PRICE 3/6

HERON NEWSLETTER

VOLUME 3 NO. 4 AUTUMN MARCH 1966

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RENDEZVOUS OF YACHSTMEN

COMMITTEE ACTIVITY

The Committee's Meeting in the Gold Room at the Largs Pier Hotel Adelaide on 3rd January 1966 was something of a milestone - chaired by Vice President Hugh Kesterton, it was the first Committee Meeting held outside N. S. W. and was the most representative - S. A., Victorian, N. S. W. and A. C. T. members attended.

Fruitful discussions on boat measurement and broad policy filled most of the proceedings but time was found to accredit Hunts Marine of Blakehurst, N. S. W., as builders of the Class.

Canberra was confirmed as the Venue of the 8th Championships.

On 16th February 1966 the Committee met at the C. Y. C., Edgecliff, when the dates for the 8th Championships were fixed as 2nd to 7th January 1967.

Discussion of the Heron Newsletter and its functions produced a decision to publish six issues in Volume 4 - May, July, September, November, January and March. Issues will be smaller, but the total volume will be similar to Volume 3. It is hoped that State Associations will make more use of the journal for advance programme publicity.

8TH ANNUAL HERON CHAMPIONSHIPS

The dates and the venue for the 8th Annual Heron Championships have now been decided. The series will be conducted by the Y. M. C. A. Sailing Club in conjunction with the Southern Division of the N. S. W. Heron Association on Lake Burley Griffin in Canberra from Jan. 2 - Jan. 5th, 1967.

Plans are well in hand for the series and advance block bookings for accommodation have already been made. Well over a hundred boats are expected.

Yachtsmen are reminded that as well as the challenging sailing conditions on Lake Burley Griffin, Canberra has many places of educational value and national interest. So there is plenty for the rest of the family to see and do while father is sailing.

COVER PHOTO

Five, six, seven, eight,
Come on Greg, a bit of weight!

The Treasurer tries out his new craft on one of those days at Middle Harbour with builder Bob Pollock at the helm.

MEASURER'S PAGE

Following the policy outlined by the President in his report to the 7th Annual General Meeting, the Committee of the Association has drawn up a Constitution for a formal Measurement Committee and has appointed a Working Committee pending submission of the proposal to the next Annual General Meeting.

This Working Committee has been active in the past three months and has produced an Interim revision of the Current Measurement Manual and copies have been forwarded to the Measurers (all 60 of them).

The Committee is at present working on a revision of the measurement form - with a view to including several measurements which will give a better check on the shape of the hull.

The Measurers have been asked to check on the following items on all future boats:

* Main Sheet Anchorages to be 16" apart on the Transom - Tolerance $\pm \frac{1}{4}$".
* Anchorage for Main Sheet block at boom to be between black band and end of boom or at end of boom.
* Centre of Sheave in block for Main Sheet to be not more than 6" below underside of boom.
* Lips of Plastic or Fabric material designed to close the centreboard case slot near the keel are forbidden.
* Rudder blades may not swing nearer the vertical than shown on Plan.
* Chain plates must be either bolted through the gunwale or be of a Tang type lying on the plane of the skin of the boat; they may not be bolted through or carried outboard of the rubbing strip.
* Carlin brackets at frames 3, 4 and 5 must be in accordance with the full size details on the Plan.
* The head of the jib must be hoisted toward the point shown on the Plan, although the form of the fitting at the mast head is otherwise optional.
* Devices for altering the tension on the jib luff, while on the water, are forbidden.

It is recommended that you check over your boat and make sure it conforms - departures from the plans and the approved modifications can be challenged at any time - by Race Committees and other competitors.

Remember, the Heron is a ONE DESIGN - the nearer you stay to the plan, the more you are in the spirit of the ONE DESIGN.

HELP WANTED

Dear Sir,

I was wondering if you could either help or advise me with a problem.

I am looking for a Heron in good condition (need not be racing) for family sailing. My problem is I cannot offer cash. I was wondering if one of your members would be interested in making an exchange for an 8 mm. movie camera and equipment that cost in excess of £200 when new (approximately 2 years ago). This camera has only had 200 ft. of film through it and is in mint condition. If a small cash settlement is required this could be arranged.

If you could either advertise or arrange an exchange I'd be only too grateful.

If you want to change your hobby or sport contact the Secretary for details.

SEVENTH CHAMPIONSHIP REPORT

The Championship Series is decided for another year - and what a standard was set! Paul Hopkins in his report to "SEACRAFT" February, 1966, says:-

> "The organisation was par excellence.
> Heron officials are to be congratulated on their work and enthusiasm. Largs Bay Sailing Club officers did a wonderful job aided by Army personnel and Port River members. It was one of the best run carnivals I have witnessed and I've seen a lot in the past 10 years."

Of course Paul's view may be rose tinted since the Silver Heron came back to Sydney with him - but, even allowing for this, his praise is high indeed - and, from independent evidence well deserved.

Your scribe found it a little chilling to run out of land, after a thousand miles, on the waterfront at Largs Bay - the "Bay" was as large as one could conjure up - limitless in fact, with a shore line running North and South.

The warmth of welcome from the South Australian Association (including a compendium of instructions - even to a protest flag) and from the Largs Bay Club Officials soon restored the circulation. And this, I am sure, was the experience of each of the other 86 entrants.

The invitation race caused an upset - local rules on the need to sign off when quitting the Bay's broad expanse were deeply driven home to prominent visitors and others alike. Although W. A. P. was disqualified, Duyfken (Frank McNulty) carried the N. S. W. banner, and set the stage for the heats proper.

Largs Officials, with all that water, elected for a 7 mile Olympic Course - windward, two reaches, another windward, a run and a final windward leg to the finish. Well, almost. Heat one saw the wind veer 180°. Heat two it did much the same - through 90° much to the confusion of the Officials, but to the comfort of the visitors, by now convinced that there wasn't any such thing as "local knowledge". Heats three and four (on the Thursday) and Heat five (on the Friday) were sailed in the expected South Westerly. And what magnificent sailing it was!

For a tack by tack description we refer you to the February Seacraft and content ourselves with recording results:

Heat 1.	W. A. P.	P. Hopkins	N. S. W.
	Duyfken	F. McNulty	N. S. W.
	Kim	B. Hangar	Papua
	M. I. J.	J. Cook	N. S. W.
	Pym	C. Baxter	S. A.
	Alchera	A. McClure	Vic.

Heat 2	Duyfken	F. McNulty	N. S. W.
	Kim	B. Hangar	Papua
	Aigret	R. Dix	S. A.
	W. A. P.	P. Hopkins	N. S. W.
	Astrid	P. Rowe	Vic.
	Swallow II	S. Kretschmer	S. A.

Heat 3.	W. A. P.	P. Hopkins	N. S. W.
	Pym	C. Baxter	S. A.
	Astrid	P. Rowe	Vic.
	Kim	B. Hangar	Papua
	Mitgarde	B. Mackie	N. S. W.
	Moon Doggie	R. McMaster	Vic.

Heat 4	W. A. P.	P. Hopkins	N. S. W.
	Mitgarde	B. Mackie	N. S. W.
	Duyfken	F. McNulty	N. S. W.
	M. I. J.	J. Cook	N. S. W.
	Kim	B. Hangar	Papua
	Astrid	P. Rowe	Vic.

Heat 5	Duyfken	F. McNulty	N. S. W.
	M. I. J.	J. Cook	N. S. W.
	Hesuan	G. Robertson	S. A.
	In-nomine	C. Heard	S. A.
	Crafty	I. Spies	N. S. W.
	Alchera	A. McClure	Vic.

The final placings were:-

1.	W. A. P.	P. Hopkins	N. S. W.
2.	Duyfken	F. McNulty	N. S. W.
3.	Kim	B. Hangar	Papua
4.	M. I. J.	J. Cook	N. S. W.
5.	Alchera	A. McClure	Vic.
6.	Swallow II	S. Kretchmer	S. A.

Kim also took the Juniors Trophy - a magnificent effort or a much travelled crew.

Local boys tied for 7th and 8th, Hesuan, G. Robertson beating Pym, C. Baxter on a count back; Astrid was 9th - Phil Rowe with a 5th a 3rd and a 6th to his credit was unluckly not to be further up. Three N. S. W. boats tied for 10th - the count back gave the order as Crafty, I. Spies; Wanda, R. Pollock; Anemone, W. Youll; another point to Sprite, J. Botterill, Victoria; two more points to Aigret, R. Dix South Australia and another one to Bruce Mackie's Mitgarde from N. S. W. Bruce's hard luck story consists of breaking his tiller while lying second to Duyfken in the last heat. If ..... but then Kipling had a verse or two on that!

Random jottings from those involved in the Championships give a clue to the thoughts of competitors, officials and onlookers.

