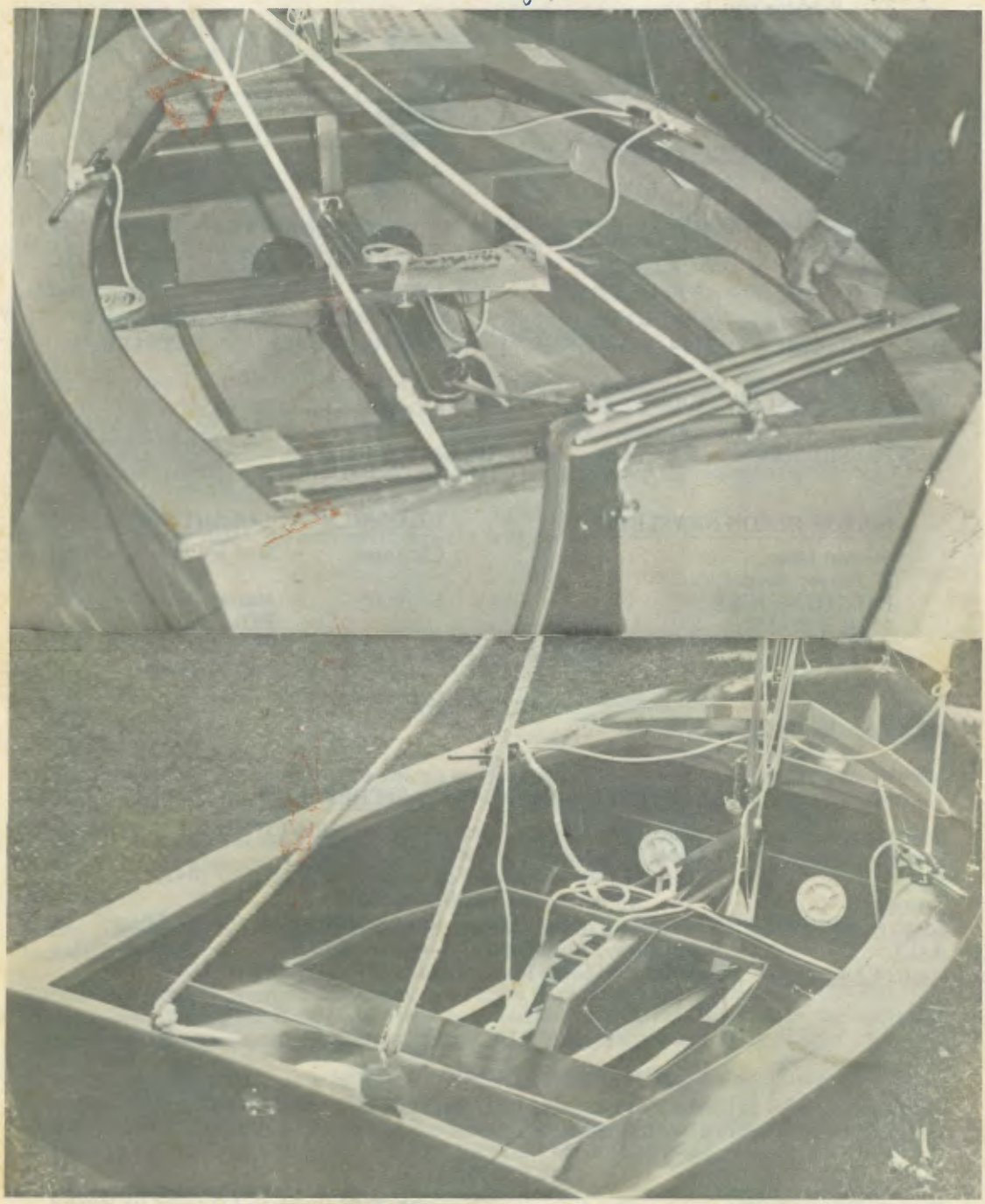
PRICE 50 cents

HERON NEWSLETTER



SEPTEMBER 1976 VOLUME 14, NO. 2

REGISTERED IN AUSTRALIA FOR TRANSMISSION BY POST AS A PERIODICAL

HERON NEWSLETTER

Published by
National Heron Sailing Association of Australia
1 Ethel St., Balgowlah. N.S.W. 2093

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NEXT ISSUE

Deadline is 1st November, 1976

PLEASE have copy in by the above date as a late NEWSLETTER will be caught in the Christmas Mails causing final instructions to the National Titles, etc. to be late.

COVER PHOTO

There hasn't been much activity regarding sailing during the 'off' season so I thought you would like to see some excellent photos of the internal layout of a fibre-glass and plywood Heron.

Looking forward to your contributions of action shots for the next and subsequent Newsletters.

Photos by courtesy of Murray Bailey and Charlie Grimwood

THE PRESIDENT WRITES

A new season – and a time for all of us to renew contact with our sailing friends.

Remember that a lot of organisation goes into any Club Race, Regatta or Championship and that every time we attend a sailing function, we are indebted to those who devote their time freely for our benefit.

This year give a thought to active participation in our Association or with your own Club Committee – you will find it very rewarding.

Good sailing and enjoy yourself on the water during the 1976-77 Season.

Ken Jones

We are required to draw members attention to the need to have any Notices of Motion for the A.G.M. in hand 6 months prior to May, '77.

ALTERATION OF RULES

Clause 9.2 of our Constitution requires any Notice on Motion to alter a rule within that Constitution to be in the hands of the Secretary SIX MONTHS prior to the date of an Annual General Meeting. (Our A.G.M.'s are always held in the first two weeks of May in any year).

If you propose submitting such a Notice, we draw your attention to the closing date for such submission – 5TH NOVEMBER, 1976.

Both mover and seconder are required to sign the notice.

CLUB OF THE MONTH

NEW WATERWAY – NEW CLUB

From Tony Henderson (8285)

Sailors will always find somewhere to sail, no matter how large, or in this case small, the waterway. So within months of the Finley Lake being built a sailing club had been formed and racing was on.

The 1975/76 season was the first for the Finley Lake Sailing Club in the southern Riverina of N.S.W. The Lake is about 33 acres in area and about 5 feet deep. – You can walk home if you run out of wind!

Racing is held every Sunday afternoon during the season and the mixed fleet of about 20 boats includes 2 Herons.

Because the lake is so small, two and sometimes three races are held each afternoon. The first is the Club pointscore, a handicap event based on a modified V.Y.C. Yard Stick. After the serious racing is over novelty events are often held; Le Mans type handicap starts, Lady Skipper races, etc.

Each Club Member takes turn at being the Duty Officer. This gives him the right to set all marks, except the start, where he likes and to draw the course whichever may take his fancy. Usually the only limit on the difficulty of the course is the ability of skippers to remember where to go next. Another job of the Duty Officer is to provide the prizes for novelty races – usually a bottle of beer.

In the 1975/76 pointscore, the best a Heron could do was 4th behind a Laser, a Swinger and a Gypsy.

MY FIRST YEAR IN FIBREGLASS

by Ian Cook 9186 – 9292

I was privileged to be present at Vern Hildebrandt's workshop the night they pulled the proto-type fibreglass Heron from the mould. Having just spent 20 – 30 hours orbital sanding and repainting the bottom of my wooden boat, I was so impressed with the finish and expected longevity of the surface that I determined to have a fibreglass boat as soon as I possibly could.

As soon as the Association had approved the proto-type and licensed Vern Hildebrandt, I placed my order for a shell and timber kit to finish the deck. In no time at all it seemed, I had my gleaming yellow hull N1-2 (the second hull out of the mould from the first N.S.W. builder) at home ready to fit the deck.

Previously I had built a Hartley TS16 and a timber Heron so the only part of the fitting of the deck, etc., that was novel was the little bit of fibreglassing needed to fit the floor boards and deck supports and the technique for trimming excess gel coat from the centre case slot and cut holes in the fibreglass for the self-bailer, etc. To complete the boat ready for the water took me about 5 weeks. All told I would think about 50 hours work. I spent a lot of time looking and thinking what have I done wrong. She was ready for the beginning of the season and I felt very proud of her.

