the existing Constitution and Rules which now only relate to existing plywood Herons could, due to the introduction of the g.r.p. Herons, be read as applying to both plywood and g.r.p. Herons, I PROPOSE that the Constitution and Rules be changed as follows:-

Rule 6.6 - SAIL NUMBERS
Second line - after the word 'carved' add the following "stamped or moulded on the transom beam or deck beam inside the boat".

Rule 6.10 - BLACKBANDS
Add as a third paragraph "In the case of fibreglass or fibreglass/timber Herons, a blackband shall be painted on the mast with its lower edge 4'0" (1220mm) above the base of the king post.

Rule 6.11 - MODIFICATIONS
Delete "The following modifications are permitted" and replace by "In the case of plywood Herons, the following modifications are permitted."

Proposer: D.J. Holm (7044)
Seconder: C. Lloyd-Owen (6464)

ABOVE. Don Jamieson, three-up in 7355, and Warwick Jacobson in 7829 had a battle right through the race held just off Balmoral where the National Titles are about to be contested. Note the different rig adjustments. Which is better?

DIARY DATES

DATES FOR THE DIARY

1975/76 Heron Championships - Balmoral Sailing Club, Sydney.
IF YOU HAVEN'T ENTERED BY NOW - YOU'RE TOO LATE.

1976/77 Heron Championships - Henley Sailing Club, Adelaide.
Chat with those friendly South Australian entrants visiting Sydney for the 75/76 series and catch their excitement and enthusiasm in hosting the 76/77 event. S.A. State President will be present with information on accommodation.

1977/78 Heron Championships - Lindisfarne Sailing Club, Hobart.
You might well look surprised at our mentioning this event but through past experience your writer knows just how important it is that early bookings be made (like 18 months ahead) for ship space for family, boat and car for the memorable trip to Hobart. If you've been promising yourself a trip to the Apple Isle why not include a wonderful sailing week in your plans.

MARY CLARKE

LETTER TO THE EDITOR

Dear Sir,

I have sailed a Heron in three clubs and noticed that four methods of dealing with rule infringements are current:-

1. No protests accepted - this was a friendly, family-style club where racing was not very serious.

2. Anyone feeling they were guilty of an infringement was expected to withdraw.

3. No protest entered but plenty of griping behind the scenes.

4. Protests to be made to the Committee.

Now while the first method has certain social advantages and may preserve harmony and a happy, carefree attitude towards sailing, it is hardly compatible with serious racing. In the long run, the standard of sailing must suffer and this has to be weighed against the social advantages.

The second method has something to commend it but depends to a great extent on knowledge and self-discipline. Not everyone knows when they have committed an infringement and not everyone cares. Moreover, I have seen cases where the wrong boat has withdrawn, mistakenly assuming guilt. Also, it is difficult to make a snap judgement on the water, especially when involved. Therefore this method cannot be recommended.

The third method is probably the most common - and the most unfair. How often have you heard a defeated skipper say: "I was infringed at the start. So-and-so doesn't know the rules". The accused skipper never gets a hearing, often doesn't even know he has been accused. It takes courage to stand up and make your protest, back it with evidence and accept a Committee's decision with good grace. If you don't feel you can go through with it, at least don't gripe behind your opponent's back. To put it crudely: either stand up or shut up.

The last method then remains the best. The circumstances can be assessed by a committee, both parties have a chance to state their case and a fair summing-up is to be expected, with a consequent spread of knowledge of the I.Y.R.U. rules. It shouldn't be taken as unfriendly, it's fair. Besides, if you ever make it to the Big Time, State or National titles, you can expect to meet the situation, you'll need to know the procedure and a bit of experience can be a help.

So don't be afraid to protest, it's the best method of deciding disputed points.

LAURIE NILSON (8310)

Further to this point, here is an excerpt from the President's address in the latest Y.A. of N.S.W. Year Book:

"If you are anxious to experience the highest and most rewarding form of the sport and wish to uphold its best traditions, there is no doubt that two maxims must be observed. First, if you cause a foul and know you are in the wrong : Down with the racing flag and "out" as soon as possible. Secondly, if you are in doubt, or think your opponent is at fault : Up with the protest flag, and get the sailing committee to decide afterwards. That is the only way I believe the game can be played properly. It may sound grim, fierce and ruthless, but really it is the greatest fun. The point to realise is that if all the competitors are of opinion that a strict observance of the rules is a sine qua non, and neither ask for nor give any quarter, the standard of the sport, and its consequent enjoyment, will be of the best".

CHARLES MIDDLETON
President, Y.A. of NSW.

STOP PRESS

Entries to date for the National Championships indicate a fleet of over 100 boats. Bring your tranquillisers!

KNOW YOUR RULES
(PLUS A LITTLE TACTICS)

The first of a series
by CHRIS LLOYD-OWEN

The racing rules generally try to provide for fair sailing without putting anyone at an overall disadvantage. An example of this is found in the rules governing overtaking. If a boat astern decides to overtake to leeward (normally the hard way), she is protected by Rule 39 which prevents the windward boat from sailing below her proper course (i.e. following the leeward boat down to blanket her) while the leeward boat is within 3 boat lengths of the windward boat.

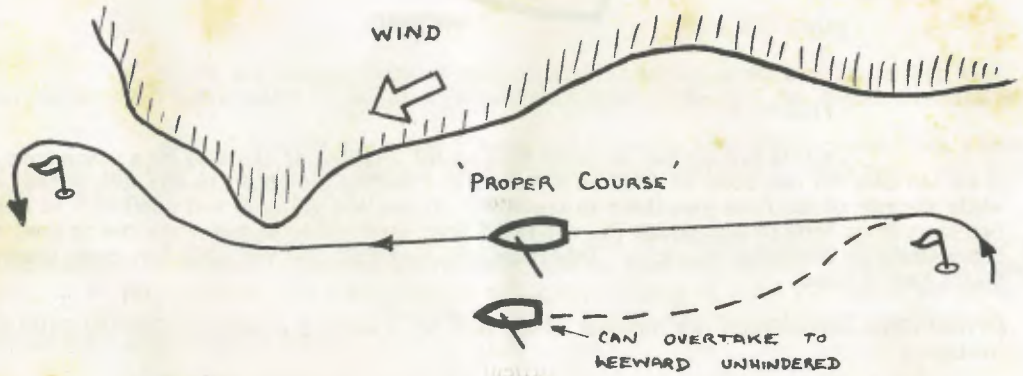


FIGURE 1.

Note that while the "proper course" is normally a straight line to the next mark, there may be other factors such as obstructions, tide or even a wind shadow behind a headland, which would make valid a proper course below this straight line. The windward boat must however be ready to justify such a course before a protest committee!