CRAIG BAXTER (Competitor) - - "Organisation was par excellence (what does that phrase mean? Ed.) and all officials are to be sincerely congratulated on their unflagging enthusiasm.

"With 87 yachts to face the starter the foundations for keen sailing and hard racing were laid. The great number of competitors provided exciting racing for all, aroused great interest and did much to promote the class.

"As with all championship racing the courses were laid well off-shore which was a great pity from the spectators' point of view. It was disappointing that either the starting or finishing lines of the Olympic Course was not placed near the jetty or clubhouse. This is especially important for a family class.

"Lengthy and accurate sailing instructions and clearly-laid courses ensured success. The series in five days and varying conditions afforded ideal if strenuous sailing. When sou-westerlies appeared the fields bunched-up. "

RUTH DAY (O. I. C. Caterers) -- "Luncheon each day and a couple of night events for approximately 400 people -- 'Impossible', said the critics and immediately set up a challenge for the Largs Bay Ladies' Auxiliary.

"With the assistance of 40 helpers, the matter was attacked with great gusto. Rosters were drawn up, orders placed, pie-warmers, tressels and numerous other items were begged, borrowed or stolen!

"One very real problem was the kitchen. How to serve pies, pasties, sandwiches, rolls, buns, cold serves, tea, coffee, cold drinks, ice-cream and sweets from one small servery in one small kitchen housing 15 busy women...! Separate tressels were placed in strategic positions in the main hall with easy access to the kitchen to provide some items which left the kitchen clear to supply others.

"The barbecue on Welcome Night was a great success -- 300 people were served with delectable halves of barbecued chickens and salads. Another barbecue at the home of Dr. Colin Alderman and his wife, Ruth, was thoroughly enjoyed by several hundred.

"Never in the history of Herons, or any other sailing class, has a Presentation Night been attended by so many competitors and followers. After allowing for 250, something like 450 'bods' turned up and were duly fed. So be warned, organisers of future championships, Presentation Nights are most definitely IN!"

GEORGE ROBERTSON (Competitor/Measurer) -- "As a competitor who had his fair share of luck, the series at Largs Bay left little to be desired.

"Shifting breezes did upset the Olympic type course at times, turning the windward and return into a 'soldier's course', but this can also happen with triangulars. The set triangular course, however, can be laid to give spectators a better view. Whether it is a requisite of the Championship depends on the location of the club conducting the series.

"A trouble spot is the amount of scope and authority clubs and measurers require to police 'A' class certificates granted by the National Measurement Committee.

"Other classes are strict on measurement and there is no compensating for anything outside tolerances. But this is not so with the Heron. The boat has been designed for amateur construction and a slip of the plane does not necessarily deprive a boat of an 'A' class certificate. This is left to the discretion of the Measurement Committee.

"As long as a boat has not been altered, or gear replaced, after receiving an 'A' class certificate it should always be an 'A' class boat. Sails are the only item which can change in size.

"In my opinion it is now up to the Australian body to bring in a ruling as to what is required for a boat to be eligible to compete and the procedure for policing this.

"In conclusion, to the people of Canberra, I hope that the 1967 Championship will be as successful as that conducted at Largs Bay. I cannot wish you more."

JOHN SUTHERLAND (Victoria), sixth placegetter in the 6th Championships but on the side lines this time observed:-

Paul Hopkins did not make a tatical mistake on the water and showed everybody how to drive a Heron to windward. His adjustment of sail tension while on the water ensured that their drive was in the right place all the time.

Boats generally are being better finished - gear is good and sound - no silly lightening - competitors also spent more time and thought on rigging their boats.

In all, boat handling has improved throughout the fleet - few capsizes even in quite solid winds. However, sitting at the windward mark it was painfully apparent that not many knew how to gybe.

I thoroughly enjoyed looking on this year but hope to be in Canberra for the 8th Series.

All in all, a Series par excellence. (They've got me doing it now! Ed.) and to the South Australian Association and their helpers THANK YOU ; WHEN CAN WE COME AGAIN?

LAPEL BADGE

CAR BADGE

We caught the Secretary of the Measurement Committee RED HANDED the other day and talked him into telling us :

HOW TO ACHIEVE THE BEST FINISH FOR YOUR HERON DINGHY

After all the work of building a boat, it is easy to underestimate the time and effort required to achieve a beautifully painted and varnished hull.

Many boats are quickly and improperly finished, and for want of an extra "coat" and a little more effort at the final stage do not look as well as they might have done.

The most convenient order for finishing the hull is : (1) The interior . (2) Bottom and sides. (3) The deck.

For those sections to be varnished you have the choice of fundamentally three types of varnish: (1) Tung oil varnishes. These are cheap and remain softish and weather rather rapidly. They are known often as Marine Copal.

(2) Phenolic resin type varnishes. These are very durable and simple to recoat later; the best type of conventional varnish. Red Hand Tropical clear is a first class product of this type.

(3) Polyurethane varnishes. These are the clearest and hardest varnishes and give the most luxurious finish. Red Hand Glotone is a single pack product of this type and gives excellent results on small boats.

The disadvantages of polyurethane varnish are that they require more surface preparation when recoating and if allowed to weather to the point of cracking and peeling, a complete removal of varnish is more difficult.

Apply a first coat well thinned (even as much as 50%) remembering to use the thinner recommended by the manufacturer.

This thinned coat will penetrate, even under frames and into all odd nooks and crannies. It will also raise the surface grain of the timber and if this is then lightly sanded a very good surface will result.

Then apply at least 3 more coats straight from the can, lightly cutting back with a fine wet and dry sandpaper between each coat.

Varnish should be applied with a full brush and brushing out should be avoided. In other words lay varnish on thickly without excessive brushing, and remember, the more coats the better the final result both from the point of view of beauty and length of protection from the elements.

Should you choose to paint the boat (or sections thereof), the first step is to fill all holes and marks with a stopping compound, such as "Eppistop".

Sand the whole surface to a smooth finish . Your priming coat can be either an oily Pink Primer or an aluminium based Pink Primer - either is adequate for dinghies.

Red Hand's new metallic Pink Primer is excellent. It dries quickly to provide a highly waterproof and smooth coating, whereas the oily primers are rather softer and slow drying.

For perfection, lightly wet and dry sand the primer and apply two coats of undercoat brushed smoothly straight over, sanding vigorously after the second coat, to provide a smooth even surface.

Apply yet another undercoat and lightly wet and dry sand. If really you are keen, this process can be continued further.

Red Hand QD4 undercoat is excellent for this "building up" as it dries thoroughly in 4 hours and, being full-bodied, fills gaps very well.

QD4 sands nicely without clogging the paper and provides a hard smooth surface.

After all this, apply two coats of top quality enamel, one not too thickly, and then lightly wet and dry sand.

The final coat should be laid on reasonably thickly without excessive brushing, to provide the most beautiful finish. This requires some skill and if in doubt of your ability, two thin coats instead of one full bodied may be easier.

All modern enamels are satisfactory, but Red Hand Syndurac Yacht Enamel has been specifically formulated to provide a high gloss and to handle easily. It holds a "wet edge" longer than conventional paints. This means that you avoid those ugly "lap marks" in your work.

Even if small "lap marks" occur, you will be delighted to see Syndurac settle itself out whilst drying.

Two other tips come to mind in painting: (1) Instead of a primer, some people like to use a well thinned (say 50%) paint. This brings up the surface grain and when sanded produces an excellent surface for applying several undercoats. This is not as waterproof a system but is certainly adequate for boats stored out of water. (2) After undercoating is completed a coat of "half and half" i.e., 50% paint and 50% undercoat can be used instead of the first enamel coat. Many proficient painters use this procedure, but be sure to use the same "line" of paint!

* *

THE RAILWAYS DO IT AGAIN

Four New South Wales Herons, between them, chalked up 10,000 miles of rail travel between Sydney and Adelaide and all arrived back in mint condition (except for a hole which MITGARDE picked up in a collision during the second heat - and we can't blame the Railways Commissioner for that).

And in addition to being safe, the Railways were quick - boats loaded on Wednesday were picked up by the South Australian Association on Friday - with much the same story on the way back.

The boats were loaded on their own trailers and had a much easier ride than they would have had trailed (with no danger of stones through the bottom).

So, South Australians and Queenslanders, have a carefree trip to Canberra in 1967 - let the Railways have your boat!

AROUND THE STATES

VICTORIAN NEWS

The main item of interest since the last Newsletter has been the Victorian Championships sailed during November and December. Of the five heats scheduled only one was cancelled as a result of strong winds compared with last year's long-drawn-out series.

The four heats produced four different heat winners. The 1st Heat at Elwood saw Tina, sailed by last year's titleholder, John Sutherland, clear out from the field in the light conditions to win by 4 mins. 20 secs. Uira (Marshall Hawes) and Astrid (Phillip Rowe) battled for 2nd for a while until Uira got the better of the light airs. Only 15 of the 53 starters managed to finish within the time limit. Naturally there were a number of skippers (armed with new boats) who were a little taken back by Tina's performance since it was virtually its first outing for the season.