The first thing I noticed as different about the fibreglass boat was the noise. In a heavy sea it sounded as if there was a great big drum up front and until I got used to it, it was most disconcerting. Also the bottom seemed to be a little more flexible than the timber boat and you can feel the flexing through the floor boards. Other than this though it was the same Heron. As for performance, I had finished the previous season with a handicap of 9 minutes and I feel was generously allowed to start the new season with this same handicap. With my new sails and new found confidence and enthusiasm I was soon whittling this down. I had the opportunity during the season to trial my boat against Bill Imlay's DEFT and found that while Bill's boat had a definite edge in both speed and pointing ability it was only very slight. I was sure that if Bill sprinkled some of his go-fast powder on my boat it could equal his. I think that the change to fibreglass has not been any advantage (other than psychological) and does not infringe upon the principles of the one design. It is still the cunning of the skipper and his ability to get the most out of his boat that counts.

Having now finished a very successful season for me in my new Heron I came to the terrible task of winter maintenance. In the space of about 8 hours work I was ready for the water again. Scratches and bumps in the gel coat were easily fixed using a combination of fine wet and dry paper - cutting compound and fibreglass polish. The only other work was to revarnish the deck and this was a snack.

I enjoyed my first year in fibreglass tremendously. As the effort involved in finishing of a fibreglass boat was so small and as I wanted to try out a few different rigging ideas, I decided to fit out another one for this season to see if I can make it go even better. Pity help me if it doesn't go as well as I will have a son on my back saying "Why didn't you keep the old one Dad?".

ALISON COOK does the honours with Champagne with IAN COOK helping out, making sure she didn't use too much.

SUNDAY – August 24th '75
Clontarf – Christening DAEMON.

MEASUREMENT PAGE

GLASS REINFORCED PLASTIC HERON

The number one priority of the measurement committee over the past 2 years has been the GLASS HERON – G.R.P. HERON – TUPPERWARE HERON or just plain glass boat. It all started at the 1974 A.G.M. when the Measurement Committee were given the task of developing a Glass Reinforced Plastic Heron.

Firstly it was decided to build a hull to be used as a plug, the measurements to be as near to the centre of tolerance as possible. While this was being built we were negotiating with several fibre glass manufacturers and finally V. Hilderbrandt of Mona Vale agreed to help us develop the glass hull. Most other glass manufacturers were either too busy, did not have enough time, or did not think the return would be big enough for the outlay in time and money they would have to spend with us.

After the hull was finished and delivered to V. Hilderbrandt the next step was to put a mirror finish on it and thoroughly wax it, prior to putting the mould on. The night the wooden plug was withdrawn from the glass mould was a memorable night for all the Measurement Committee, especially for myself as it was my wooden hull that I was hoping would come out in one piece; as it turned out the extraction was perfect.

We were now in possession of a glass mould. Now from this the first proto-type G.R.P. Heron hull was moulded its number being 9171. However there was a lot of thought and work still to be done before we had her sailing.

The next step was to design the internal layout. Now as G.R.P. is so different from 3 ply – this is where we had to vary from the original plans. Frames had to be omitted and replaced with longitudinal stringers or stiffeners on the floor, and side buoyancy instead of an aft buoyancy. These are the main differences between the Ply and G.R.P. Hull.

After the tank plug was completed a mould was made and an actual buoyancy tank made and fitted to the hull which was still in the mould. The next step was to withdraw the first boat from the mould. Again a memorable moment for those present at the time. While 9171 was being fitted with a deck, etc., the Associations master plug was being made. This plug is now kept by the Association and hired out to builders who wish to become licenced by the Association. Fitting out of 9171 followed and we were able to launch the proto-type Glass Heron on a very cold and windy day in July, 1975.

We were very grateful to Vern Hilderbrandt for his very helpful advice and attention to detail in developing the G.R.P. Heron. He worked tirelessly on the project with the result that we now have a very logical design.

He also doubled his premises to handle those orders now coming in fast.

It might be noted that Vern is an active sailor in the BYRA Yacht Club at Pittwater sailing Heron 9404 – G.R.P. of course.

As originally planned we now have licenced builders in

ADELAIDE – Fred van Pelt, Shed 4, 822 Marion Road, Marion, Adelaide.

BRISBANE – Phil Mallett, M. & M. Fibreglass Mfg., 30 Railway Terrace, Rocklea, Brisbane.

MACKAY – Bill Frederickson, 11 Skylark Street, Slade Point, Mackay, Queensland.

and at this date we have an application for a licence from Rudi Tiessen, 15 Constance St., Whatley, W.A.

As at the end of August 1976, only 12 months after the launching of proto-type No. 1, Vern Hilderbrandt has approximately 50 orders for Glass Herons, van Pelt (who has only been active for a couple of months) has approximately 14 and Frederickson orders for 4. And there has been no major changes from the original.

It is encouraging to see that Mr. Frederickson has produced 4 orders within his short period of licence which augurs well for the growth of the class in North Queensland.

The latest addition is now a G.R.P. deck, developed by Phil Mallett in the production of his all G.R.P. Heron. A mould has now been taken from it by Vern Hilderbrandt which gives (for those who want it) a full G.R.P. Heron.

SECRETARY MEASUREMENT COMMITTEE
MURRAY BAILEY, 9191

18TH NATIONALS – HENLEY SAILING CLUB

Dec.18th, 1976 – Jan. 3rd, 1977.

With the Titles only 3 months away it is still not too late to organize the family holiday in South Australia at the Henley Sailing Club. Accommodation in and around the Sailing Club is always hard to obtain during the Xmas – New Year Break and bookings should be made as soon as possible. Camping Heroners cannot make a positive booking at the West Beach Caravan Park but the caretaker tells me anyone who arrives between Dec. 26th – Jan. 1st would be very sure of a camping site. If by some problem campers are deprived of sites, I feel sure other camping accommodation will be found.

The social calendar will not be a real heavy time-consuming one as we feel the spare time available will be most advantageous for interstaters to look around Adelaide. Numbers attending the nominated social functions is most important for planning and the committee would really appreciate this sort of support. The Henley Club is well and truly "geared" for the evening barbecues and the Committee really feel everyone should take advantage of the social activities offered by the Henley Sailing Club.

The Presentation Night will be in the form of a Dinner-Dance (children welcome) held at the OBERDAN Convention Centre. A beautifully appointed Reception Room – a fitting venue to close the 18th Nationals.

As I have said in previous Newsletters the Henley Club offers a perfect situation for National Titles. Good beach for rigging, good sailing waters, good car parking facilities and tremendous beach facilities for the rest of the family who don't sail.

Given good sailing conditions at Xmas time I feel sure all Heroners who compete will find the 18th Nationals to be a tremendous experience both on and off the water.

Don't forget South Australia and the Henley Sailing Club for December '76.

See you there.

ACCOMMODATION - CARAVAN PARKS.

Charges for the following parks vary from $1.40 to $2.80 per day or $7.00 to $16.00 per week. At most parks there is an extra charge for additional persons over the number of two, this being between 10-50 cents per person.

WEST BEACH (1½ miles from Henley Sailing Club).
On the seafront with 500 powered sites. Kiosk, tennis courts and paddling pool. On site vans from $8.00 per day. Tent camping with no power is also available from $1.80 per day. Site bookings can be made for next Christmas from March 1st, 1976. For more information write to : West Beach Caravan Park, Military Road, West Beach, 5024.

SEMAPHORE (4½ miles from Henley Sailing Club).
On seafront. 128 powered sites from $17.50 per week. No camping. Bookings from March 1st, 1976. Write to Semaphore South Caravan Park, Military Road, Semaphore South, 5019.

There are other van parks a lot further away from Henley. An early booking would guarantee accommodation for the titles. A publication "Caravan Parks near Adelaide" is available from your local S.A. Tourist Bureau office. For motel and flat holidaymakers, West Beach or Glenelg are in the best situation for booking as both districts are ideally situated to the Sailing Club as well as public transport to Adelaide. This type of booking should be through the S.A. Tourist Bureau or the Motel Booking Office.

My spies tell me that a very pretty and gentle young lady, Jennifer Jones (age 10), had to write a submission for a "writers badge" at the Brownies. This young lass some 12 months before had started sailing with her Dad, one Ken Jones in 3921 SLIPSTREAM, and was frankly quite often terrified when crewing as forward hand.

A different story nowadays I'm told since she is a firm convert to sailing.

So here is a youngster's view from the pointy end of a Heron.

SAILING 3921

The swish of swirling waves.
The skippers yell and the cries of crew.
Bang! The starters gun.
Shouts of starboard, I'm coming about.

The crisp smell and feel of salt on my nose.
Aches and pains of my legs.
The fear of capsize and hungry sharks.
Frozen fingures grasping hard ropes.

The grumpy skipper's face.
White sails flapping on the mast.
An orange buoy out at sea,
At last the finishing line.