In the same way that Rule 39 protects the leeward boat, Rule 38 again helps protect a boat being attacked. If the boat astern decides to try and overtake to windward, blanketing the leading boat in the process, Rule 38 gives the leading boat a defensive weapon in the form of luffing. She is entitled to luff up as sharply as she pleases, head to wind if desired, until a position is reached where the mast of the leeward boat is directly abeam of the skipper of the windward boat in his normal position. At this stage the skipper of the windward boat may call "mast abeam" whereupon the leeward boat must resume its proper course towards the next mark.

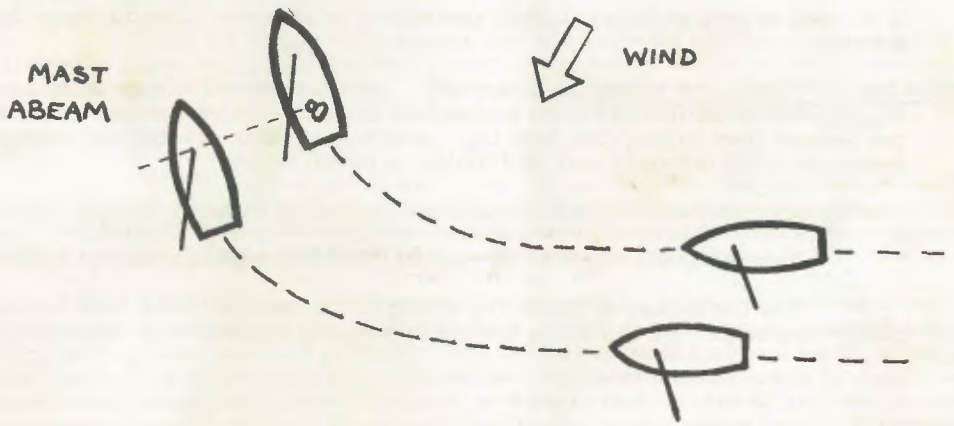


FIGURE 2.

At all times, until this position is reached, the windward boat must keep clear of the leeward boat. Any contact at all, even with sail or sheets, is a breach of the rules. Note also that the process of "keeping clear" includes allowing the leeward boat room to resume proper course promptly after the hail of "mast abeam". When the skipper of the leeward boat pulls his tiller over to resume course, the stern of his boat swings to windward and if the windward boat is too close, contact will result. The windward boat will be in the wrong even though contact occurs after the "mast abeam" call on the leeward boat is carrying out a legitimate manoeuvre and the windward boat is required to keep clear (Rule 37.1).

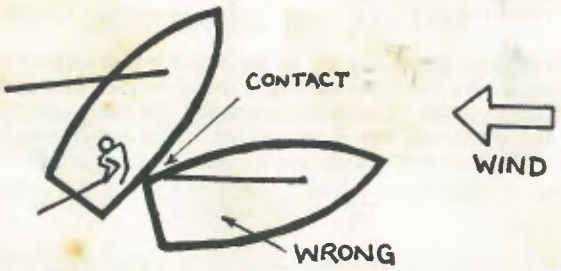


FIGURE 3.

While luffing can at times be a useful weapon, it can also be a place loser. It is all too easy for two boats to become involved in a luffing match off to one side of the course while the rest of the fleet pass them to leeward! If you are going to luff confine it to one or two short sharp luffs to discourage the windward boat from trying to pass too close to you, then concentrate on resuming the race. Otherwise you may find that you have lost more than you might have gained.

(Writer Chris Lloyd-Owen is a member of the N.S.W. Yachting Association Racing Rules Committee.)

TASMAN CUP

from Bernie Baker

In the last Newsletter we invited entries for the Tasman Cub. Here are some more details for those who have entered.

Sunday 4th January at Cronulla. First race starts at 10 a.m.
Rigging area in Gunnamatta Park, off Nicholson Parade, Cronulla.
Trailers can be towed into the park, but cars must then be taken outside and parked on the street.

It is hoped to have an informal steak-sandwich-type barbecue at the clubhouse in the evening.

Monday 5th and Tuesday 6th January at Botany Bay. First race each day starts at 11 a.m.
Rigging area at the foot of Sanoni Avenue, off Clareville Avenue, Sans Souci, next to the Georges River Sailing Club building. It is hoped to have a volunteer overnight watchman 5/6th to enable boats and trailers to be left on site.

Another informal barbecue on the beachfront on Tuesday evening.

Enquirers could ring Stan Wymer (02-524 9999) or Bernie Baker (02-520 8399).

You can be sure of interesting sailing in the series and even more certain of a very friendly welcome. We're looking forward to renewing acquaintances and making new ones.

LADIES ONLY!

Bend an ear, tell a tale or two of the funniest thing that has happened to your man (Dad, Husband, Brother or Son) since embarking on his sailing career.

Stories have to be printable, of course, and I can't promise a South Sea Island Cruise as first prize but how about Heron T-shirts for the three funniest.

Send your entries to Mary Clarke, 1 Ethel St., Balgowlah.
CHIEF JUDGE AND ADJUDICATOR!!

(The tactical art of teams racing is rather rare in Australia. As far as I know the only regular contests for Herons are conducted in Sydney and Adelaide. That well known and well informed skipper Bill Imlay from the Middle Harbour Club explains both race organisation and tactics in this article so that others may give it a try.)

TEAMS RACING

from Bill Imlay

There are various forms of teams racing in sailing boats but this article will describe the Jax Trophy teams racing as organised each year by the N.S.W. Heron Association.

Each club team comprises 3 boats and a reserve boat which can replace a team boat before the start of any of the races if there is gear failure or illness. Each team race is thus sailed between two 3-boat teams.

There are two Jax days each summer, one in October and the other in February on different clubs' courses. Each team sails four races on each day, points being scored in each race. In an 8-race series, the team with the maximum number of team wins is the winner of the Jax Trophy. If more than one team has the same highest number of team wins, the Jax-winning team is decided on points.

Usually there are more than 8 teams entered in a series so that each team does not meet every other team. A draw is made to select the meeting pairs of teams.

On a Jax day, racing starts about 10.30 a.m. in the first round of racing. Each 2-team race is given a 5-minute loud-hailer countdown and a race starts every five minutes on a course designed to take 45 minutes to sail. So there are 6-boat (i.e. 2-team) groups, five minutes apart around the course. When all races for the round are completed, the next round starts, again with the 5-minute interval between 6-boat groups. Usually, two rounds are sailed before lunch and two after lunch on each of the two Jax days.

Every boat is given a list of the paired teams before the morning briefing so that, by observation, each boat can know when to approach the starting area for its next race. As well, the starter keeps the boats informed by loud-hailer. There have been as many as 9 races per round on some Jax days, meaning that those days had 36 races started. Sometimes the first race of a round may have finished before the start of the last race of that round, so that there can be time for a bit of loafing between races.

Each Jax day provides a great deal of enjoyment and activity for a lot of people and it is quite a spectacle to see the racing boats spread around the course while those waiting to race are circling near the starting area. There is the excitement of four carefully contested starts on the day, each followed by a close race in which rule-invoking situations occur more frequently than in long-course fleet racing.