The 2nd and 3rd Heats were sailed at Altona Yacht Club on a typical Pt. Phillip day with a moderate Southerly in the morning and strong southerly in the afternoon. Sujuru (Len Ericson) made good use of his local knowledge to emerge in the lead at the first buoy and was followed around the course by Astrid and Jaylene Junior (John Searle) who could make only a little impression on his margin. In the afternoon heat Astrid was around the windward mark first and retained this position to the end. Boats placed close behind Astrid were ill-fated; Alchera (Alex McClure) and Tristesse (Tom Jones) both capsized whilst running second as well as Jaylene Jnr., also well placed. Moondoggie (Rex McMaster) came from 8th to finish a close second.

The 4th and 5th Heats were scheduled for sailing at Royal Melbourne Yacht Squadron, but the morning race was cancelled because of a boisterous northerly. Cancellation of this Heat left Astrid in an unbeatable position with placings of 1st, 2nd and 3rd. The northerly dropped away sufficiently for the 5th Heat. Astrid was 1st around the windward buoy with a 50 yd. lead followed by a group including Moondoggie, Alchera, Jaylene Jnr., Tina and Sprite. During the 2nd lap Jaylene Jnr., emerged in front followed by Sprite (John Botterill), Alchera, Tina and Moondoggie. There was further place changing behind the leading two boats but Jaylene Junior sailed away to a comfortable win.

Official Placings were as follows :

1st Heat

1.	Tina	John Sutherland
2.	Uira	Marshall Hawes
3.	Astrid	Phillip Rowe
4.	Jaylene Jnr.	John Searle
5.	Osprey I	Don Carter
6.	Emanon	Charles Wilson

2nd Heat

Sujuru	Len Ericson
Astrid	Phillip Rowe
Jaylene Jnr.	John Searle
Uira	Marshall Hawes
Emanon	Charles Wilson
Tina	John Sutherland

3rd Heat

1.	Astrid	Phillip Rowe
2.	Moondoggie	Rex McMaster
3.	Quinta	John Carter
4.	Apalie	John Matthews
5.	Sprite	John Botterill
6.	Uira	Marshall Hawes

4th Heat - Cancelled

5th Heat

Jaylene Jnr.	John Searle
Sprite	John Botterill
Tina	John Sutherland
Astrid	Phillip Rowe
Kiemo	Malcolm Taylor
Emanon	Charles Wilson

Final Placings, 2nd Victorian Championships

1.	5522	Astrid	Phillip Rowe	4697 points
2.	4985	Jaylene Jnr.	John Searle	4396 "

3.	4599	Tina	John Sutherland	4220 points
4.	5355	Uira	Marshall Hawes	3794 "
5.	5353	Sprite	John Botterill	3523 "
6.	5126	Emanon	Charles Wilson	3220 "

Jaylene Jnr. sailed by John Searle was virtually unknown before the Series and many Heroners were astonished to learn that its previous use had been mainly as a fishing boat. However when questions were asked it was soon discovered that John is a Dragon skipper of much experience and success in Pt. Phillip. Since the Series, he has moved to Sydney and sold his Heron, but Sydney-ites may find him popping up one day.

Over 100 Herons have now made appearances at one or more Picnic Race Days this season, which is a good proportion of the State's population of approximately 350 boats. Since last Newsletter Herons have visited Royal Melbourne Yacht Squadron, Black Rock Yacht Club, Mornington Yacht Club and Surrento Sailing Club. On the first two of these days we had strong winds which took rather heavy toll of starters, 10 out of 37 finishing at Royal Melbourne and 7 out of 35 at Black Rock. Most Heron owners in Victoria appreciate the need for splash boards and self bailers in these conditions and to illustrate the point it is interesting to note that only two boats were in need of the pick-up boat at Black Rock. Most of our boats are capable of being righted and emptied with self-bailers.

The Picnic Days at Mornington and Surrento were sailed in light conditions and were just right for a family day's sailing and beaching. A film unit visited Mornington to film our activities for a "Let's go Sailing" episode in a series of T.V. films on sport. We hope this film will be made available to us for a film night (as well as appear on national TV).

Results of the afternoon race at each of the above Picnic Days were as follows:-

	Line Honours		Handicap	
Royal Melbourne Yacht Squadron - 21/11/65				
1.	Astrid	Phillip Rowe	Quinta	John Carter
2.	Quinta	John Carter	Astrid	Phillip Rowe
3.	Sprite	John Botterill	Sprite	John Botterill
Black Rock Yacht Club - 23/1/66				
1.	Alchera	Alec McClure	Alchera	Alec McClure
2.	Julieann	Alex Amess	Julieann	Alex Amess
3.	Oboe	Bill Mackie	Oboe	Bill Mackie
Mornington Yacht Club - 6/2/66				
1.	Astrid	Phillip Rowe	Opal	Jack Naismith
2.	Alchera	Alec McClure	Intrepid	Michael Billings
3.	Opal	Jack Naismith	Kiemo	Malcolm Taylor
Surrento Sailing Club - 13/2/66				
1.	Astrid	Phillip Rowe	Kapala	Malcolm Barker
2.	Sprite	John Botterill	Shellduck	Neville Ridgeway
3.	Kapala	Malcolm Barker	Opal	Jack Naismith

Our Christmas Day on 5th December was a great success. This was held at Safety Beach about 40 miles from Melbourne, and we were blessed with a perfect day. Sailing was all of a novelty variety; rig boat on beach sail around buoy and back to beach; Relay Race; Handicap start off Beach. Santa Claus (wearing life jacket of approved kind) arrived by flag-bedecked Heron, accompanied by Heron escort, and distributed Christmas presents to over 100 children. Drinks and ice cream were also provided for the children.

In the past Heron Sailing in this State has been very much an Association organised state of affairs. At present we are experiencing a build-up of participation in Club Sailing. Fleets

at Altona, Albert Park, Elwood and Black Rock are growing rapidly particularly the latter which has grown from no Herons on the register at the beginning of last season to more than 30 at present. This Club has the largest number on the register but Altona has the largest regular sailing fleet with a consistent 20-25 starters. As previously reported, the Black Rock Club conducted a co-operative venture under which 20 Herons were built. This venture reached its climax with a Launching Ceremony which was held during our Picnic Day at the Club on 23rd January. The weed which choked Albert Park Lake and prevented sailing before Christmas finally relented under the onslaught of various lethal potions but yet another variety of weed took over. This too died off as mysteriously as it arrived and the pond-racers now are back at it in greater numbers than ever. This Club has just taken over another shed for storage of boats and now has approximately double previous accommodation. Elwood Club acquired a new pick-up boat early in the season.

The organisation of a Teams Racing Contest has been a welcome stimulus to Club racing. A total of 6 teams will take part in the elimination series to be conducted at Elwood Sailing Club on 27th February. It appears that very few skippers have had any experience of this type of sailing and much interest has been created. Each team will have five races, a total of 15 in all during the course of the day. On paper Royal Melbourne No. 1 Team and Black Rock appear to be the strongest. Whoever wins will constitute a strong threat to the present holder, Altona Yacht Club, for the challenge to be held on 27th March.

The instruction facilities of the Association have been very popular with newcomers to the class. Experienced skippers are constantly in demand and it has been necessary to arrange bookings in advance to cope with the numbers seeking instruction.

A very successful barbecue was held at the home of Keith Billings on 19th February. Approximately 150 people attended and proceeds were intended to provide for Christmas gifts for children at our next Christmas Picnic Day.

For those who may be visiting Melbourne before the end of the Season our programme is as follows -

6th March	Picnic Day - Altona Yacht Club
20th March	" " - Beaumaris Yacht Club
27th March	Teams Racing Challenge, Altona Yacht Club
3rd April	Picnic Day - Royal Geelong Yacht Club
8th April - 11th April	-
	Small Boat Regatta, Gippsland Lakes Yacht Club

Sailing continues all the year round with monthly Frostbite Meetings in the Winter and sailing every Saturday at Albert Park. As this venue is the closest thing in Melbourne to Lake Burley Griffin, Albert Park will probably have a good winter series.

Finally, the Victorian Association extends its congratulations to Paul Hopkins for his performance in Adelaide. Although Victorian boats were hoping for better results than achieved, they all obtained much valuable experience and will be even keener next year. No doubt there will be a few more skippers trying a little slack on the gaff halyard.

WARANGA BASIN

Jack Dunne, Heron No. 5026, writes from Tatura Victoria :

"Warranga Basin, where we sail was busy yesterday with three Cats. an F.D., 2 Sharpies a Gwen, a 505, 2 Mirrors and several Sabots - but only one Heron - ours. There are about 6 Herons in the Club but they are a bit erratic - like ourselves."