Jennifer Jones
age 10

LOOKING AHEAD – THE 20TH ANNUAL NATIONAL CHAMPIONSHIPS IN PERTH – 1978/79

from Alan Wilson.

Captain Fremantle of His Majesty King George IV's ship CHALLENGER took formal possession of the western third of the Australian continent on 2nd May 1829. Western Australia celebrates its 150th Anniversary in the year that begins when the W.A. Heron Sailing Association hosts the National Championships. The State Government welcomed the Associations decision as it has undertaken to sponsor and assist sporting and cultural events in W.A. in 1979. We can expect such assistance as may be generally available to organisations such as ours – just what this will be has not been specified. The venue is to be Perth Dinghy Sailing Club and the invitation race and five heats will be sailed in Matilda Bay.

The Club has a magnificent outlook over Melville Water which forms part of the Swan River estuary. It is fortunate to have a good length of fine sandy beach backed by lawns, portion of which are shaded by large Moreton Bay fig trees and ideal for picnicking.

The last W.A. series was sailed from here in 1972/73 and the proposed event will be on the same dates as then – 30th December to 5th January. In 1972/73 the number of boats representing each State was N.S.W. – 6; S.A. – 10; Tas. – 2; A.C.T. – 1; and W.A. – 18. The first few place getters were WIWIRRI (Andrew Payne), CHAIN VALLEY BAY (Ian Cull), JAMP (Phillip Crane), VAT 70 (Jeff Cartwright), NEPEAN (Murray Bailey), DEES YAH (Jim Armitage), PLOD (Bill Baker), SLIPSTREAM (Frank Allen), WE FREE (Brian Davis), and CHRIS–L (R. Reseigh) in that order.

The Nullabor will be crossed by a completely bitumenised Eyre Highway soon. We aim to double the number of starters in 1978/79 "CHALLENGER SERIES" and we are publicising this well ahead of time so that you "Eastern Staters" can plan ahead now.

SAIL TRENDS

John Stannard

Over recent years there has been a marked trend towards a new shape in sails. The old "drive 1/3rd back" rule of thumb has gradually been replaced by a lot flatter entry with the drive gradually moving aft to 40% which in turn has been followed by the "smooth curve" which nominally has the drive 50% aft of the luff, but in fact has no point of maximum drive at all just, as the words suggest, a flowing shape with no high spots.

There has been much verbage passed around as to why this sail shape is being used and how it works and why it is a faster shape sail. Recently I attended a series of lectures at which Mike Fletcher and Dave Forbes spoke, both throwing at least some degree of light on this topic.

Mike Fletcher said for a start this sail shape is not intrinsically faster, but because it is a lot less critical in setting, tended to be faster around the course. Eric Strain, one of Australia's top Dragon skippers a few seasons back, and according to Mike, one of the best "feel" sailors ever, told Mike the boat felt "dead" with these new sails on but the speedo' reading indicated she was faster. The lesson here is that it is a lot easier to gain feel for a boat, and here we are talking of sailing to windward mainly, with the older style cut mainsail, and you can go faster when you set it just right, so don't be in a hurry to get one of these new fangled sails until you feel you are getting the maximum out of your older sails. The old sail shape is better in under 5 knots and over 18 knots than the NEW shape, but loses out because of its critical nature in the all important middle range.

Fletcher advocates getting the boat going flat out in 12-15 knots, then tuning up and down the range watching tufts, leech ribbons and using mast bend chiefly to alter the amount of power in the rig to balance the boat.

An important area, I felt, where F. & F. differ, and remember they are both good sailmakers as well as excellent Helms-men is that whereas Fletcher seems to think you can have the same shape throughout the sail, from top to bottom, Forbes says that the top and bottom areas of the sail are only end-plates for the all important middle section of the sail. The theory I've read seems to support Forbes; that you must have a stabilizing area of lower pressure surrounding an area of high pressure difference (which is all the sail is) to ensure smooth flow without stalling. This is why we have twist in our sail leech to flatten the top especially, so that the sail is working continuously in spite of irregular motion through gusts and waves.

This difference in approach to sail shape is easily evidenced in the bottom area of the two sailmakers' jibs, and to a lesser extent, their mainsails. Elvstrom Sails (Fletcher) jibs have a distinct shelf along the jib-foot, whereas the North Sails jib is rather flat in this area, giving the sail the appearance of being flat all over.

Obviously both sails work, Bill Imlay won the last National with a North Jib of this cut and Ian Cull's boat speed with the Elvstrom Jib is well-known. (And both skippers swear by their sails). I believe the important lesson here is not to work out who is right but to recognise the fact that there can be more than one sail shape which will do the job. In Herons I don't believe we are primarily concerned with who can go faster, but in competing on roughly even footing with tactics, skill, and I guess luck being the real deciders.

Obviously, the issue of optimal sail-shape is still far from decided and with computers in the States coming up with new sail shapes we would not ever dream of, (e.g. the aptly named "Frisbee" shape which Forbes used to win a U.S. Title or something like that a year ago.) there is much more that could be added to this discussion. Any comment, criticism or observation is most welcome along with questions which I would try to answer, or ask someone in the know about, so please write in.

SOME ASSOCIATED PROBLEMS ARE:–

Is a section of cylinder with 10% fullness (the generally accepted correct depth for a mainsail – Fletcher & Forbes!!) which is then cut on the diagonal, representative of the correct shape for a mainsail? (i.e. while the sail is twisted along the leech, ipso facto it has constant fullness all the way up the sail.) If so, how do you account for the Swedish O.K. sailors who vang very hard, and sheet wide, – wide, wide, with the boom-end feet outside the transom and still "kill it"? Are they following Fletchers theory of the same fullness right up the sail, as per the cylinder shape, or

would they have the tops of their sails cut flatter, a la Forbes theory? (I don't know). And why then do "hang-gliders" which are basically two mainsails stuck end to end designed with what they call "wash-out", twist in the sail towards the wing-tips, to stop them falling out of the sky? If Fletcher is right, why don't aeroplanes have rectangular wings with constant chord section throughout? It is to do with design stresses and weight, or is it this end-plate effect which causes the wing tips to be flatter and rounded off? Or is it something to do with the fact that they travel at 400 knots and we average 4 knots? I believe low speed aero-dynamics a highly specialised field, largely unrelated to high-speed aero dynamics, what do you think? (Next on the chopping block, step right this way thank you.)

While I'm at it, why, in this crowded polluted environment, when we have such a great chance to experience the harmony and balance of nature using only pollution free air to power our low energy non-toxic interface vehicles, (Herons!), do we continue to, for the most part, go abroad in gaggles to burn our brains out week after week around a fixed course trying to go a few seconds faster than our competition? I don't say that it's not a lot of fun, but is that all there is? (to sailing?).

Hey! Where do your friends and their sons and daughters spend their free time. Together or apart. We know where you are on Saturday or Sunday afternoon, don't we? It's common fact that youngsters who are close to Dad or Mum in a competitive atmosphere working together as a team become very self reliant and confident, strange but true. And surprising how the generation gap fades away. So why not offer a helping hand to your friends, maybe they would like to get to know their children too.

Here is a typical father and son crew getting the most out of a good wind and loving every minute of it – looks like Bill Imlay and his son Ritche.

LETTERS TO THE EDITOR

Dear Sir,

I have read your extract of a summary of a discussion with Dr. Connors. I am concerned at the inaccuracy of the statements made in your extract.

The statement that a life of 2 years can be expected for a gelcoat is inaccurate. I can show you a panel which has been exposed in Australia for 20 years, the laminate is still intact and has only suffered a loss of surface gloss. I would suggest that any resurfacing if needed would be better achieved by a 2 pack polyurethiane.

The statement in paragraph two is open to question: The preferred laminate for maximum strength would be a cloth (not Woven Roving) mat composite laminate which has a higher glass content than that obtainable by the method most commonly used for production of larger craft in Australia.

The comments in the last paragraph are misleading: what would be a comparative effect on a varnished timber boat?

If you or your association would care to discuss the within mentioned details with a group of technically qualified people, experienced in all areas of F.R.P., I would suggest you arrange to meet the Technical Committee of the Reinforced Plastics section of the Plastics Institute of Australia.

The N.S.W. Manager of the P.I.A. is Sid Kean, available on phone 760376.

In support of my ability to discuss the subject, I am a Science graduate of the University of N.S.W., a Fellow of the Plastics Institute and have been associated with the G.R.P. Industry in Australia for 22 years.