The best teams racing has 2 principal components. One is to ensure that no wind-shift benefits an opposing boat without a similar benefit to at least one boat of your own team. The other is to sail to try to take legitimate advantage of the rules to force opposing boats into disadvantageous positions relative to your team-mates' boats.

On windshifts, it is necessary if leading to be at all times in a covering position relative to one or more of the opposition and if not leading to try to break cover or entice covering leading boats into poor positions. These considerations lead to a lot of guessing, double guessing and bluffing and it's very possible to outsmart yourself as can be richly deserved!! Practiced teams interchange cover with boats on opposite tacks to save tacking and frequently, if it appears necessary, call on right-of-way team mates to give way or even give way without being asked. The latter sometimes leads to funny situations when both boats try to give way. I was in one once in which both of us ended up head-to-wind at the last second while the leading opponent sailed away laughing. It can be of advantage team-wise to luff more determinedly than in individual racing to let team-mates gain even if you end up in last place.

There can be sometimes a little pre-start ferocity, so if pays to watch the opposition during the five-minute count down. I've seen one case of a "match-race" start in which a boat chased an opponent for a quarter-mile upwind, both missing the start by about three minutes. I doubt if it paid the attacker's team much on that occasion but it could have done so.

From the above you will realise that rule-keeping is an absolute essential to teams racing enjoyment. We do have infringements though, which lead to protests unless there is a retirement, and as the points system is severe on disqualifications, the protests are very thoroughly dealt with by all parties. It's much better to retire if you have the least doubt about your part in the incident.

I hope this article arouses interest in Jax-style teams racing in States that have not tried it and, if it does, I'm sure Alan Crane would be only too happy to supply further information about organisation. Maybe we could even have interstate teams racing if it catches on.

WELCOME TO NEW MEMBERS

This is our own special "NEW FACES" column designed to help those "old" members recognise, welcome and encourage the "new" members of our Association.

NEW SOUTH WALES

1583 - D.Tracey (SARANGA)
3903 - W.Bell
4087 - I.Thompson (GINGIE)
4356 - P.Underwood (MILKY WAY)
4433 - R.Adkins (AVEOLA)
4538 - D.Jeff (GEM TWO)
4752 - J.A.Lee (KERRERA)
4883 - B.F.Coy (TOOLANGI)
4854 - J.Grellman (MAIRI)
3525 - Miss C.Cherry (EVA)
5339 - D.Maddalena (GALADRIAL)
5707 - G.Bramah (JABRI)
5843 - W.Freeburn (HOBBIT)
5871 - T.Reilly (PIRATE)
5904 - D.Brandon (GRUDDILY POD)
5982 - B.King (KOORANYA)
6422 - G.Williams (SALTY DOG)
6738 - B.Compton (ODIN)
6759 - C.Crollini (LOREVA)
6760 - R.Crago - (MR.CHRISTIAN)
6951 - I.Pye (SKIDDA)
7158 - P.Fraser (EBBTIDE)
7421 - R.Brown (UMBILICAL)
7842 - Mrs. Grantham (ZIMBI)
7848 - J.Delmas (LLLAWARRA)
8008 - G.Ewing (HIHIH)
8013 - I.Parker (PIP)
8032 - G.Webster (DESIREE)
8236 - J.Lynn
8565 - R.Powell (WIMAWAY)
8784 - C.Holmes (ENDLESS)
8786 - J.Brownhill (RED RUFUS)
8918 - A.Shaw (SILVER FOX)
8988 - A.Scott (AUNTIE JACK)
9180 - G.BUrrows (LEIAN)
9197 - M.Atkins (BABU)
9198 - K.Wonson (SHADOW)
9202 - D.Blamires (DAGAN)
9208 - G.Jenkinson
9212 - D.Cranch (TWO FOUR TEE)
9213 - J.W.Smith (WINDA)
9214 - O.Layden (YCRAMMED)
9216 - N.Taylor (GET SMART)
9217 - C.Gray (MISFIT)
9218 - J.Looker (JAU-KAY-EL)
9220 - R.Holmes
9221 - C.Brandon (DRAGONFLY)
9222 - J.McManus
9223 - G. & Mrs. Jopson
9224 - R.Sparkman
9227 - A.Pearson
9228 - W.Langereis

SOUTH AUSTRALIA

4575 - Miss M.Cronin (HURTLE)
4655 - L. & M.Hastwell
5170 - Miss J.Smith (STRIFE)
5918 - T.Matthews (PRODIGAL)
5939 - W.Seidl (ECHO)
6568 - A.A.Hayter (AUCILIA)
6635 - Dr. R.Freeman (DOONGARRA)
6710 - B.Caddy
6719 - G.O'Loughlin (PUDDLEDUCK)
6878 - M.McLaren (SFAREN)
6996 - 1st Gilberton Scout Group
7442 - D.Barr (TEDDY BEAR)
7482 - 1st Gilberton Scout Group
7819 - Miss K.Roberts (K-TEE)
7920 - P.Nicholson (SUNDOWNER)
7925 - A.Baker (ALAWYNNE)
8306 - G.Butt (KATYJ)
8985 - M.Doley
9182 - B.Fisher (FLOPSY)
9192 - D.Ollerenshaw
9193 - A.Richardson (CURLY JO)
9204 - C.Kelleher (SPRIGHTLY)
9205 - B.Humphries
9219 - J.Collins (CACTUS)

VICTORIA

4092 - K.Redman (DIPUM)
4544 - A.Magro (BAY LADY)
4886 - G.Knight
4893 - G.Hatherell (TRUMP)
4921 - J.McCallum (SPARTAN)
5122 - G.Backhouse
5355 - G.UPston (UIRA)
5393 - P.Oldridge (GODDESS)
6423 - P.Dorney (MAHARIKA)
6546 - E.Warhurst (HA-HA)
7193 - E. St.J.Plenty
7612 - R.Fidone (RICOCHET)
7908 - G.Parry
7981 - H,M,G.Davis (PRUDENCE)
7993 - G.Francis (DOLPHIN)
8342 - R.Maryon (JEAN MARGARET)
8759 - B.Cronin
9194 - P.Short (ARAGAR)
9226 - Miss H. Phillips (BANYANDAH)

QUEENSLAND

5929 - J.Bryce (SUSAN LEE)
5947 - L.Simpson (HEATHER-LYN)
6232 - D. & H.Cresswell (TARI)
6640 - N.Jones (OTTO)
7165 - R.Pettigrew (NAUTILUS)
8231 - G.Andrews and S.Pearse
8508 - I.Dorward (GEDI-C)
9137 - B.Rae (WATUTSI)
9189 - K.McLaren (WAPI)
9190 - O.Cary (SOMETIME GYPSY)
9196 - N.Fraser (MARCI)
9210 - I.Hunter (PROCRASTN)

A.C.T.