Well, come on Warrangaites - what about showing your strength and being consistently the biggest class on the Basin? There is plenty of room on 30 square miles of water!

The Club Secretary, J.R. West, Albion St., Kyabram, will welcome enquiries for membership.

Try out at the Club's Easter Regatta 9th to 11th April, 1966!

WESTERN AUSTRALIAN NEWS

These notes have been compiled from a veritable mass of news, views and abuse originated by Tony Oram - the whirlwind Secretary from the West.

His letter of 29th December 1965 enclosed a two-page leaflet - for West Australian consumption - on the Heron Class and its Association and a four-page NEWSLETTER which contained

* a welcome to three new members,
* reports on

the 21st November Sailing Day at Royal Perth (places went to PRESTO, Roy Stubbs; LE HERON, John Kitto and KOOMAK, Ernie

28th November Sailing Day at HMAS Leeuwin where KOOMAK with Val Austin was first and fastest and places were filled by WIN JAN - Geoff Curran and CON MOTO - Graham King.

5th December at Royal Perth again; CON MOTO first, PRESTO Roy Stubbs second and Fastest, JET Bill Whittell third.

* Programme Notes.
* A twelve Step advice on what to do on capsizing.
* A For Sale Notice.
* Notes on Racing Rules.

His letter of 7th February 1966 also cost 8 pence to post because it contained

* reports on

23rd January Sailing Day - Royal Perth Yacht Club Trophy which was taken by Lt. G. Curran, R.A.N.R., in WIN JAN (fastest time also) with FOCUS Tom Robertson and CON MOTO J.R. Tashnick, R.A.N., in the places.

24th January - Royal Perth again for the Y.M.C.A. Pioneer Course. Seven W.A. Herons joined in this piece of Public Relations work, and to judge from the Course Director's letter (copy also enclosed), the W.A. boats were put to good use - even if their owner's finger nails were chewed back to the second finger joint by afternoon.

6th February - the new boys benefit day where Gill Whetters (ex Rainbows) took PLOD to victory on her launching day, Doug Cadd on his second day out with ROSSLYN second and Don Davies (also first time out) third in WEFREE. To quote Tony on this day:

> "Our largest fleet ever crossed the Start line totalling 11 boats. Quite a heart warming sight to see the fleet growing so quickly. The race started in 10 to 15 knot breezes but toward the end it increased to about 20 to 25 knots. The Herons handled these conditions in their stride and Herons do plane. Other boats pickled, but not one Heron."

* Notice of Race for the first West Australian Heron Championships at Royal Perth Yacht Club.

1st Heat	Sunday	20th March 1966
2nd Heat	Sunday	3rd April 1966
3rd Heat	Sunday	12th April 1966

Resail if Necessary 24th April 1966.

ENTRIES CLOSE 13th MARCH 1966 SO HURRY, HURRY HURRY!

* Notice on a Measuring Day (passed by press time).
* Notice of an Invitation from Royal Freshwater Bay Yacht Club for a race on Saturday, 26th March 1966.
* Sailing instructions for Herons at Royal Perth Yacht Club and a chart of the Swan showing fifty-four (give or take a couple) marks, beacons, dolphins, buoys and what have you. Little wonder that one of the Starters of 23rd January "found the wrong mark and was disqualified."

* A cutting from the West Australian of 25th January showing the junior recruits from the Leeuwin Naval Training School being briefed by Lt. Geoff Curran.

No wonder the Heron fleet is growing in W.A.

One nostalgic note - John Kitto, one of the first Heron folk in W.A., has moved up to a Division 8 cruiser - sorry to see you move out of the Class, John - but we wish you fair winds for the new ship.

A SIDE LIGHT ON THE 7TH CHAMPIONSHIPS

Bill Brown of Middle Harbour Heron Sailing Club travelled to Adelaide with JOKER Car Topped in the approved manner - which left the tow bar free for hauling the four walls and a roof which sheltered the Brown Clan along the road and during the Series.

The sign board says STURT HIGHWAY, DARLINGTON POINT 14 miles - nearly half way!

JOKER finished 25th in the 86 starters and would have done better if she could have left the buoys alone.

1965/66 A. C. T. HERON CHAMPIONSHIP

The ACT Championship was held on the weekend of 27/28 November this season as it was anticipated that winds would be better at this time of the year and as it turned out the Committee made a good guess.

The Series, conducted over three heats by the YMCA Sailing Club of Canberra on Lake Burley Griffen for the ACT & Southern Districts Division of the NSW Heron Association drew 37 entries from Canberra, Eucumbene and Nowra, the break up being - Nowra 6, Eucumbene 2, Police Boys Club 7, ANU Sailing Club 4, CYC 4, YMCA 14. The three heats were conducted from YMSC's headquarters at Yarralumla Bay there being Heat 1 on Saturday and Heats 2 and 3 on Sunday. Heat 1 saw 34 starters away to a good start on a Nor'wester of about 15 - 20 kts. but the wind eased a little as the race progressed. Due to there being other class races on at the same time the Lake looked rather crowded but the Herons managed to dodge 505's Seaflys, etc., to complete the first heat in record time. Winner of this heat was Wray Owen (Mirage) from Nowra in 1 hour 26.55 from Fritz Klien-Bentink (Trouble) YMSC by 52 secs., followed by John Weddell (The Saint) and Jeff Cowap YMSC.

Sunday morning brought in a nor'easter of about 15 kts. which soon after the start at 10.15 changed to north dropping to about 10 kts. This heat resulted in a win for Len Jennings (Perri) commodore of Nowra in 1.36.24 closely followed by Wray Owen in 1.37.05 and Jeff Cowap then Les Hockley (Currawong), Eucumbene Club.

The last heat of the series started at 2.15 with a brisk Nor'easter of about 15-20 kts. and early in the race it was seen that Wray Owen had dropped behind the leaders, Jeff Cowap and John Weddell. Places changed about during the race but Jeff Cowap came in first in 1.28.42 followed by Fritz Klein-Bentink in 1.29.25. Then followed an interesting duel between Les Hockley, John Weddell and Wray Owen. Les made the wire and Wray headed John by 7 secs. to get 4th gaining the Championship for this season from Jeff Cowap by one point with Fritz Klein-Bentink on 11 points third.

The presentation of trophies was made by Bill Abbott, President of the ACT Division with last year's Champion Ray King, handing over the Heron Shield to Wray Owen for safe keeping. The Nowra boys deserve to look after the shield for a year as they gave the locals some excellent competition as always. Congratulations to Wray Owen, in fact to all competitors, on their Heron spirit throughout the series - no protests or grizzles heard from anyone. Special mention must be made of the Juniors competing - Fritz Klein-Bentink, John Weddell, Michael Roseblade in particular. Thanks also the YMCA Sailing Club for conducting the series which was carried out in their usual efficient manner.

Don't forget the special offer of SEACRAFT - 12 issues for $3.00 is still open. Send your cheque to the Hon. General Secretary, 10 Reid St., Seaforth, N.S.W. and get your Yachting News without the effort of going near the water or the Newsagent.

INVITATION

MIDDLE HARBOUR MARATHON

Tired of three rounds of the same old course? Want a race with a difference? Then come and sail in the Middle Harbour Marathon - the last event in the N.S.W. Association's 1965-66 Programme.

When? - Sunday, 1st May, 10.15 a.m.

Where? - Start at Clontarf, with alternate courses up Middle Harbour, to Clark Island in the main harbour, or to Mosman Bay, finishing back at Clontarf. Wind velocity and direction on the day (and the favour of the Maritime Services Board) will determine the course sailed. (A sufficiency of "Mother Ships" is assured

Entries - On the N.S.W. Association form (Event No. 29).
To assist organisation, entries will close on April 18th. However, post entries will be considered.

Race Information - Bill Elliott - 85-5663 or Peter Field - 86-7252 or Frank O'Gallagher, 14 Woodridge Ave., Nth. Epping.
and, on the day of the race, May 1st, there will be bulletins after the early news sessions on Radio Station 2SM, if the weather is doubtful.

FOOTNOTE: Given support, Middle Harbour Heron Sailing Club will make the MARATHON an Annual event, and a Perpetual Trophy in the form of a casket made from the timber of the original H.M.A.S. SYDNEY has already been donated for this purpose.

NEW SOUTH WALES HERON ASSOCIATION NOTICES

CAPSIZE RULE

Attention is again drawn to the fact that the N.S.W. Heron Association insists that in all schedule events the rule pertaining to capsizing applies and all boats which capsize are expected to retire from the race.

PUBLICITY OFFICER

Club Secretaries are reminded that the N.S.W. Association has appointed a Publicity Officer. Features of interest from all clubs can be given publicity in the daily papers and the various journals, so let us hear from you. Send all copy to Allan Crane, 27 Astoria Circuit, Maroubra.