I would hope that the published extract does not present a true statement of Dr. Connors' opinion.

Yours faithfully,
J. E. Steanes
SYNTHETIC RESINS PTY.LTD.

NOW IN REPLY TO THE ARTICLE OF PAGE 8 OF THE JUNE HERON NEWSLETTER

from Murray Bailey

This article was an extract from a summary of a discussion with Dr. F. Connors of the Uni. of N.S.W. re G.R.P. Herons.

He states in brief: "the life of gel-coat (which is the outside finish of the G.R.P. Heron) is 2 years". I believe he means that this is when and if the boat was left out in the elements for the full 2 years day and night. Now if a boat was given reasonable care, like kept under cover 6 days a week and given a coat of polish say twice a year, I think we would be looking at at least 15 years or more.

His second item – Fire Hazard.

"He considered that a full G.R.P. Heron in collision with a burning vessel would burn to the waterline within 5 minutes"

I give the advice to any sail boat whether it be G.R.P., Aluminium, Concrete or Timber DON'T GO NEAR A BURNING VESSEL as you will not have to collide with it before your sails go up in flames, just the heat from radiation will be enough.

And the last part of his article – G.R.P. will absorb spilt petrol and will be a fire hazard for some time.

Has the writer of that article ever seen the results of petrol spilt on plywood and how long it retains the petrol??????

Summarising the last part of the article I would say.

(1) That a G.R.P. Heron will last years longer than a timber hull given just a little care.

(2) Don't go near a fire in any type of Sail Boat.

(3) Be careful with petrol, whether it be timber or G.R.P. boat.

OH BOY! I surely stuck my big foot in it. Sorry about that, but regarding the WARNING as set out in the last Newsletter, I got over zealous and laid it on a bit thick in trying to make sure that your favourite toy would give you long and faithful service as Herons normally do.

Now to life of polyester gel coats. One could liken the reliability of the outer coat (gel) to the same effect that normal weathering of a motor car paint job would receive. With a little loving care, the motor car paint will last for many, many years . . . . . G.R.P. Herons the same way.

As to the fire hazard with G.R.P. My intention was to bring home more than anything else the point that petrol in ANY boat must be treated with extreme care. Somebody would mistakenly believe that a fibreglass boat would not burn (thought that it was like aluminium) as opposed to a wooden boat which might burn if one tried hard enough.

So all you G.R.P. boat owners, relax. I haven't seen or heard of any wooden Herons burning up, and G.R.P. boats are a lot harder to catch fire than a wooden boat.

WITH all this Hubbub about G.R.P. Herons, don't get the idea that timber boats are on the way out. There is no plan to change the traditional one class design . . . . . there will always be timber Herons. The main reason G.R.P. boats came into existance was that the price of building a timber boat professionally was becoming prohibitive, and those sailors who did not have time, space, or perhaps the skill could get a G.R.P. boat for a price fairly comparable with its contemporaries.

Now the other side of the coin shows ample numbers of amateur builders enjoying the thrill of creating their pride and joy in timber at a considerably cheaper cost than a G.R.P. As a matter of fact, one amateur builder kept a very close inventory of cost and found that about $520 was sufficient for a complete boat, sails and all, "A" Class and minimum weight to boot. That was last season and prices for timber, etc., may have changed but not excessively . . .

Now for the punch line . . . . . The same boat could fetch $900 or $1000 even now.

From the book, "THEIRS IS THE GLORY", by Chay Blyth, the skipper of Great Britain II, who took line honours in the Whitbread Round-the-World Race, 1973.

Over the chart table was displayed this framed verse given to the skipper and crew by Chris Waddington.

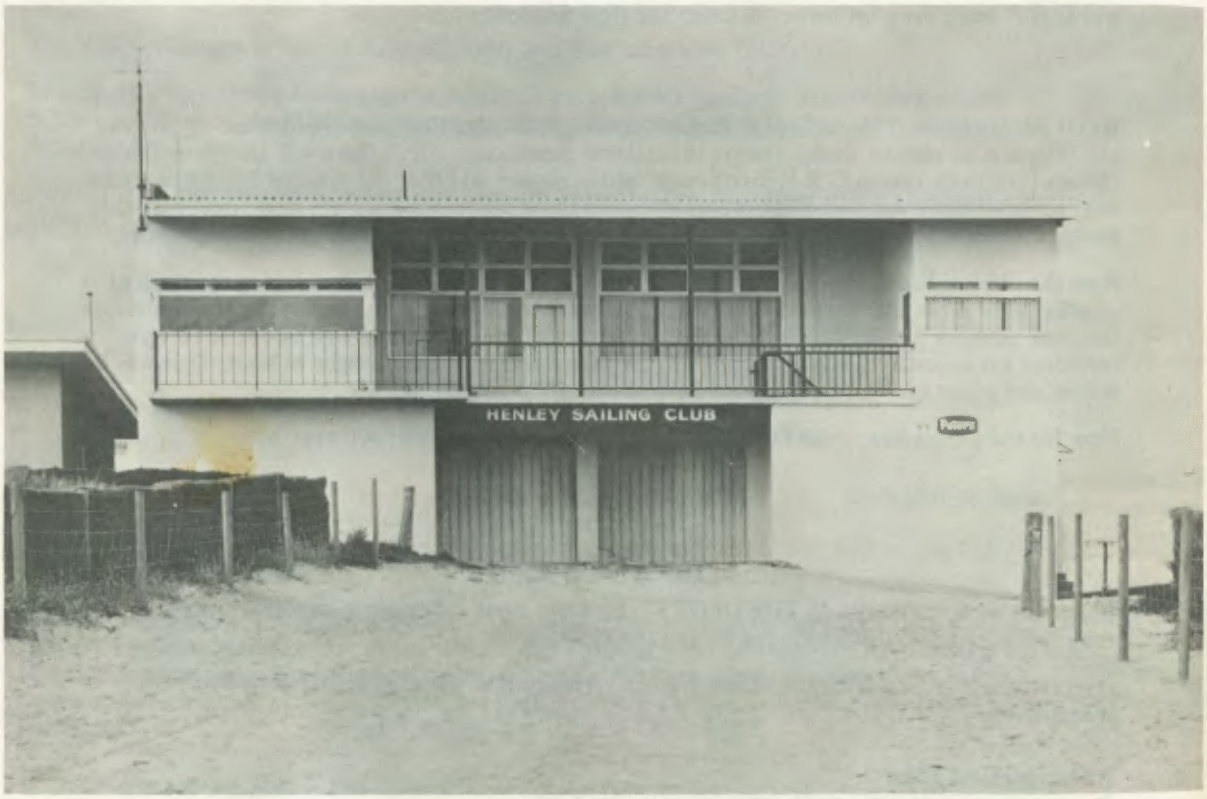
A Ship is called a She
Because there is always a great deal of bustle about her.
Because she has a waist and stays,
Because she takes a lot of paint to keep her looking good.
Because it's not the initial expense that kills you – it's the upkeep.
Because she is all decked out.
Because it takes a good man to handle her right.
Because she shows her topside, hides her bottom, and when coming to port always heads for the buoys.

(Submitted by Ron Haddon (9162)
Koonawarra Bay Sailing Club.)