4998 - C.Bosson (IERE)
6376 - W.Nicholas (GODOLPHIN)
8308 - J.Stockwin (MERLIN)

WESTERN AUSTRALIA

5741 - H.Owide (KOOMAK)
7841 - R.Morgan (SNAPPA)

TASMANIA

7883 - B.Featherby (JENNI)
8526 - D.Campbell (GAZINTA)

ARE YOU THINKING OF BUILDING A NEW HERON?

Or have you persuaded a friend to "have a go". The Association is now able to supply FULL SIZE FRAME PLANS and these can be obtained by sending a cheque/postal order for $3.20 to the Asst/Secretary, 1 Ethel St., Balgowlah. 2093.

NEWS from the STATES

QUEENSLAND NEWS

from Mary-Ann Robertson

Once again the sailing of the Heron class in Brisbane is conducted by three main clubs - Humpybong and Cleveland on the bay, and South Brisbane for river sailing. The opening of the sailing season usually held at Manly, was held at Mooloolaba this year. The conditions were mild for our first adventure on the Pacific Ocean, the hardest element being the getting on and off the beach against the surf. Nine boats attended and the winners were Colin Verrall (COL-SAND), Alan Croft (HICCUP) and Peter Robinson (HOURI).

The excursion south to Ballina in late October was less hectic than our last visit when we entered a cyclonic depression on leaving Queensland and did not see sunshine until our return to our sunny State. This year conditions were good except for a large tidal flow and Colin and Sandra Verrall were again the winners followed by Ken Smith (HULLABALLOO) and Peter Robinson. It was once again a most enjoyable weekend for everyone, including the eight from Queensland, and included the usual barbecue and night on the town.

The Head of the River organised by the Queensland Yachting Association at Brisbane Sailing Club was an extremely long race for the six Herons competing but Col Verrall managed another win.

There will be at least four Brisbane Herons attending the 1975-76 Titles at Balmoral and we hope to see you all there.

SOUTH AUSTRALIAN NEWS

from Peter Eldridge

Picnic Day. This season's picnic day is to be held at the Goolwa Aquatic Club on Feb. 29th. The success of the day is surely measured by the attendance of all Heroners and the committee would like to see as many as possible make the effort in order to guarantee future picnics.

Teams Race. Keep track of your good club performances in the future and select your 4 man team for March 21st to race in the annual Teams Race at the Port River S.C. The Grange team are the present champs and no way known will they give up the heron without a fight. More information next Newsletter.

Fibreglass Heron. Local boat builder Robin Haselgrove has obtained the Association mould and will soon be producing the finished article. The first Heron off the mould will be on show at the State Titles in January so all interested Heroners can see and sail the Heron on Lake Bonney. Enquiries on the fibreglass Heron will be welcomed by Mary Clarke or the State Association.

State Titles. Don't forget Barmera on the holiday weekend in January 1976. Hope all Heroners can make the effort to justify the enthusiasm and work the Barmera Heroners are doing to ensure the success of the Titles.

PAPUA-NEW GUINEA NEWS

V. Holna sailing CORDEALIA (7887) had a most convincing win the recent Papua Yacht Club Championships with 6 wins and a second placing. R. Burgess (5506) was second and G. Miller (3363) third.

Mr. Holna is making the long trip to Sydney to compete in the Nationals to be held at Balmoral at the end of the year and is looking forward to some keen racing.

THE TASMANIAN SCENE IN PICTURES

ABOVE. Familiar names to most Heroners - ex-National Champion, Andrew Payne in 8998, EIGEN VECTOR and David Jones in 8750, JANANNIE.

BELOW. The crowded scene on the western shore.

VICTORIAN NEWS

from Peter Hunt

Life Saving Techniques

A fair number of yachtsmen were present at the Elwood Life Saving Club on October 13th for a talk and demonstration on basic Heart Lung resuscitation techniques. Organised by the Victorian Heron Association and open to all interested, we were shown how we might help our fellow sailor or indeed anyone in a drowning situation.

Most of us left with the feeling that we could at least attempt to save life rather than wait the sometimes fatal time lapse until experienced help arrived. Could you make an informed attempt at life saving of this type? Could the other fellow help you? We believe that our association in all its spheres could follow up this Victorian Meeting. It's just possible that those near and dear to you may need your help. Can you give it? It isn't difficult.

Lake Boga

An invitation is extended to N.S.W. and S.A. skippers to enter the Easter regatta to be held in April at Lake Boga. We are particularly keen to encourage the country Heroners and many of our "crack shots" will be up there to attempt to show the country lads how it should be done.

Perhaps they will learn something instead! For details ring Terry Evans on 99 4676.

G.R.P. Heron

From the number of enquiries filtering through to the Victorian Assoc. about the G.R.P. Heron it appears that Victorians are keen to see a local builder in action. So far there has been a reluctance to purchase from Sydney because of the lack of contact and because Victorians have not as yet sighted a finished product.

(Editor's Note: It appears unlikely that a Victorian builder will be appointed in the near future but additional builders in S.A. and A.C.T. will be in action very soon. Why not contact Asst. , Sec. Mary Clarke for details?)

Sailing Training Course from Neville Ridgway.

As in previous years your association again conducted a training course for beginners in yachting. Three night lectures were conducted at the Royal Melbourne Yacht Squadron, with an attendance of approximately 100 per night. The students were also given 20 minutes familiarisation at Elwood Beach sailing in Herons.

Our thanks (as well as the accolades of all students) must go to that relatively small band of Heroners who carried the load in these events on behalf of the association and yachting generally. In particular we thank stalwarts John Cohen and Len Ralph for conducting the course and to Ian Ricketts for his organisation. By the way, this makes the third training exercise this association has performed this year for the general public covering some 300 learners. I wonder who else in yachting can make any such claim?

N.S.W. NEWS

from Lloyd George 8749

May I take this opportunity of wishing all Heroners throughout Australia a happy and healthy Christmas and New Year and fine sailing in 1976.

Boat Show. Sydney held its first ever all-centreboard boat show in Sydney Town Hall for Sydney's sailing fraternity. The show was the brainchild of Y.A. of N.S.W., our own Brian Makin, a Heroner of BYRA Sailing Club,being secretary. Participating in the event were 34 classes and associations. Sail Sydney 75, as it was called, was professionally staged and was a credit to all concerned. 9171, our first fibreglass Heron, created a very fine showing. It was very refreshing not to be confronted with the endless varieties of power boats. The second Sunday following Sail Sydney 75, the Middle Harbour Club had a "Sail-a-Heron Day" which was most successful and prospective Heroners had every opportunity of sampling the pleasures of Heron sailing.

17th National Championships. Can Ian Cull do it again - a hat trick? The way he's been sailing it's not an impossibility. The stage is set and all is in readiness for the championships, through the efforts of the Balmoral Club and the N.S.W. Heron Committee. This year the juniors have an added incentive in the Alan Connolly Memorial Trophy and from what I've seen of Sydney junior skippers this season they don't need any extra incentive - they are already a force to be reckoned with!