HERON NEWSLETTER copy should also go to Allan Crane - if it is of Club Racing or Regattas; Letters or articles of interest primarily to Heronfolk should be directed to the Editor, 10 Reid St., Seaforth, N.S.W.

Y.W. Heron Sailing Association of Australia

7th Championships

Largs Bay Sailing Club, ADELAIDE, S.A.

3rd - 7th January, 1966.

1. Brad Hangar and crew Trevor Allingham (Papua) hold KIM to weather of the eventual winner, W.A.P., Paul Hopkins (N.S.W)
2. Standing by for the start, 2nd Heat.
3. A triumphant Paul Hopkins and a delighted crew, Andrew. – the Series was in the bag!
4. Start of 2nd Heat – and there were nearly three times as many boats OUT of the picture.
5. 'LANGELINIE', J. McCarthy, (Victoria) stands up nicely in the good breeze which favoured the Series.

Photos, by courtesy The Sunday Mail Adelaide, S.A.

Heron Newsletter, Vol. 3, No 4, March 1966.

N.S.W. CHAMPIONSHIPS

The 1966 N. S. W. Heron Championships were held under the burgee of the Lake Macquarie Yacht Club at Belmont, N. S. W., on the Australia Day weekend, 29th - 31st January, 1966.

The lake ruined its reputation for fair winds and fair sailing and, while not many of the competitors found the weekend really enjoyable, it was certainly an experience.

Over sixty Herons faced the Starter in Heat One which was completed in light variable North Easterly breezes. Heat Two was sailed in the shadow of a thunderstorm which eventually produced a squall that flattened the last six of the fleet. Heat Three (Sunday morning) started in a moderate Southerly which quickly increased to 30 knots or more and capsized all but nineteen. Heat Four saw light South to South Easterlies until the fleet was on the second last leg. The father of all "Southerly Busters" (Line Squall) struck with over 50 knot winds and scattered our fleet all over the lake. Seven did finish. Heat Five was cancelled for want of wind with the fleet one leg from the finish. By resail time on Monday afternoon light North Easterlies were back.

Gate starts were used for all but the resailed heat (by which time the fleet had been reduced to twenty-five with gear breakages and losses), and this may have been a factor in the closeness of the racing. In several races places were won or lost by a boat length and as little as five minutes separated first from twenty-first.

Bob Lock of Balmoral Sailing Club in No. 5188 TEMPO, won the Series, with Paul Hopkins in No. 5123 WAP, current Australian Champion, runner-up.

Lake Macquarie Yacht Club did all that could be desired in the way of organisation, hospitality and catering. But they certainly provided some weird weather!

State Title Placegetters

1.	5188	TEMPO	BOB LOCK
2.	5123	WAP	PAUL HOPKINS
3.	5505	CRAFTY	IAN SPIES
4.	4823	KARLEE	BOB ESAM
5.	4881	GWEN	DON CONYARDS
6.	5732	PYRRHIC	DARRYL MANNIX
7.	5674	TINKERBELL TOO	CLARRIE FERGUSON
8.	5763	WANDA	BOB POLLOCK
9.	5151	NEO	RAY COTTRELL
10.	4964	JAMPTOO	PHILIP CRANE

OAK FLATS INVITATION (5TH DEC.1965)

Event No. 10 on the N. S. W. Calendar saw the four Oak Flats Herons joined by three Sydney Siders and two more from across the Bay. Lake Illawarra turned on as grey and threatening a day as could have been, but the 8 knot South Easter held on and the rain held off.

The sailing side of the Regatta - which was a large affair with 16's, Gwens, M.J.'s and an open class went off like clockwork. The social side too - was well done.

Line honours went to 4482 FELICE, Ted Rice from Koonawarra.

KOONAWARRA BAY INVITATION (11-12 DEC.1965)

Event No. 11 - a week later and on pretty much the same water as Oak Flats provided a complete contrast in weather - bright clear East to North East (still light) but perfect sailing and sunburning weather.

Results of the racing were:

Saturday morning				
Fastest Time	4823	KARLEE	R. Esam	Cronulla
1st Handicap	3925	FIESTA	D. Ray	Nowra
2nd Handicap	4823	KARLEE	R. Esam	Cronulla
3rd Handicap	3392	THUNDERBIRD	L. Rea	Kyeemagh
Sunday morning				
Fastest Time	5123	W.A.P.	P. Hopkins	Connell's Point
1st Handicap	5192	BY GEE	G. Auld	Nowra
2nd Handicap	4275	DODI	R. Sleeman	Cronulla
3rd Handicap	4344	MIRAGE	W. Owen	Nowra
Sunday Afternoon				
Fastest Time	5123	WAP	P. Hopkins	Cronulla
1st Handicap	4828	DIDJERIDOO	L. Wright	Nowra
2nd Handicap	3372	FREBER	B. Wright	Nowra
3rd Handicap	4558	ELITE	D. Yates	Cronulla

The Lake Illawarra Championship - which was sailed over the three races went to Bob Esam with 1st, 2nd and 5th.

The result might have been different if WAP had started in all three races, but Paul didn't have it all his own way all the time.

On excellent example of cooperative use of the same stretch of water by conflicting interests was seen on the Sunday when the Power Boat Club held its speed trials for displacement craft until the Herons were off the water in the morning and the Herons waited their afternoon start to let the power boats run their race unimpeded.

Koonawarra's Flag Officers and their ladies put on a first rate programme and, with many helping hands boats went into and came out of the water like a string of beads.

BURRANEER BAY

The Burraneer Bay Sailing Club conducted its Regatta on Saturday 18th December. A fleet of 27 Herons went to the starting line, but very few finished. Strong winds played havoc and capsizes were the order of the day.

Full credit goes to Paul Hopkins, skipper of WAP for his outstanding performance. Recalled at the start, he gradually caught up to the leaders. Then he all but capsized and took a boat full of water. He again caught the leaders and once again whilst gibing round the windward mark his boat was flattened and partly filled. But Paul was overboard and literally pushed the boat upright before the top of her mast hit the water. With one lap to go he set off again after the leaders and went on to win the race by a good margin. Good sailing Paul.

R.N.S.A. REGATTA (5TH FEB. 1966)

Your Scribe saw this event from the comparative comfort of Bradley's Head. The Heron section went like this:-

Fifteen minutes before the Start four boats off the beach.

Five minutes before the Start one capsized.

Three minutes after the Start a second capsize. Two left, MIHO from Woolahra, JAMP TOO from Middle Harbour.

MIHO made a point north of Bradley's before she went in.

With MIHO off the scene, JAMP TOO got lonely and went home; it was hard enough to stay afloat without having to dodge all those keeled yachts which weren't really enjoying the 25 to 35 knot winds.

We did hear that MIHO was righted and completed the course.

Of the other small boat classes, only three Moths and no Sea Flys faced the Starter - which is a pity for the R.N.S.A. is good fun, given the right breeze.

MIDDLE HARBOUR REGATTA

The Middle Harbour Regatta was held on Middle Harbour on Saturday 19th and Sunday 20th February 1966.

On Saturday a very strong gusty Southerly was blowing and only 4 boats went to the start. Several boats capsized or broke some gear before getting to the line, and none finished the race.

On Sunday the Southerly had moderated and shifted to the South West. FELICE (Ted Rice from Koonawarra Bay) was first away on the downwind start to Middle Head, but the local boys had him under their lee by the end of the first round; the race developing into a duel between NARRABEEN (Eric Quarford) and TEMPO (Bob Lock) both of Balmoral. The final leg - Middle Head to The Spit - found the wind in the West, and there was some interesting mixed fleet sailing in the confined waters of the upper end of Middle Harbour.

Results Sunday:

1st	5678	Greg McTiernan	(Middle Harbour)
2nd	3615	Joe Bayliss	(Middle Harbour)
3rd	4303	Peter Field	(Middle Harbour)
Fastest Time	5188	Bob Lock	(Balmoral)

BACK NUMBERS

Starting with Vol. 2 No. 1 - WINTER 1964, we have limited numbers of back issues.

The Assistant Secretary will be prepared to part with these collector's items upon receipt of a remittance of 2/6d per copy - send in now, while the stock lasts! Vol. 3 No. 2 - Spring, 1965 would be 3/6d - if we had any.

JAX TROPHY TEAMS RACE

On Sunday 13th February 1966 the second and final day of the Jax Teams Race was conducted on Middle Harbour.

14 Teams each comprising 3 boats competed. Four rounds of 7 heats were raced and good sailing was enjoyed. At the start of the day Cronulla I and Balmoral I were even with 4 wins each. These two teams remained even until the final round when they met.