HENLEY SAILING CLUB

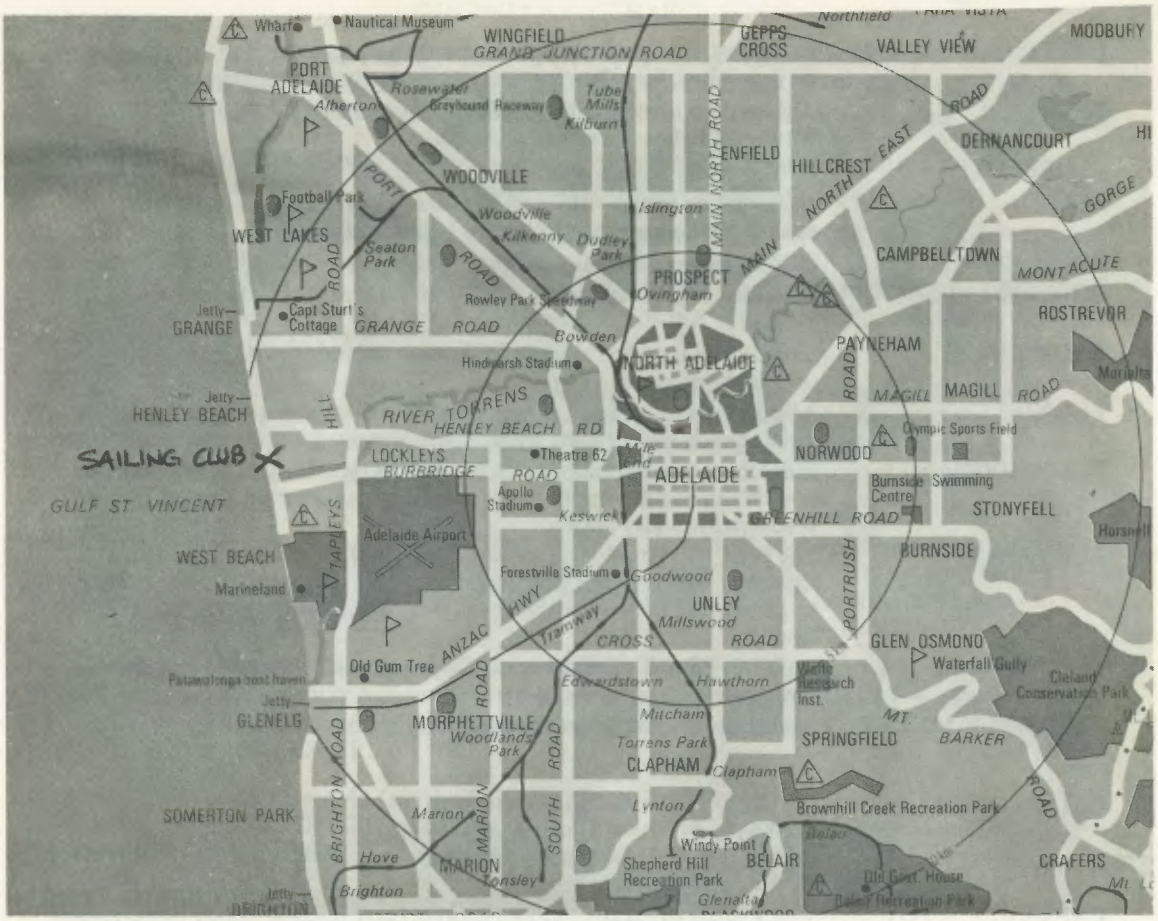
From Peter Eldridge.

Mid-season news is always hard to put together. As our Club is the host Club for the forthcoming Nationals the usual "busy bees" are well and truly under way. The Club rooms look really smart and should be a very popular meeting place for interstate and country Heroners over the Xmas break. Undercoat, sand-paper and plenty of "elbow grease" are main talking points of the Heroners at our Club. Alan Leigh, Andrew George, Lyn Reseigh and yours truly have all ordered G.R.P. Herons. Training and Tuning sessions will definitely be the order of the day shortly in preparation for the Nationals. Ray Salmon, Alex Hayter, Andrew Ingleton, Alan Baker and other timber Heron Sailors are all in ernest preparation to beat the "tupperware fleet". The friendly rivalry will only do a lot of good and next year our Club racing should be considerably keener than previous seasons. At the moment we do not look like losing any Herons and with a bit of luck we could gain another 4 skippers. With that sort of gain our Club fleet should average approximately 25 Herons. The interest during the Winter has been the 8 Ball Tournament run by the Club's Social Committee. Amazing all other classes is the Heron teams' effort. Undefeated with one game to go. Perhaps there might be a challenge issued during the Nationals. Any challenge I feel sure will be accepted. All Henley Heroners are looking forward to meeting Heroners from all parts of Australia at Xmas time. I feel sure any visitor will be most welcome and a good time should be had by all.



HENLEY SAILING CLUB

The first floor consists of a large Cabaret Room with Bar facilities. On the left of the photo is the Bridge and the room on the right is the Secretary's room. Downstairs the rescue boats and tractors are housed. The Club has 3 excellent rescue craft. Two are jet-propelled, the other prop driven and their length varies between 16' – 19'. The three tractors are used for boat haulage off the beach. Not always necessary as some of the time the family car can be used. Every sailing feature necessary in a sailing club will be found at Henley, so pack your bags and head South Australia way at Xmas.



Here is a "Birds-eye" view of the sailing area of Henley Sailing Club and surrounding districts –

And now with the complements of the Botany Bay Heron Sailing Clubs Ace Reporter and Camera Crank we present THE NEW REVISED BOATING DICTIONARY or ALF'S ALPHABET

An invaluable guide to all who go the sea in ships, etc. etc. etc.

"A"

ABEAM: A word shouted by uncouth skippers as they go past. (Precise meaning unknown and ignored anyway.)

ABOUT: Shouted by skipper at for'd hand when turning. (at which time for'd hand mutters to himself "What's he on about?").

ANCHOR: A brand of powdered milk or a large, heavy, unwieldy, misbegotten, awkward object used for breaking shins and toes.

A--E: For being up with care in the middle of the ocean or for running into someone's.

ASTERN: Well known method of sailing a Heron after failing to tack fast enough. (Refer tack under "T").

"B"

BACKWIND: Occurs after eating onions.

BAILER: Self . . . . Hole in floor to let ballast out. (In theory that is).

BAILER: Bucket . . . . Object when wielded by a frightened sailor, the most efficient pump in the world.

BALLAST: Water slopping around one's feet in huge quantities.

BASTARD: The other skipper who passes you despite everything you can do to stop him.

BATTENS: Expensive animals fitted to sails but which regularly fall out, never to be seen again. (precise reason for their use unknown anyway.)

BECALMED: Always a good excuse to explain how you managed to drop 15 places between the beach and the wing buoy.

BLUBBERS: Jelly – Nasty things, well known to all who capsize.

BOOM: Heavy bit of timber attached to bottom of the big sail capable of dealing the unwary nasty thumps behind the ear'ole.

BOOM VANG: 20th century guillotine.

BOWSPRIT: Also called sprit, nose pole. Fitted to V.J's primarily for skewering Herons.

BROACH: Usually occurs when skipper looks over shoulder at boats following and invariably precedes a swim.

BUOY: Also known as "Mark". (i.e. Where the hell's the mark?) Most elusive object much sought after by skippers, usually found in the wrong place.

BUOY ROOM: Something you invariably give to other skippers but is never given to you. When shrieked at the right moment can cause all sorts of consternation and drama.

BUOYANCY: Bag type: – The poor man's built in buoyancy. Comes loose when capsizing, tacking, working, reaching, gybing, etc. Only possible use is to keep lungs in good shape through blowing the damn things up all the time.

Built in:– Small compartments for storing salt water after capsizing. Always lets water in but never out.

BUOYANCY JACKET: Useful for keeping head above water. (Similar to Bank Manager).

"C"

CALM:

(a) Wind – Under 20 knots
(b) Waves – Under 6 feet
(c) Nerves – Unknown phenomena
(d) For'd Hand – Ditto Ditto.

CAPSIZE: Well known ritual (including frightful language) the object being to see if you can bury the top of the mast in the bottom of the river.

CENTREBOARD: Peculiar object in middle of boat – causes great distress to male for'd hands. Also useful for standing on after a capsize.

CLOCK: See Compass.

COLLISION: End product of other skippers incompetance.

COMPASS: Secret weapon used only by skippers who have exhausted all other known means of going faster.

COURSE: Route to be steered (and if no one is looking, shortened). On dry land referred to as a maze; also language common to all sailors.

"D"

DECK: Part of boat which splinters easily when walked on by small children etc. (Don't laugh, I've had it happen).

DIRTY WIND: What you get if you're down wind of back wind.

"F"

FLAG: Racing:– Object, usually material, hoisted on top of gaff which specialises in going round in circles, (ever decreasing) until it disappears in cloud of blue smoke down sail track.

Officer: Usually gent who doesn't know stern from breakfast time but looks gorgeous in his yachting blazer and white peaked cap.

Liquid: Glorious health giving food out of a dirty brown bottle. Recommended to cure dandruff, athletes foot or anything else.

FLOORBOARD: Longitudinal wooden things in bottom of boat around which ropes become entangled at most inappropriate times.

FORESTAY: A thin bit of wire used to tear out foredeck fittings – usually at times of high winds and heavy seas.

PORTNOY'S RESTRAINT

The work at UNITY-TOO was TOP SECRET. M-ONE was missing and the IMPACT of the DILEMMA left DZOAN FLABBERGASTED. Our HERO was OUTWARD BOUND and skimming the TREE TOPS in BLUESTREAK, THE FLYING MACHINE when the ALERT sounded.