Remember that measurement facilities will be available on Saturday 27th December at Balmoral Sailing Club between 10 a.m. and 4 p.m.

Reminder Trophy : A reminder for the dates and venues for the last three races for the Travellers

March 6	-	Port Hacking O.S.C. Regatta
April 3-4	-	Lake Macquarie Heron Holiday
April 17-19	-	Balmoral Easter Regatta

FLASHBACK TO LAST NATIONALS

Three smiles of success from Ian Cull, Nev Ridgway and Bob Bluck. Can they do it again at Balmoral?

Photo: Harold Melzer

JAX TROPHY TEAMS RACES

from Charlie Grimwood

The first in the series for this season's Jax Trophy for interclub teams was held at Dobroyd Aquatic Club on 4th October. This series promised to be the fairest as, for the first time, every team would be competing against every other team. To do this it was necessary to sail five heats instead of the usual four but the promise of a 20 - 30 knot westerly and the commencement of daylight saving made it easy to accomplish.

The day dawned fine and clear and a few odd gusts of continually increasing velocity gave warning of what was to follow. The first series started with the wind already settling into its predicted strength. The Middle Harbour team led the local team away but a strong gust capsized the leader, Malcom Lloyd-Owen in the new EMU, thus giving the locals a win.

It was even more dramatic as the second pair of teams started with one boat capsizing on the line and three more on the square run. The promise of a moderating wind gave those present hopes for easier sailing but at vital moments severe gusts would descent on the starting line, gybe marks and square runs to cause further capsizes.

But through all the excitement of wild planing reaches, close tacking duals and tight finishes, one team emerged unbeaten. It almost goes without saying that this team would be none other than the formidable trio of Ian Cull (National Champion), John Stannard (State Champion) and Dick Sleeman representing Cronulla who already look to have a stranglehold on the Trophy. The final heats will be held early in February at Botany Bay.

Jax Trophy Results:

Cronulla	5 wins	30¾ points
Middle Harbour	4 "	42¼ "
Dobroyd	4 "	44¼ "
Concord-Ryde	4 "	45 "
Botany Bay	2 "	53½ "

SHOALHAVEN SHIELD

Held as usual on St. George's Basin. Saturday cold fresh southerly, Sunday warm and sunny but light and variable winds. Monday a steady, brisk North Easter.

Bill Imlay won again in "DEFT" although nothing like his four wins last year. Main rival was Malcolm Lloyd-Owen sailing "EMU" in its first major interclub event. Bill scored two firsts in the light stuff plus a second and a third. Malcolm had two wins in the fresher breezes with a second and a fourth on the Sunday. Third overall was Charles Grimwood followed by Paul Hopkins with his wife crewing.

Dick Sleeman had his very new (finished the night before) fibreglass "SLEEWORTHY but spent all week-end trying to get the adjustments all correct. Dick's son Stuart sailed the old "DODI", performing particularly well in the fresh breezes and was second junior after Malcolm.

HERON ENDEAVOUR SERIES

from HENRY HERON
(Botany Bay Heron Sailing Club)

The Heron Endeavour Series was initiated in the 1972/73 Season, mainly at the instigation of our Club. Its object is to encourage inter-club visiting in our area by giving more opportunity to long and middle handicap skippers to achieve something in Invitation Races.

Any Club sailing Herons on the waters of Botany Bay, Georges River or Hacking River may take part. At present Botany Bay, Connels Point, Cronulla and Port Hacking are the competing Clubs. In the past Kyeemagh and Burraneer Bay have also competed.

The name Endeavour is taken from Captain Cook's ship, the first craft known to have ever sailed on our Waters.

The Series works like this. Each year three invitation races are selected on which to run the heats. (This year they are the Cronulla, Botany Bay and Connels Point Invitations). The best six boats on handicap from each Club in each race score points for their Clubs. (First on handicap, 60 points; second, 59; third, 58 and so on). Total Club points for all three races are added, and the Club with the most points after the three races wins the Series. Winners have been Connels Point in 1972/73, Botany Bay 1973/74, and Cronulla 1974/75.

The winning Club receives a shield which it retains for a year.

To work out handicap placings, the current Club handicap is used for each boat, and to it is added a Club rating which is agreed to by all the Clubs each season, and which is an indication of the relative performance of the scratch boats from each Club. The agreed rating for this season are Cronulla zero, Botany Bay and Connels Point 5 minutes, Port Hacking 10 minutes.

The Heron Endeavour Handicap of a boat derived in this way is used only to calculate Heron Endeavour points. It is often different to the handicap on which placings are calculated for the Invitation Race handicap trophies. This handicap is allotted by the N.S.W. Heron Association handicapper.

STARTING TO WINDWARD

by Fearless Fred

From my experience very few Heron skippers achieve perfect starts - in fact only a small proportion really seem to care. There are many theories on starting technique but, although some tacticians will surely disagree with parts of this article, they will all concur that the five minute periods before and after the start are the most critical of the whole race. Now down to details.

Preliminaries

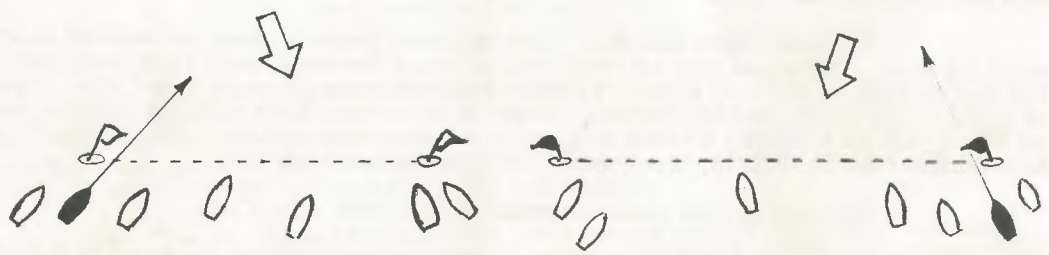
Make sure you are familiar with the rules covering starts. Check the tides. Take a watch - a normal wrist watch with sweep second hand is perfectly adequate. Are there any special race regulations? (e.g. Any boat over the line within one minute of the start must return around the ends.) Who are the top skippers? If you know them you can follow their positioning. Get out on the course early! A vital point neglected by the majority.

Which end is favoured?

Unless you are in big fleets where other factors may predominate, this will depend mainly on wind direction. If you cannot tell the forward end immediately, from one end of the line try beats on port and starboard successively. It is usually easy to pick which tack takes you at the greatest angle to the line. If there is no favoured end, a starboard tack start from any uncluttered part of the line is safest.

Basic Starting Procedure

Taking into account wind direction, the course to the first mark and tidal flow (if any) the favoured end is chosen and ideally, i.e. in the absence of other boats, the appropriate method as shown below is chosen. Black boat is in preferred position.