Unfortunately the steady south east wind, which had been blowing all day, eased and changed to a very light Northeaster creating a most frustrating hole at the mark off Chinamen's Beach where almost the whole fleet drifted hopelessly for 30 minutes. Eric Quarford, skipper of Narrabeen one of the Balmoral team, found a small puff of wind and broke away to go on and finish a very easy winner. When the fleet eventually got under way, the other 2 Balmoral boats got the advantage and crossed the line to clinch the Trophy.

The Jax Trophy, an engraved Silver Tray has been donated by Jax Marine as a perpetual trophy to be competed for each year as an Interclub Teams Event.

The success of this season's events and the interest created leads us to believe that next season will see some very keen competition.

Congratulations to the officials of the Middle Harbour Heron Club for the excellent manner in which they conducted the events. Special congratulations must go to "Babs" Campbell who acted as Starter. Babs got the 28 races away without a hitch, her clear instructions over the loudhailer leaving no doubts in the skippers' minds. It is understood Babs will be submitting a large petty cash voucher for Throat Lozenges.

A MEMBER WRITES ON THE ASSOCIATION'S TITLE

46 James Street,
WINDSOR,
Victoria.

Dear Sir,

With regard to "change of name" December '65 NEWSLETTER. On first thoughts it seems Good-Oh! to drop the letters Y. W. from our title, the thought being "We're sailors, who wants to be associated with a magazine?" On second thoughts however, Y. W. stands for a Top journal of yachting and a journal of Top yachting, known and regarded widely and highly. "Yachting World" is in a large measure responsible for the instigation and phenomenal popularity of the "Heron" Class. Our magnificent Committees are responsible for our growth but I fancy our association with Yachting World is more than a little responsible for the unqualified acceptance on a psychological level.

Remove Y. W. and we become just another Sailing Association doomed to eventual recedence, (in the mind at least and that paves the way).

We have grown as Yachting World Heron Sailing Association, let's continue to grow with that name unchanged, preceded by the word "National".

Yours sincerely,
(Sgd.) Barry Turner. (4777)

SOUTH AUSTRALIAN HERON CLUB NEWS

BRIGHTON & SEACLIFF YACHT CLUB -- Before the National Championships interest in the Heron at our Club was lukewarm. However the Secretary, George Doughty and Lloyd Cranwell sailed Lloyd's MINNIE and had such wonderful fun that they went back to the Club and became positive bores on the subject of Herons.

The outcome was a general meeting of all interested. Forty members of all ages attended with guest Association advisers, John Keen and Jack Bernie. Alf Simmons and George Robertson of Port River Sailing Club gave us some very valuable advice and information.

At this meeting 20 members were keen to join a communal building scheme. A committee including George Doughty, Les Brown, J. Baker, all lightweight sharpie crews; Jim Glazebrook, an able lightweight skipper and Peter Sievewright a very experienced ocean-racer and small-boat skipper, was formed to investigate.

The general plan is to form three syndicates to build 18 Herons at the Club during the off-season.

It is hoped to have at least 20 to 25 Herons on the register next season. This fleet will comprise a mixture of experienced yachtsmen and newcomers to the sport who should prove a good combination.

HENLEY SAILING CLUB -- There has been much added interest in this club with the introduction of DIGIT, Joan Lawrence's new boat.

Joan has got away to a flying start -- three races, three wins. DIGIT was built by the Vice-Commodore of the Henley Club, Mr. Clem Walters, and will be on display in the clubrooms at the next Heron General Meeting. Clem is about to build another boat - this time for Spen Chesterman. Lance Mathias is busily painting and should have his boat finished soon. John Ferguson is a leading enthusiast at Henley and sets a fine example by giving potential Heron-owners a sail whenever possible. The club has a fleet of four at present but this figure should double very soon.

The Club ramp has been re-built and is now quite solid, enabling cars and trailers to be driven to the water's edge.

ROYAL PORT PIRIE YACHT CLUB -- The highlight of Heron activities here has been the inclusion of two invitation races in the programme of the Country and Metropolitan Holdfast Trainer Championship Regatta on Dec. 27 and 28. Three Adelaide boats from Port River Sailing Club joined the three locals for these races. Two were Doug Pudney's WATERHEN and LONG JOHN while the third was sailed by P.R.S.C. Secretary, Vic. Woolley. Conditions on the first day were calm and hot. Doug Pudney and brother Michael were unlucky when the race, which they led from start, exceeded the time limit. The re-run and second race were held on the following day with very strong, gusty winds. Only two boats finished in each race and both were won comfortably by Terry Matthews in GREY GHOST. Second were Jill Emery and father Dick (HALCYON) in the morning and Bill Newberry in the afternoon race.

Local liaison officer, Terry Matthews, has been deserting the clan by spending numerous week-ends in Adelaide for State heats.

SOMERTON YACHT CLUB -- Secretary Peter Tilley reports that a family membership scheme has been introduced primarily to attract Herons. There are now seven in their first season. Craig Baxter's PYM has been prominent in Saturday racing.

PORT RIVER SAILING CLUB -- If ever a boat deserved a better fate it is BUNYARRA. Talk about a Bunn-fight!

Peggy Luders comes out of Holdfasts into a Heron next season. She and Bev. Pearce may become our first girl skippers. Another junior promotion is likely to be Greg. Ockenden.

Up to the fourth State Heat 9 of the first 10 placings were held by Port River boats.

Harry De Gilio and the Ding-Dong Daddies outnumbered the mossies at Pelican Point one recent week-end. At this outing it was the ambition of every butterfish to be hooked by Rex Dix -- what did they have to lose!

The sight of John Keen humping a bluey and a blackened billy to the protesting KOROWAHLE was like something out of Henry Lawson.

There has been a welcome stranger on Heron Beach in the guise of a modest Mr. Hughes in MERCEDES II. We are grateful for his rescue-boat assistance.

GLENELG SAILING CLUB -- Next season this club's handsome facilities will provide a haven for Heron heroes. This is quite a victory because Glenelg is class-selective and with four classes has been starting up to 100 boats.

LARGS BAY SAILING CLUB -- On a recent Saturday four out of 18 starters survived the course in breezes over 30. Steven Kretschmer (who, incidentally, is heading the points score in State Heats in SWALLOW II) won the race followed by sisters Nanette and Prue Luxton sailing together (NAPRUKA) and Jeff Elsegood (NICKY). There were plenty of capsizes and gear breakages.

Consistent skippers have been Robyn Alderman (BOOBY) and Robert Dunn (BREEZE) in fields of up to 20. Largs report continuing and growing interest in Herons.

ANOTHER CLUB FOR SOUTH AUSTRALIA'S LIST!

23 Matthew St.,
GRANGE. S.A.
5.1.66.

Dear Sir,

It would be greatly appreciated if, in your next Newsletter you would mention the fact that the Grange Sailing Club has adopted the class.

At present I have the only Heron in the Club and would like to attract a few more owners so that regular races can be arranged. Eleven members of the Club have indicated that they intend to build Herons for next season and with a little luck I hope to see the fleet increased to at least 20 for the 1966-67 season.

Thanking you in anticipation and all the success in '66.

Yours truly,
(Sgd.) J.R. Bauer.

NEWS FROM QUEENSLAND HERON SAILING ASSOCIATION

We are very pleased to report that the General Secretary's prediction of rapid growth for Queensland Herons is being fulfilled. At present there are at least six Herons under construction in the Moreton Bay area by owner-builders - not surprising in view of the numerous enquiries made at the Telegraph Boat Show in October, last year.

Confidence in the future of Herons here is a decision by Rolly Tasker to build Herons locally for selling "off the shelf".

Most of the Heron activities in the Moreton Bay Area take place at Woody Point where at present six Heron owners are members of the Humpybong Yacht Club. This group should steadily increase in number.

Earlier in the season Cleveland Yacht Club extended an invitation to Herons to partake in a picnic sail to Peel Island, middle of Moreton Bay, with non-sailing family members being transported by launch.

Came the day, Herons rigged and set sail, on a breeze which rapidly freshened to 15-20 knots South Easterly. A late (and somewhat ineffective) decision was made to adopt a shorter course to Coochiemudlo Island. By this time a breadth of scatter akin to the Spanish Armada had occurred among the Herons.

Those who arrived at Coochiemudlo Island direct were fortunate in comparison with the battered bunch of uncontacted Herons who arrived four sailing hours later after having sailed across Moreton Bay almost to Dunwich in an effort to locate the picnic party. (This looks like a 4-knot average for four hours if the Editor's chart is accurate).

There has been a recent outbreak among some Heron owners that could be labelled "kik-im-self plug-outus". It is evidenced by the person concerned suddenly frothing at the mouth just after launching. It is brought on by the discovery of a lot of water on the wrong side of the bottom of the boat. The condition becomes more acute if it occurs close to the start of a race.