He began to PITCH'N'TOSS in the WHIRLWIND. "SHEEZALULU" he thought and called to TOMMY RUFF to SCAN the STORM. The BLIGHTER was not answering.

Back at SPUTNIK control a great HULLABALLOO was taking place, "BY-GEE we've got TRUBLES" the CORPORAL remarked "and PANIC 11" replied SIR INGE, the DEFT leader. "Get RUMBELSWHYKE and FREBER here at once, MAYBEE they will get KRAKEN and take SYD'S TUB out to search the MUDDY WATERS in an ENDEAVOUR to find the CRAFTY MAVERICK. We WILWATCH them."

His destination had been COLUMBIA where Gladys and SIMONE were waiting for him. The KAISER hotel was the cover and LES GIRLS, one sippingGINTONIC, the other BITTER LEMON sat with JASMINE and MONICA. "Put GLADY'S FOX on the chair and order FOR ALL OF US will you" said SIMONE. The girls had their REASONS for wanting to find their COBBER who was in STRIFE.

SEBASTIAN, commander of the PRINCESS PEARL, a TALL SHIP, was happiest when he could SLOPALONG PLACIDLY in the BLUE DOLPHIN waters off ATALANTA. There was a MISTY BLUE HAZE in the SKYE when he sighted the falling plane."JEEPERS" he cried and headed in a WESTERLY direction to the SPLASH site. "Someones had a MISHAP", he thought.

He was SHORTHANDED but managed to drag him ALE & ARTY from the FURY of the SEA SPRAY. After a HOT TODDY he got his SECOND WIND and told of the HASTY ditching. "You're a PAL" he said "You MAYDIT just in time". He then slipped his BUDDY a MICKEY finn and watched him TOP'L'OVER.

Operation CHECKMATE would fail, the REVOLUTION would begin with LITE-NIN speed and he would become a FUGITIVE if he did not contact POLARIS. This made him think of SIMONE; she was a HONEY and a WILD CAT II and he did not intend saying AU REVOIR to her yet.

LADY LUCK was with him and before long he was GALLOPIN up the ROCKY slopes. He began to PUF'N'BLO. He was OPTIMIST and had to take a CHANCE that ROSALINDE was at the SPANISH CASTLE.

The DAWN was breaking GENTLY as he pushed the BUSH aside and walked on TIPPY TOES towards the SPOOKY house. "SKAT" he hissed to a CRAZY CAT which bounded in front of him. He fell heavily suffering a SORTAIL. He wanted to pull the CATS WHISKERS but instead gave it a SWIFT kick up the KAIBER.

SHE opened the door and with a FRANTIC look begged him not TO-LINGA. "Pour me a WHISKY" he whispered "IDA NO what I'd do without you." "FOLLO ME" she said and like a FLASH she took FLIGHT. If the BLACK BARON was here he would have to be RUTH-LESS. If that meant FIGHTING H then he would fight like THE DEMON'

She returned with the radio and he contacted GEMINI, a great JOKER who was ABLE to commandeer a MIRAGE JET with a PILOT.

"I take it things WENTWEL", she asked with a PEARLY smile. He drank the FIREWATER and as he waved FAREWELL he called "BC-IN-U"

Like a THUNDERBOLT the INGIN roared into action. GOING STEADY they made it back to base.

The order was over and with SIMONE he was floating in a SEAMIST of CHAMPAGNE and CHIFFON, not to mention PEANUTS and RADISH. The MELODY of an OVERTURE to a SYMPHONY drifted on the BREEZE, soon it would reach the FINALE – this situation did indeed call for PORTNOY'S RESTRAINT??.

By the REGISTRAR

From Mary Clarke, our Aust.Sec./Registrar who sees your boat names staring up at her all day. There are 139 names in the above. Recognise yours?

MURRAY BAILEY
(boat building extrodinaire)
trying to convince **IAN CULL**
(left) that he needs a new
Heron!

"I SAIL A HERON" T-SHIRTS
Now available in both white and blue
Sizes 28" to XOS
Only $4-00
Send your order to Mary Clarke,
1 Ethel St., Balgowlah, 2093.

Contrary to the rumour going around DONALD DUCK or even DAFFY DUCK cannot be used as an emblem on your Mainsail. Just because your lovable Editor was going cross-eyed at about that time, he should have inserted a Heron Emblem at Appendix E on page viii of the Constitution in the last issue of the NEWSLETTER.

Notice the big space after Sail Numbers shall be, etc. which should read "SAIL NUMBERS SHALL BE 12" (300 mm) HIGH BY 8" (200 mm) wide" and HEIGHT OF EMBLEM 12" (300 mm) by the way.

NOT THIS ONE

NOT THAT ONE

YES THIS ONE

THIS IS THE OFFICIAL EMBLEM .

WELCOME TO THE NEW MEMBERS LISTED BELOW – As you can see our numbers continue to increase and all members look forward to a really bumper sailing season.

A note of interest – 31 sail numbers have been issued to new G.R.P. or G.R.P./composite Herons in the past three months. Many of these numbers have gone to established Heron owners. This has meant a ready supply of secondhand plywood Herons which have been snapped up by anxious buyers keen to join clubs and become part of the Heron fleet.

NEW SOUTH WALES

5024 - N.Hicks (TIFFANY)
5112 - B.Lomas
5151 - F.N.Lachmund (NEO)
5685 - D.G.Stevenson
5737 - R.P.Gray (TALINGA)
5995 - K.Friend (GALLOPIN)
6457 - W.A.Clayton (BEE-FOR)
6587 - K.Hughes (SHELLY-LEE)
7429 - J.Archer/K.Dever
7623 - G.S.Belchsaw
7840 - G.Hole (ALISON)
8266 - L.R.Beaumont (ZEPHLYN)
9111 - G.F.A.Attoe (MALACHITE)
9273 - C.Helliar
9275 - R.H.Jones (SHARLIS)
9276 - J.M.Howell (BLEWYN GLAS)
9410 - R.L.Young (DELOS)
9411 - K.S.Clarke (TARDY)
9412 - G.Collings, (NIKI ONKI)
nb● - J.Dobbs
7365 - I.M.Brown (SOLO)

SOUTH AUSTRALIA

5533 - J.W.Maddern (DIGET)
7275 - F.N.Howard Jones (CHEROKEE)
7352 - R.J.Lyon
8704 - D.R.Beck (SUDEDA)
9172 - K.W.Bevan (OTHELLO)
9279 - P.Malpas (NOVETTE)
9285 - I.R.Afnan (SPIRIT OF '76)
9293 - C.L.Klau (POT BLACK)
9294 - R.M.Littler
9296 - Miss R.Pendergrast (SPUNKY)
9298 - P.Charlesworth (THE BEWILDERED
9402 - R.Gogler (PAPILLON) BITCH)
9413 - A.A.Smith (CARO-TERA)

VICTORIA

5175 - S.Johnston (KUNYING)
5521 - G.E.Hibbert (CIRCE)
5832 - T.Trowbridge (PUGWOGGLE)
7182 - R.Gillam (WERAYAN)
7437 -. N.R.Watson (VELOSAIL)
7498 - P.M.Watson (RAGAMUFFIN)
7896 - J.Harris (PUGWASH)
9194 - P.D.White (ARAGORN)

WESTERN AUSTRALIA

7458 - R.A.Wadham
7824 - I.,N.,R.& P.Creed (SUMMERTIME)
7830 - G.L.Kimpton (PASSE PARTOUT)
9167 - C.J.Mumme (NONSUCH)
9272 - D.B.Hunter (PUT-A-FOOT)
9401 - R.T.Yachts

A.C.T.

4583 - M.D.Miller (TRACKDOWN)

QUEENSLAND

4135 - I.M.Douglas (LAULANI)
9271 - D.Foster (TRANQUIL LIZA)
9405 - K.A.Hudson
9408 - E.J.Dunne (KIMBLE SUN)

TASMANIA

8029 - M.Heynes (BRINAWA)

and if in doubt at to 'who's who' at the National Titles here is a list of the Committeemen in South Australia:-

Chairman:	Geoff Withrington
Publicity Officer:	Peter Eldridge
Handicapper:	Stan Jordan
Senior Measurer:	George Robertson
Treasurer:	George Richardson
Secretary:	John Carter
Commodore:	Doug Grosser
O.O.D.:	Don McLaren

NEWS FROM AROUND THE STATES

SOUTH AUSTRALIAN NEWS

from Peter Eldridge.