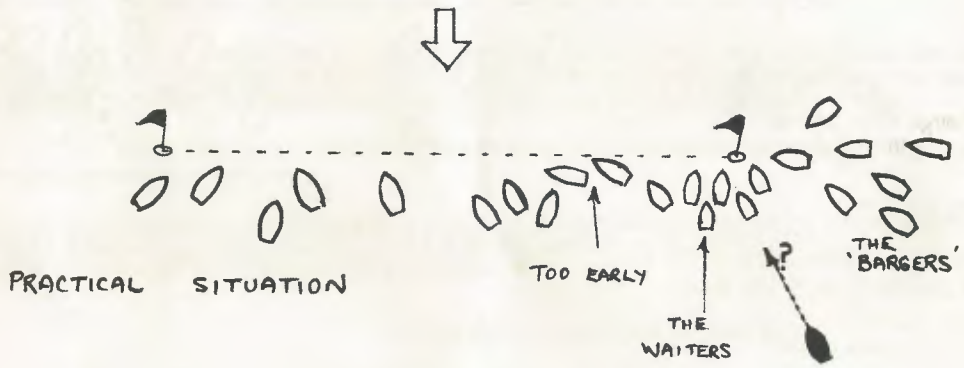


BASIC IDEAL STARTING POSITIONS

Assume that the situation is as above, i.e. approaching ideal. Spend the time before the 10 minute gun practicing starts from your chosen position then move out past the end of the line and sit with sails loose and calm your nerves. Keep your eye out for any wind changes. Check your watch on both 10 and 5 minute guns. Don't move into starting position until about 3 minutes to go (depends on wind strength of course). Line yourself up on your chosen path and aim to cross the line at speed not ON the gun but as soon as possible AFTER the gun.

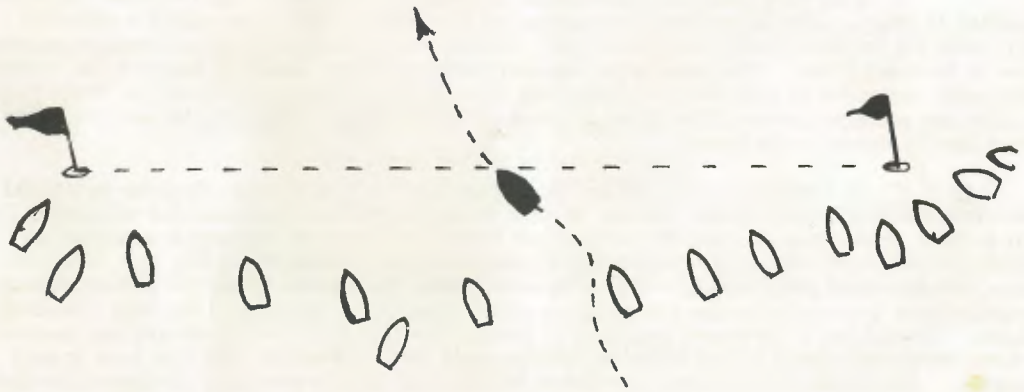
The practical situation.

I mentioned that the simple situation above is ideal. In practice you will find that the favoured end of the line is alive with Herons, each one determined to steal your chosen spot. Don't despair. About half of them will have starting line jitters and, having reached the line too soon, will reach off down the line desperately praying for the gun. And then there are the "bargers". This carefree, brainless group of skippers, many of whom are experienced enough to know better, will try to push in between you and the starting mark in complete defiance of the rules. In addition you will always find those cautious types who congregate right on the line in a state of overwhelming togetherness, sails flapping, booms entwined in others rigging and gunwales rubbing. These chaps may get a good position but they usually get caught flatfooted on the gun and, anyhow, the whole region will be full of disturbed air. Should you risk your boat and your patience in trying your fast "perfect" start? The general answer is NO!



What should I do?

Try a position, say 25% down the line from the preferred end, away from bargers, out of that stifling patch of disturbed air, and hopefully out of range of those over-anxious types who will come reaching down the line. Get onto starboard (assuming all those around are also). Find a gap and keep to the windward side. Just before the gun reach off to pick up speed and point up just as you cross the line. Make certain there are no boats immediately to leeward since they will backwind you. If you cannot find a gap, luff the windward boats up slowly until you make a space. Check that those immediately to windward are not the local champs who could outpace you. Remember also that the line is often further than those around you believe. Large fleets on the line tend to bow in the middle.

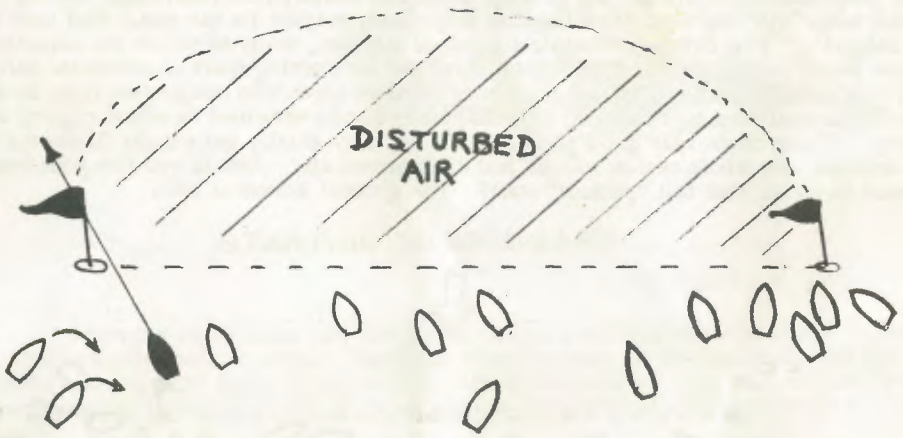


What about a port tack start?

This is often worth a try. (Ian Cull made some terrific starts at Albury on port). If you are willing to take a risk, position yourself a couple of boat lengths behind the line then reach down it just behind the wall of starboard tackers until you find a gap. It is not worthwhile trying to barge through.

But I want a safe start.

Not only safe but often very effective is a leeward end start on the preferred tack. By making sure you are the last boat who can cross inside the line you have a good chance of clear air and the ability to reach off a little for speed if required. Note the area of disturbed air for a typical line.



After the Start.

Don't tense up. Don't try to point very high - speed is more important. The majority of Heroners are guilty here. They sheet the main too tightly and point too high without first getting it up to top speed.

Good luck in your next Championships!

BOOK REVIEW

"STARTING TO WIN" by Eric Twiname

It is an unfortunate fact that skippers who are best at winning races are not always as effective when writing books on how to do it. They sometimes leave you with the feeling that the writer is obviously a brilliant man whose knowledge is almost beyond the grasp of the average reader. Dr. Stewart Walker is a prominent offender here. Fortunately there are others who can communicate more easily and have produced books both readable and helpful. Particular examples are John Oakley's book "Winning" and "Go for the Gold" by Garry Holt. The latter is probably the most refreshingly blunt book on yacht racing I've ever read!