Jim Walters came back from South Australia with interesting information from his visit to the 7th Championships. We expect improved performance from "Annabelle". (Jim is a youngster of some 60 moons and as keen as anyone in the Heron movement.)

Clive Marshall, appointed a measurer, has spent hours of careful study in the interpretation of dimensional tolerances as applicable to cloth and wood. He finds these materials much less predictable than metals.

Points scores for this season's President's Trophy are:

Janus	C. Marshall	77
Ganph	G. Dawson	73
Helga	H. Nilsson	55
Kay Marie	J. Anderson	49
Bee Jay	L. Clark	47
Annabelle	G. Walters	39
Twill	B. Roskams	8
Sincerity	B. McLaren	4

A welcome is extended to crews of newcomers Twill and Sincerity.

(Continued from page 26)

7) Go to the stern and pull back to the notches.

8) Lower wheels to ground.

9) Unhook forward notches and wheel her off to the water.

We suggest that, for another eight dollars or so you can get a boat roller instead of the wheels and that this will make a unit at least eight dollars more valuable when it comes to getting the boat over the soft sand at the top of the beach.

CAIRNS HERON NOTES

Cairns Amateur Yacht Club which introduced Herons to far North Queensland last year has conducted regular races for a fleet of seven boats since Christmas, and a full programme has been drawn up for the remainder of the season.

Racing most days consists of three short races over triangular courses.

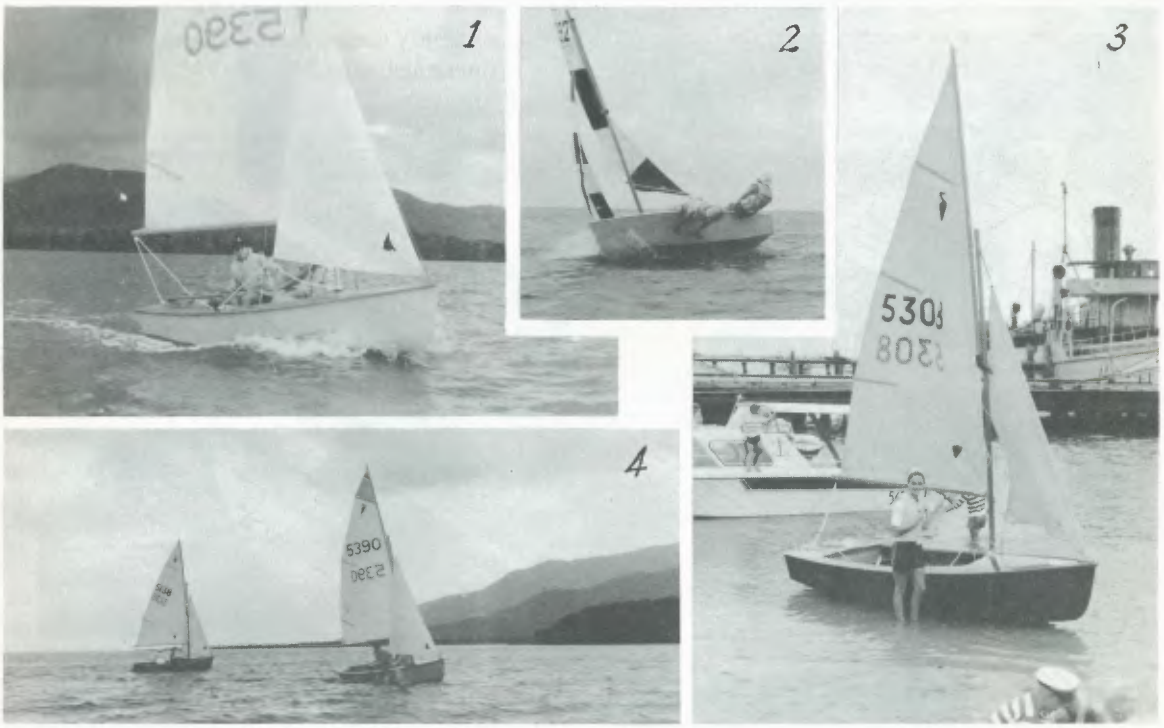
Mossman, 50 miles North of Cairns, two Herons are sailing and three more are building while Jack Pont of Mareeba on the Atherton Tablelands has No. 5681 OROO on Lake Tinaroo most weekends.

Our racing has been very close - No. 5306 VIM sailed by Garry and Carl Williams Junior - has won 8 of 12 races but the recently launched No. 5308 SHAMAL sailed by owner Maureen Dwyer with Chris Bolton crewing is throwing out a strong challenge.

We will be at Lake Tinaroo on Sunday March 13 and the Far North Queensland Heron Championship will be at Cairns on the 16th-17th April . Races for the Class are included in the N.Q.Y.A. Easter Regatta at Townsville.

Local and visiting Herons will be welcome at all these events, and of course to the regular Sunday racing on Cairns inlet.

Moves are afoot to form a North Queensland Division of the Queensland Heron Sailing Association and owners or others interested in the Class wishing to associate themselves are invited to contact: T.D. Palmer, 68 Hillview Crescent, Edge Hill, Cairns. (Phone 53 1767).



1. "TANGARA" with Gary Williams, Judy and Wendy Palmer (combined age of crew - 35 years).
2. Bruce and Cam Leitch find "JEAN" rather a handful.
3. Owner-skipper Maureen Dwyer at the launching of "SHAMAL".
4. Cairns Inlet - "TANGARA" with a handy lead on "EDITH ALICE".

NO HANKIE PANKIE — OR HOW TO DO WITHOUT TRAILERS.

The Heron was conceived and born as the Y. W. CARTOP - it acquired the name HERON only when the Class Association was formed in 1954.

While the boat will travel quite comfortably on a roof rack - even on small cars like the Minnie Minor or Volkswagen - it's a pretty solid lift to get 140 lb. (or more) five feet up in air and onto the roof rack.

The Association is therefore deeply grateful to Paul Hanke of Middle Harbour Heron Sailing Club for the idea (and the photos) opposite.

Paul is a nuggety little bloke, but, let's face it, not a weight lifter. His approach to the problem of not wanting to spend £60 on a boat trailer has cost him (on his own admission) £10 and enables him to halve the lift problem - to about 70 to 80 lb. at a time so that he can very nearly CAR TOP the boat unaided.

The photos are very nearly self explanatory but the notes below may clear up the doubts you have.

1) Fit two (or preferably three) single bar type roof racks to your car.

2) Make up the simple frame shown in Figure 1 with fixed chocks to hold the boat either right way up or inverted. (This latter method does involve turning the boat over but produces a somewhat lower centre of gravity and less wind resistance.)

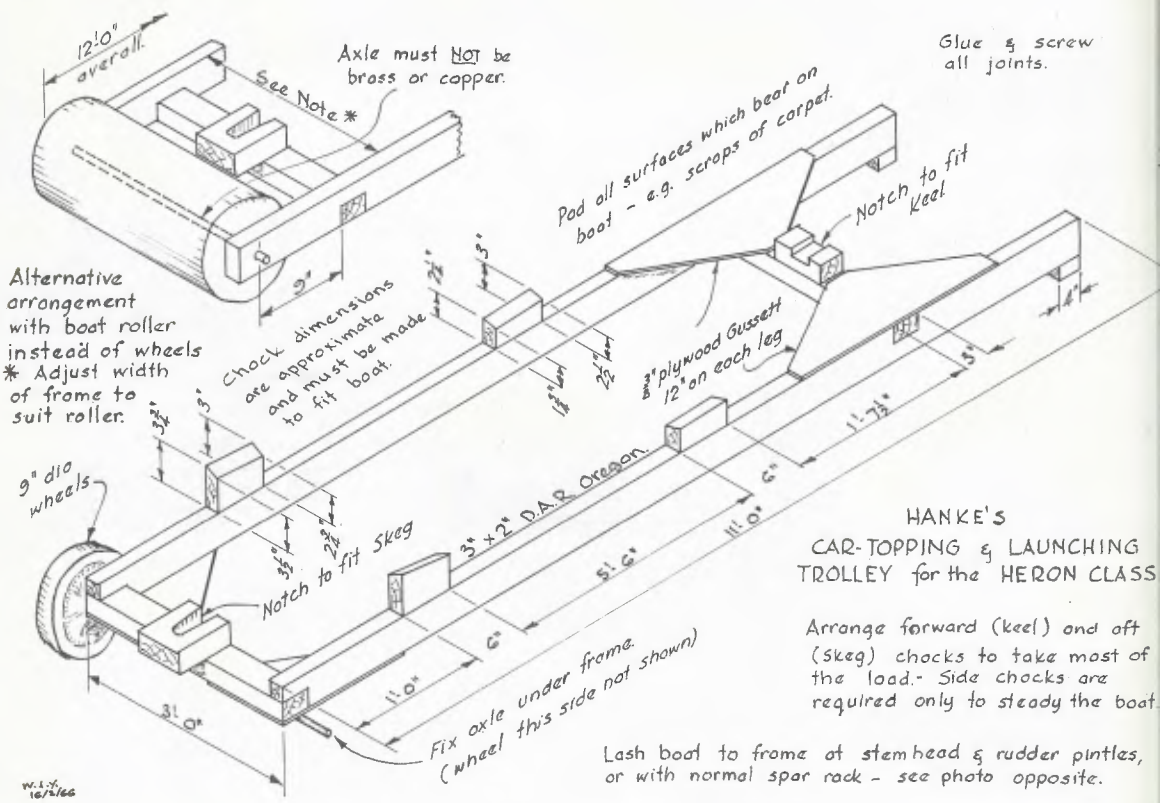
3) Pick up the leading edge of the frame and hook notches onto the rear roof rack.