The A.G.M. held at the Henley Sailing Club on May 27th was attended by about 25 Heroners. Jeff Roberts, the Association Handicapper, retired from the position after giving excellent service for several years.

President Geoff Withrington thanked Jeff for his effort and welcomed new Member Stan Jordan to the Committee. John Carter (Secretary), George Richardson (Treasurer) and yours truly make up the rest of the Committee. The Grange Sailing Club will be the venue for the next State Championships to be held on the January Holiday weekend.

More information for the new G.R.P. Heron was made available to the Members and the interest shown in S.A. has been most encouraging. The Members present were told of the plans, both socially and sailing, that had been made by the committee regarding the future Nationals.

The interest from the S.A. Heroners for the Titles appears to be most enthusiastic and everyone concerned is looking forward to next National Series.

A.C.T. NEWS

From Stewart McGilvray.

TROPHY WINNERS

Heroners were well represented at the YMCA Sailing Club Annual Presentation Night. Rodney Carnall was the winner of the 1975/76 Club Championship for the Heron Division. Ian McDougall being successful in the Handicap Pointscore. David Pearson and Arvid Lejins also received new items for the mantlepiece. Graham Smith was the most successful Heroner at the Canberra Yacht Club last season.

A.C.T. HERON CHAMPIONSHIPS 1976/77

The series for the coming season will be conducted BEFORE the Nationals and in conjunction with other Class Championships on Lake Burley Griffin. The dates are 27 and 28th November. Stewart McGilvray, 79 Fullagar Cres., Higgins 2615, can provide the answers to your questions if you are interested in dodging other boats, islands and waterspouts, while getting the rust out of the trailer wheels.

Juniors will front-up for their Championship on 5th and 6th February, 1977.

TASMANIAN NEWS

From Mark Hey.

Winter time in Tasmania means cold weather and a migration off the river and into the garage. Few Heroners have braved the cold to participate in the winter races held out of the Lindisfarne Sailing Club. Instead the pick-up boats are being repaired and repainted, the Club-house is being reconditioned and the area around the Club is being trimmed.

Those who decided to take part in the first of the winter races were subjected to strong winds and a battling in the Derwent River. Other races held have been sailed in light winds and sunny skies. A newcomer to be seen on the water has been Mark Haines in his recent acquisition BRINAWA. It was good to see Peter Davis – a Heroner of some experience – forward-handing and passing on a few tips.

Congratulations to the 1975-76 Pennant Winners:

LINE HONOURS	SHARA	Phillip Neville
	EIGEN VECTOR	Andrew Payne
HANDICAP	WIWIRRI	Chip (Charles) Payne
	SINN FEIN	Andrew Morgan

and also to the other trophy winners.

With the National Championships to be held in Tasmania in 1977/78, a concerted effort is being made to bring all those "old" Herons back into regular racing. With extensions to the existing Lindisfarne Sailing Club expected to be commenced to be built in the near future, the planning of the Championships is well under way.

N.S.W. NEWS

From Bill Imlay.

The 1976 Sydney Boat Show – styled Sail '76 – is now over. The Heron stand attracted a lot of interested enquirers as always and the Association, by mounting the display, is starting off another active and successful year of Heron sailing in N.S.W. The stand comprised a new fibreglass boat lent by Vern Hildebrandt – "factory-fresh" and rigged up for the first time at the Show – a three-wing display board provided by Botany Bay Heron Club and some furniture lent by the President, Ken Wonson.

The stand was staffed throughout the Show by Members of Botany Bay, Middle Harbour, Cronulla, Concord-Ryde, Dobroyd and Balmoral Clubs to whom we are very grateful and these Members distributed the new N.S.W. pamphlet which had been ably prepared by Ken Wonson and Ian Cook. The display stand showed photo's of Herons in action, a sheet of the Heron plan and photo's from the National Association's Building Booklet to convey the message that the plywood Heron is also alive and well.

The 1976 Programme of Events has been issued and the 1976-77 season looks as promising as ever. As an innovation in procedure to facilitate entries, the N.S.W. Assistant Secretary, Bill Pearson will this year accept bulk entries for any or all of the NSW Association events. He will then retransmit individual entries to the Club addresses.

This will allow us to plan the whole season in advance and avoid those occurrences in which we might have passed a closing date without noticing or have forgotten to post an entry.

The procedure will NOT apply to entries for the 18th National Championships in Adelaide since the details of entry are not printed in the N.S.W. programme.

The programme this year provides a good variety of events and six of these are grouped for the Travellers' Trophy. The events are at good and interesting locations at St. George's Basin, Lake Macquarie, Botany Bay, Port Hacking, Lake Illawarra and Middle Harbour (Balmoral).

These will give a very good sailing variety without arduous travel and are very much to be recommended for good sailing.

The first Association race is on September 26th (closing Sept. 12th) at Narrabeen and the last of the Season will be on May 1st at Clontarf, so it will be a full season's enjoyment.

We look forward to your participation.

VICTORIAN NEWS

From GLUG

All Victorian Members will have received a copy of the 1976/77 Sailing Programme, and a special appeal is made to all those Heron Skippers who do not sail regularly with sailing clubs, to join us on the social days and Heron days.

Sunday, 12th December, is the Heron/Mirror Picnic Day, at Black Rock Yacht Club – this is a 'fun' day with fellowship the order of the day and a 'not too serious' race or two to give the day some purpose.

Sunday, 19th December, is the Christmas Party, at Westernport Yacht Club, another social day for the whole family.

Your friendly scribe would issue a challenge to all those members, whose boats are gathering dust, to get them out, give them a 'brush up' and come join us on these days.

There must be many members on the Victorian register who hardly ever put their boats in the water.

For the active members the first two heats of the Victorian Championships will be held on Saturday, 26th and Sunday, 27th February, at Mordialloc Sailing Club, the remaining three heats will be held on 12th, 13th and 14th March, at a venue to be decided.

Who do we have to give Len Ralph some real competition?

Nev. Ridgeway, Paul Carver, Graeme East, Tony Evans and Co., have all sold their boats – so do we look to other 'old timers' or newer blood, to wrest the title from Len.

Dennis Lee, Alan Clarke and Ian Ricketts, could be the up and coming skippers.

These skippers who now sail CIRCE, NINA and TUKI, will not be able to lay any blame for poor performance on their boat, they have all purchased boats with good sailing records.

The Victorian Executive are all underworked, overpaid, fat cats, so what about giving them something to do, write and tell them what they should be doing to encourage you to be an active member of the Association, to get you to attend Heron outings and above all to get your boat on the water.

WESTERN AUSTRALIA NEWS

From P. Blunden.

The Presentation Night for the State Championships for the 1975-76 Season were held on 24th July at Perth Dinghy Sailing Club.

The evening was held in conjunction with the Signet Assoc. Presentations. The Presentation Night is the high-light of our Social Evenings and the finale to the Sailing Season.

STATE CHAMPIONSHIPS

1st	John Hill	VAT 70
2nd	Rudi Teissen	JENNY ANN
3rd	Ted Cartwright	PLOD

STATE CHAMPIONSHIP HANDICAP

David Hartley

TED CARTWRIGHT JUNIOR TROPHY

Barry Arbour

DUNK TROPHY

Henry Owide

The Dunk Trophy was awarded to Henry Owide for showing Grit-Guts and the liking for the Swan River.

W.A. has 3 Clubs now sailing Herons regularly. Maylands, Shelly and Perth Dinghy Sailing Club. The Shelly Club is a new and expanding Club. Their fleet is mainly Herons also Mirrors and Cats.

The State Championships this year were held at the 3 Clubs. This proved very successful as it gave each Member a chance on his or her home ground.

Perth Dinghy Sailing Club will be holding the 1978/79 Nationals. Preparations are under way to make the Championships a success.

Members from W.A. are going to S.A. for the Nationals this year.

MEASUREMENT APPOINTMENTS

The Association welcomes the following Measurers and congratulates them on their appointment to act in that capacity.

Andrew Gillespie, 5 Dan Street, Eastwood, N.S.W.
W.J. Bollmeyer, 40 Ellen Street, Port Pirie, S.A.
John O'Callaghan, 12 Silver Ave., South Brighton, S.A.

IAN COOK, the N.S.W. State Secretary, is currently building a new G.R.P. Heron. That is, finishing a floppy hull with a composite deck.

He made such a magnificent job of the finish of the deck that it caused a thoughtful comment from an admiring bystander that perhaps with a finish like that he should sail his boat upside down.