Also very much in the readable and helpful category is Eric Twiname's new book "Starting to Win". He has written a book intended for people just like us - not for potential Olympians but for the ordinary club sailor who wants to impove his placings and have a go at the State or National titles. The book is particularly useful to Heron sailors as much of the Author's sailing has been done in G.P.14's (an overgrown Heron). As a result, he knows the exact problems we face and produces answers like his description of the technique for gybing in heavy weather that seems ideally suited to the Heron.

In both the tuning and the tactics sections he concentrates on those items that mean minutes around the course, the sort of time between the champions and the ordinary sailor. This is more appropriate to most of us than some books that chase the seconds separating the potential champions. Excellent photographs, using familiar looking boats like G.P.14's and Lasers, illustrate the points made. Where more suitable, diagrams are used. This applies particularly to the section on the Racing Rules which is set out in an unusual but very effective manner. Useful too is his honest appraisal of Protest Hearings which will help anyone involved in such, no matter which side of the rule book they are on! To add to this, the book is very readable. The writer has included just that right touch of humour that helps us remember that, while we work hard at it, sailing is only something we do for fun.

In summary, the book covers the whole range of dinghy racing, both ashore and afloat, in an easily digestible form. Buy it. It's much cheaper than a new jib would be yet will probably help you go faster than a whole new suit of sails would.

CHRIS LLOYD-OWEN.

from around the clubs

New South Wales

BOTANY BAY HERON SAILING CLUB

from HENRY HERON

The Season is now well under way, and we have been fortunate in having an influx of new Members, new Boats and large fleets - around 34 boats - facing the starter each week.

Racing has been very keen and race winners and placegetters have been mixed which tends to make competition even keener.

Our Invitation Day is coming up on the 6th December and all Heroners are invited to attend. Beach entries will be accepted but will not be eligible for handicap trophies and must produce a current "A" Class Certificate to be eligible for scratch trophies.

Lloyd George in BINATANG is providing this year's entertainment by regularly conducting spectacular 'pickles'.

As usual an invitation is extended to all Heroners to join us for a good days sailing on Botany Bay. Races start at 2.30 p.m. at the foot of Sanoni Ave., Dolls Point, adjacent to the Georges River Sailing Club premises.

DOBROYD AQUATIC CLUB

from Bill Parry

Everyone dislikes losing a friend and when that friend happens to be Russ Ranclaud and his wife, Alice, who are moving to a house on the shores of Lake Macquarie, then the loss is all the harder to bear. Russ pioneered the Heron Class at Dobroyd just four short seasons ago and his hard work since has seen the growth of the Heron fleet to a healthy 23 boats. His hard work behind the scenes of the recently held Jax Trophy event at Dobroyd ensured its success and the team of Peter Williams, Geoff Miskin and Bill Parry are now comfortably placed after the first hectic day. All his friends wish him well on his move.

Winner of the first Championship heat was Geoff Miskin who sprinkles his boat every winter with magic "go fast" dust. This gradually wears off and the rest of the fleet are hoping to catch Geoff as the season progresses.

Early point score leader John Jeffress and daughter, Jane,have now been overtaken with the leader changing every week.

CONNELS POINT SAILING CLUB

from Martin Wilding

The season got off to a good start with a 'work in' weekend when under the guiding eye of Fay Orton the club facilities were given a spring clean and took on a new sparkle.

After four races David Morton JABBIN JABBIN (5730) leads the point score followed by Colin Stephenson DORATHY (4281) and George Early MISCHIEF (7366).

The Heron fleet remains constant with approximately twenty five boats registered, over half of which take to the water each weekend.

A warm invitation is as usual extended to all Heroners to come and enjoy a sail with us at Connels Point. This year the Saturday starting time is at 2.30 p.m.

LEFT. A windy day at Middle Harbour and Murray Bailey is having some difficulty keeping NEPEAN upright. Murray's boat was used as the plug for the first fibreglass mould.

MIDDLE HARBOUR HERON SAILING CLUB

from SINBAD

This, the first and largest all-Heron club in Australia, seems to be under seige from all directions. Firstly, the local council has imposed a $2 entry fee to the Clontarf reserve, our only access to the water, and secondly, the Maritime Services Board is attempting to stop all racing over about half our normal course because of congestion on the water.

Despite the situation our hardy bunch of Heroners is taking this in its stride and club spirit, race participation and standard of competition are better than ever. Our three G.R.P. Herons, in addition to brightening the scene, have proved worthy competition, the skippers generally a little faster than with their previous timber boats.

Our usual front runners are finding it harder to stay there as the middle-of-the-fleeters have definitely improved and more competition is eagerly awaited in the form of new member Philip Moore, the ex-Secretary of the Tasmanian Heron Yacht Racing Assoc. As for the Nationals, watch out all Heroners, the M.H. team will be there!

KYEEMAGH YACHT CLUB

from B. Moodie

Although our fleet is slightly depleted, the competition is very strong, with a fiery challenge to the old salts from two junior members in "LUDWIG" - 5083.

Three point score races have been held so far with wins to:

JETSTREAM	6614	Noel Bayley and Neil Ryan
MATILDA	7871	Jim Moodie and Derrik Dennison
TIFFANY	5024	Frank and Ted Reynolds

One heat of the Club Championship resulted with "TIFFANY" crossing the line while the handicap event of the day went to "EAGLE" 8307 sailed by Jim and Peter Porter.

We sail every second Sunday and any skipper wishing to join in please contact Mr. Tom King - 779359.

South Australia

HENLEY SAILING CLUB

from Peter Eldridge

Well like all S.A. clubs we have had poor sailing conditions. The only race sailed and finished was well won by PUFF (Mike Hebden) with his new crew, young sister Julie. Mike, runner-up in last year's Club Championship, could be the one to beat this year. Ron Petersen, PIPPIN, and Don Lucas, SUE-LYN, are still experimenting with new boats but given more time and consistent weather these two skippers could be pushing for line honours. Bob Meathrel in a new boat hopes to make the bar for drinks before it closes this year. A third on handicap in our first race was the encouragement Bob needed to quench his thirst.

Good sailing to all Heroners in the Nationals and remember the Henley S.C. are hosting the 18th National Titles next season. We will be pleased to welcome all Heroners to S.A. and more information regarding dates and accommodation will follow next Newsletter.

PORT RIVER SAILING CLUB

from 'GOOSENECK'

In September quite a few Port River members spent a week at Lake Bonney getting in a little pre-season sailing. For the time of year the weather was reasonable and only on one day was sailing impossible.

Emphasis was on tuning and trying out new ideas and it was nothing to see skippers carrying out alterations on the beach which one would have normally expected to be done at home in the shed.

Some scratch races were organised each day (there were 14 Herons in attendance) and everyone agreed that it was good fun and that it will be an excellent spot for the next State Titles.