I wonder why, perchance, his former G.R.P. boat (finished in the same degree of excellence) was nicknamed the YELLOW SUBMARINE.

FROM AROUND THE CLUBS

SOUTH AUSTRALIA

LAKE BONNEY YACHT CLUB NOTES

At recent A.G.M. Commodore P. B. Arnold and Rear Commodore W. McGillivray were re-elected while Vice Commodore is E.C. Moss whose office becomes vacant next year. Under the leadership of Commodore P. B. Arnold, General, Sailing and Social Committees have combined and worked well to make the past season a great Sailing and financial success. Congratulations must go to Clubs and Triple State Heron Champion G. Kassebaum for his superb effort. Graham along with many other Club Members have purchased new suits of sails for next season besides getting their boats into top condition.

Competition will be very keen with an expected fleet of 24 Herons facing the starter each week, sailing in two divisions to give newcomers to the sport every encouragement.

Opening day for 1976-77 Season will be Sunday 10th October. Lake Bonney Club would like to wish all Heroners a good season.

NEW SOUTH WALES

SPEERS POINT AMATEUR SAILING CLUB

From Alan Davidson.

Greetings from Speers Point Amateur Sailing Club, Heron Division.

While still in the throes of winter we, like any other sailing club, look forward expentantly to the coming summer of sailing. In the meantime all those jobs on the boat and around the house are being done – or are they?

Looking at the season now past sees the realization of our aim to have enrolled 20 Herons, in fact we increased from 12 to 21 craft. Enjoyment in the sport of sailing was foremost in our activities and the consistent efforts of the enthusiastic were well rewarded on Presentation Night. In appreciation of the club which looks after us so well the Heroners made a cash donation to assist in the purchase of new two way radio equipment. We held meetings of a social nature and discussed rigging, boat maintenance, recruiting, future plans and relived many of the humorous and spectacular antics during races. The eager beavers would not discuss tactics for obvious reasons.

Training classes were held to instruct newer members in improving their sailing skills and to provide opportunity for asking even the dumbest questions which in less sympathetic circles might arouse a laugh or two. Greater confidence and reduced handicaps were the noticeable reward for those present.

Now for the coming season we are working toward an increase in membership and a busy programme has been planned including a talk from a local sailmaker and a further session on the rules of sailing from notes yatchman Ian Toll. Saturday morning tuition will be given by our more experienced skippers to those newcomers who wish to sail more successfully. An interesting event

will be the Stegbar Teams Race, a contest within our own Club where two Herons comprise each team and are paired from opposite ends of the handicap scale, thus the faster boat will be encouraging the slower partner for the benefit of the team. Our Lake Macquarie Heron Holiday Regatta has been brought forward this season to November 13-14 so we are anticipating many more visiting Herons to compete in this relaxed and pleasant site.

We are privileged to be hosting the N.S.W. Heron Titles at Speers Point this coming January and assure all who attend that this section of Lake Macquarie being tideless and not congested offers excellent sailing conditions while the Clubhouse and adjacent park provides the onlookers with ideal viewing of the events. Some caravan sites are available right at the Club and on-site vans are a possibility for those who act quickly.

To all Heroners everywhere we wish for you a safe, enjoyable and successful sailing season in 1976-77, and remember - be kind to your crew.

DOBROYD AQUATIC CLUB

From Bill Parry.

We have had a successful winter series of races at Dobroyd with some brave and hardy skippers and crews, undeterred by the elements. Fred Dobner in ULTRAMARINE even went for a swim, although he did mumble something about a broken tiller.

At last the Bay in front of our Clubhouse has been dredged and there should be no more scraping of centreboards on sandbanks. Also the exterior of the Clubhouse has been painted at phenomenal cost and now looks quite smart.

Grapevine news is that John Brownhill is building a fibreglass Heron and there may be another fibreglass boat being secretly prepared.

DOBBIE'S TIP

To beat your rival to the finishing line,
Be on the right tack at the right time.

BOTANY BAY HERON SAILING CLUB

From Henry Heron.

In the hurley-burley of change-over of office bearers and old Henry Heron taking over this publication and me being thrown into my new job we have forgotten some important news.

We have not yet congratulated our various winners for last season and given them the honour of being written up as such in our National Newsletter.

CLUB CHAMPIONSHIP

1. IKARA	F. Elphinstone
2. EST	S. Brinsley
3. ADONIS	M. Tallis

SUMMER POINT SCORE

1. IKARA	F. Elphinstone
2. PLUM DUFF	E. Cooney
3. BINATANG	L. George

AUTUMN POINT SCORE

1. LUDWIG	L. Preece
2. BINATANG	L. George
3. NORMIE	J. O'Connor

HANDICAP POINT SCORE

1. IKARA	F. Elphinstone
2. BINATANG	L. George
3. EST	S. Brinsley

JUNIOR CHAMPIONSHIP

1. BINATANG	B. Tallis
2. NORMIE	N. O'Connor
3. ADONIS	N. Tallis

JUNIOR HANDICAP

1. NORMIE	N. O'Connor
2. BINATANG	B. Tallis
3. ADONIS	N. Tallis

PICKLE AWARD

1. BINATANG Lloyd George

Fred Elphinstone kept up a fairly hot pace again this year but was unable to make a clean sweep. I'm sure though that Fred was equally pleased to see the boost we have obtained in the Club by one of the new boys, Lindsay Preece taking out the Autumn Point Score in his first season.

Without Fred and some of the other old hands this coming season and at least four new fibreglass boats, several changes of boats and a list of new members lining up it looks like being a good tussle again next season. The competition could even be closer if Lloyd George can stay upright. Why not come and join us one Saturday afternoon 2 p.m. (2.30 p.m. daylight saving) alongside Georges River Sailing Club. If you want to know what the race programme says for the day give Les Morris our Captain a ring on 5334226.

The other news we have missed out on is an intro to our new office bearers for the coming season. They are:

Commodore	:	Bernie Baker	Hon. Treasurer	:	Terry Reilly
Club Captain	:	Les Morris	Publicity Officer	:	Henry Heron (again) (try Jeff Harris)
Hon. Secretary	:	Jeff Moxham			

A successful 1976/77 season to all.

1978 TASMAN CUP – NEW ZEALAND – WHAT A HOLIDAY!!

News of the proposed Tasman Cup Challenge to be held in 1978 has brought forth two members anxious to "have a go". They are Alf Luckman of N.S.W. and Colin Verrall of Queensland.

1978 seems a long way off but the way time flies lately it will be no time at all before we are preparing to take advantage of that wonderful New Zealand hospitality.

Why not add your name to the "growing" list of interested participants? Drop a line to Mary Clarke, 1 Ethel St., Balgowlah for further particulars.

STOP PRESS REPORT ON THE KURRIMINE REGATTA

As relayed by that regular Sydney visitor to the event,
Alec Barrett.

" . . . Well off went the gun and away went the fleet for the Invitation Race. Unfortunately finished 11th with the water in DOLCE VITA lapping my ankles in the bottom of the boat.

RESULT. Kev. Gregory (Mackay)1st, Merv. Tallis (Botany Bay) 2nd and Bill Brinsley (Botany Bay) 3rd.

1st HEAT. Got off to a good start but then (i) overshot the 1st mark by at least 400 yards, (ii) lost whisker pole overboard, (iii) lost forwardhand overboard and (iv) broke pintle of rudder fitting and had to ask for a tow home.

RESULT. M. Tallis, 1st, B. Brinsley, 2nd and S. Brinsley, 3rd.

2nd HEAT. Up early this morning to do a spot of mackerel fishing before getting down to the serious business. The weather was beautiful with S. to S.E.Winds, 15 to 20 knots. Off to a good start and finished 8th without any of the incidents of the previous day to mar the race.

RESULT. S. Brinsley, 1st, M. Tallis, 2nd and W. Brinsley, 3rd.

After this race we organised a rock collecting and banana leaf party to collect the rocks for a fire and leaves to wrap two pigs in for the dinner tomorrow – a digging party manned shovels and dug a hole 6' x 3' x 3' for the fire and at 11 p.m. the pigs duly wrapped in the banana leaves and foil were ceremonially set in the fire and covered with sand.

3rd HEAT Wind 20 to 25 knots from the S.E. – off to a bad start, end of line ran out 1 second short of the gun, had to jibe, come back, finished 11th.

RESULT. The series went to Tallis, 1), S. Brinsley 2) and W. Brinsley 3).

Big party last night, sore head, busted eardrums and two pigs cooked to a cinder!

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