Back at the River we have not had the best of luck with the weather. Our first organised race for Herons was in the Port Adelaide S.C. opening day regatta and the weather was only fair with intermittent rain.

Veteran Alan Leigh gave notice of things to come by winning this event and young Daryl Carter, who has just graduated from Holdfast Trainers, finished third. This was no mean feat for a junior sailing his first Heron race as most of the experienced skippers were taking part.

Our own opening day was blown out, we couldn't even hold the sail-past, but the opening ceremony in the club room went well and we are now set for a good season.

Some boats have changed hands and at the time of writing I am not sure of who will be sailing which boat but I do know that the Club Register shows 58 Herons so competition should be keen.

We wish Heroners everywhere a happy, successful and above all safe sailing season.

LARGS BAY SAILING CLUB

from Dave Flockhart

Congratulations to the juniors who filled first three positions in the opening day race held on Saturday, 18th October - weather conditions being sea calm, wind light and rain consistent.

1	REBEL TOO	Dean Hunsley
2	KILLARA	Andrew Johansen
3	7 KAYS	Mark Klaffer

Dean was a champion Holdfast Trainer skipper last season and the way he is performing so far, we other Heroners at Largs could be seeing a great deal of Rebel Too's transom. Both Andrew Johansen and Mark Klaffer finished well up in the Club Championship last season, and with Dean urging them along competition at Largs should be interesting this season.

PORT LINCOLN SAILING CLUB

from Reg Kemp

Well, the Season started magnificently on the 18th and 19th of October. We had boisterous weather on both days, however, there were some fine performances both on and off the water. On Saturday we saw GAI (Phil Hurrell) gain line honours, then on Sunday LARONDE III (B. Dorward) and CONQUEST (Reg Kemp) were successful.

It was great to see Phil Hurrell from the newly formed Coffin Bay Club sailing so brilliantly. I am told that he gained most of his local knowledge of sailing from sailing light-weight sharpies.

On Sunday the 2nd of November we have the first series of Triangular Series at Coffin Bay. We are expecting 40 Herons or more to line up, so all in all, it should be a great day.

Two Junior lads to do well Opening Weekend, were Andrew Harcourt in FLITE SNR. and Steven Kemp in RUNAWAY. Keep it up lads. I noticed a few of the experienced skippers with worried looks on their faces. We have a shortage of Herons for sale in this Club at the moment, so anyone wishing to sell, please contact Post Office Box 628, Port Lincoln.

GRANGE SAILING CLUB

from Jeff Roberts

Sailing at Grange commenced several weeks ago with a short race on opening day in very light conditions after a brief opening ceremony from the balcony of the clubrooms. Since that day the weather has not been particularly cooperative. A drifter the following week saw only a handful of yachts from the club completing the chartered course of which three were Herons (8 starters). Other weeks were cancelled due to excessive breezes.

Last week's event, the first of seven Club Championship Heats had the best sailing conditions experienced this season. The 8-10 knot south-westerly with its slight variations in speed and direction proved a good test for the unwary. Placings over the line were as follows:

1st	DEES-YAH	J. Armitage
2nd	NATIVE	L. Collins
3rd	FURY	J. Roberts

Other Herons showing signs of improvement are I. Glasson in"SHAROB", (improving out of sight since the purchase of a new set of propellors) and G. Gohl in "NINA G" who is beginning to make his presence felt from the rear.

Grange fleets are averaging about 10 Herons at this early stage of the year, but with 19 on the register we would expect this number to increase before the next edition goes to print.

Victoria

ALBERT SAILING CLUB

from Peter Hunt

Our season is now well under way with some five races having been held. Notable performer complete with daughter crew is Alan Clarke our new recruit from South Australia. Not only has he won all events but he has cleared out in a fashion that has humbled the local lads. It's rumoured that A.S.C. has offered him a season long post as starter - a great honour. We are putting about 20 Heron's on the water and welcome new Heroners to join us in our very (4 to 5 ft.) deep but fickle lake.

QUESTION: What do you have that everybody wants?

ANSWER: That unused Heron gathering dust in the garage or grime in the backyard. Don't be selfish, let her be a wonderful Christmas surprise to some enthusiastic family. Money for you, pleasure for them.
Full details to Mrs. M. Clarke, 1 Ethel St., Balgowlah. 2093.

budget buyers guide

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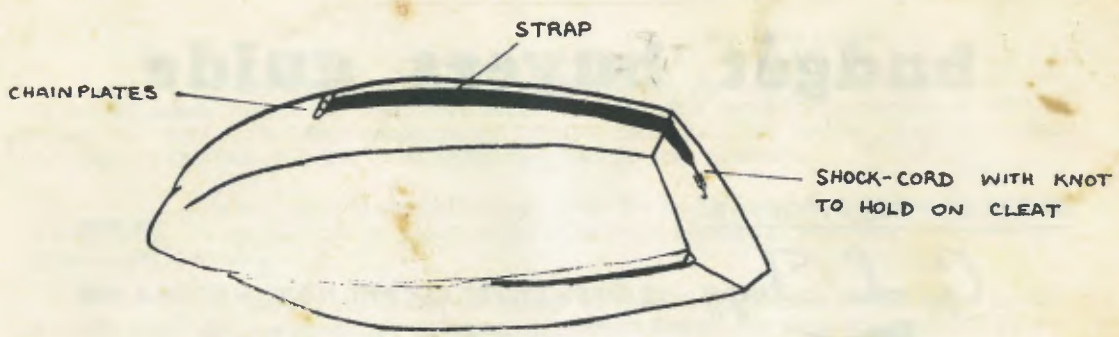
DON'T MISS OUT - GET YOURS NOW!

MARY'S MARKET (OR BALMORAL BOUTIQUE)

Yes, bring your money with you when you come to the Nationals at the end of the year. EVERYBODY will be wearing THE HERON T-SHIRT and you're going to feel out of it if you haven't got one. They come in all sizes, blue and white,and will be on sale from Saturday, 27th December.

We'll have car badges for the Minis and Mercedes, T-spoons as a memento of your trip to Sydney and TIES for the man-about-town (remember the Presentation Dinner).



Here's an idea from Bananaland Heroner Tom Robertson for those skippers who make a habit of going for swims. I noticed it when I last visited Brisbane for the National Championships but I didn't realise what its purpose was! As Tom explains: "It consists of a strap, about 1" of nylon which is fixed under the chainplates , extends along the boat under the gunwales and is held by shock cord to a cleat near the rudder. Same on the other side. When the boat flips, the skipper, is usually near the stern. He just unhitches the appropriate strap and if he is as heavy as me leans back on the strap and up the boat comes, with or without the centre board. It's also easier to keep the boat upright with less trouble in heavy seas while the crew bails. Here's a sketch if my description is not clear."

IS YOUR CRAFT PROTECTED?

WE HAVE A SPECIAL POLICY TO FULLY INSURE YOUR HERON SAILING DINGHY

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