4) Go to the stern and lift chest high.

5) Push frame forward to point of balance and then fully forward to lashing position with the aft notches over the rear roofrack.

And of course, to get the boat off the car, one merely does things in reverse -

6) Pull frame back to point of balance. (Continued page 24)



CLUB SCUTTLEBUTT

CRONULLA SAILING CLUB

With two heats of our club championship behind us and one left to sail the result is very open. Don Conyard in Gwen with a first and a third, Bob Esam in Karlee with a first only, Paul Hopkins in W. A. P. with two seconds or Neville Fulthorpe in Aileen J. with a fourth and a fifth could take the championship.

There are also nine boats within six points of the leader in the club point score. The depth of strength can be gauged by the fact that W. A. P. , the Australian Champion, has run second to two different boats in the Club Championship. As a matter of interest W. A. P. sails off one minute and M. I. J. (4th in Aust. Titles) sails off 5 minutes.

Jack Miller in Panacea and Dick Sleeman in Dodi are both sailing well. Jack started the season on 14 minutes and now sails off 7 minutes. His main bogy is the Commodore's Rule book.

Allan De Plater in Malfa and Norm Barnfield in Maeve both have several trophies to their credit and the Vincent brothers in Bro-Vin haven't "bottled" since I claimed they were leading in the swimmers badge.

We are averaging 35 starters each week and extend a cordial invitation to anyone wishing to spend a pleasant Sunday afternoon on Gunnamatta Bay.

LAKE BURRENDONG SAILING CLUB

R. S. Lane, Publicity Officer of the Lake Burrendong Sailing Club writes:

"We have a fleet of approximately 20 boats including four Herons. The water level in the Lake is causing us some concern, as the dam is only 2% full - it hasn't filled since the dam was completed last year, because of the drought.

The Club has only been going four months but our members are increasing every week and we are really a very happy family. Sailing has altered the whole way of living for many of us in this "neck of the woods" and we are all looking forward to really big things in sailing when the drought breaks".

Heronfolk in the Dubbo-Wellington area can reach Mr. Lane on Dubbo 3735.

CONCORD – RYDE SAILING CLUB

Although comparatively new to the Club, the Heron division is already providing closer, more competitive racing than other classes. This was clearly shown as boats prepared for the third heat of the Club Championship recently. Neo and Rufus both had a win and a second each while further down, Wawina any Mary Anne were equal with Gwendolyn only a few points behind.

The easterly blowing favoured the lightweight Rufus but there were signs of a north-easter and a gusty variable wind would suit the heavier Neo. But all predictions were almost upset when relative newcomer Bunyip went to the front at the start. Bunyip led for almost two thirds of the course before Rufus, tacking smartly in two sudden wind shifts, managed to slip past. Neo, in a desperate effort to improve her third place, passed a little too close to the last buoy and had to withdraw.

The Championship is still by no means decided. There are five heats altogether and each boat drops its worst heat. Neo could still win while Wawina, Mary Anne, Gwendolyn or Bunyip could fill third place. Concord-Ryde Sailing Club is indeed finding that close, exciting racing is provided by Herons.

WOOLLAHRA HERONS

The story of Woollahra's 1966 Regatta, suitably embellished, will almost certainly end up in harbour folklore. New records were set for everything except, happily enough, human casualties. Not one man, woman or child was seriously injured although damage amounted to thousands of pounds. Not one boat finished Sunday's race.

Those who sailed will long remember the eerie feeling as the gale approached. First indication of its ferocity came when one of the eighteen-footers lost her whole rig not gradually but in one great spectacular burst. Away it all went, sails, spars, shrouds, the lot, leaving behind a stunned crew and a splintered stump of a mast. Next moment we were swimming.

Boats were in trouble everywhere. Many were driven onto the rocky foreshores near Bradley Head. Here the spectators saved the day. At least one member of the public was so anxious to help that he plunged into the sea fully clothed, best suit, boots and all. It was a fine unselfish effort.

George Weiss' SLALOM was smashed to fragments. Lionel Johnston's LADY J. turned out to be no lady at all. After hitting the headlines as the first Heron ever to be boatnapped, LADY J. was found next day in a city dance-hall looking very dishevelled and sporting a king-sized hangover! Neil Gangell took a couple of hours in the water in his stride but became a little concerned about wife Joanne. So what did he do? He hailed a passing ferry, put her on board and sent her home, that's what he did. Sir Walter could not have done it better.

Almost forgotten in all this excitement was M. H. visitor Laurie Oxenford's well deserved win in Saturday's race.

Further afield our own Frank McNulty finished second in the Australian Championships as will no doubt be reported elsewhere in this issue. Close behind and, according to Frank, unlucky not to have won a place came Dr. Bruce Mackie, a fine effort by a Woollahra man with only two seasons' racing behind him.

The JAX Teams Race series was another story. All we know for certain is that one of our top men spent most of his time trying to catch a launch driver, his obvious intention being to flatten same.

At home some of our members are behaving equally unpredictably. Eric (Rembrandt) Dershon is now a full-time boat painter. Joe Sexton, showing the married man's approach to the same problem, has made his wife a full time boat painter while he is a full time boat painter watcher. Peter Layard, once our keenest skipper now spends part of every Sunday swimming in the harbour. (This last item supplied by Peter's good friend Len Keyte).

Terry Murphy, well known as a man who plays the cards close to his chest, suddenly blossoms out as a reckless gambler winning huge sums on the Sunday racing. Dr. John Brooks blasts through the field to a spectacular win.

Ah! The fascination of it all! And if you find these snippets entertaining do come along to our next dinner dance. If it even remotely resembles the last one it will be three dollars well spent.

BOTANY BAY HERON SAILING CLUB

Noticed any changes around Botany Bay lately? - ask the boys from St. George 16-footer club!

Well - for one, we're there nearly every Saturday, and racing starts promptly at 2 p. m. off the beach at the end of IDA ST., SANDRINGHAM.

You want to know how the Club's going?

You've no doubt heard the story about the snowball rolling down the hillside - that's us, the further we go the bigger we get.

Bring her down, rig her up, and join in while you can. Membership's free - for this yea anyway.

The Club now has fourteen boats on its register after only three months of operation. Well, just watch us next season.

Skipper Don Brown in "Mustang" is at present in an almost unbeatable position for the Club Championship, whilst the handicap points score situation is very open between "Debbie" (I. Casburn), "Mustang" (D. Brown), "Foggabolla" (Winters/Minogue), and "Mad Dog" (D. Docherty).

"Foggabolla" ! ! ! Is it for real, try explaining that to the sports copy girls at the Sun and Tele. while you're phoning in the race results. Man, do they get it twisted!

Bang goes the gun and there goes "Mad Dog" Docherty, frothing at the mouth and chewin up the course. Well, for one lap anyway - seems he hasn't quite worked out the right dosage to keep himself going for the full three laps. Try a bit of cascara with it Doc, they reckon that kee you moving.

As a finale, we record a song overheard at the local after one of our race days. It's sung to the tune of a well-known Australian radio and T.V. commercial - no second prizes for its name

I LIKE HERON RACING
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I LIKE IT FOR PLEASURE
I LIKE IT FOR GLEE.
A LIGHT RACING CREW
IS THE RIGHT RECIPE,
THE QUALITY'S HIGH
AS THE NAMES DO IMPLY.
CAN BE MADE BY YOURSELF
TIS A GOOD REASON WHY,
I LIKE HERON RACING
HERON RACING FOR ME.

You don't have to be mad to join, but it helps.

Ring D. Brown - 211:3999 Ext. 10)
I. Casburn - 35:3211 " 6) 9 till 5.

LAKE MACQUARIE YACHT CLUB

First a bit of name-dropping. Many new boats have appeared in the Lake Macquarie Yacht Club fleet this quarter and have been racing with a considerable amount of success. "Pyrrhic" Darryl Mannix's latest opus, having come through the State Championships with some distinction, has had further placings including a good win in club events. "Sasha" (Terry Carruthers) scored a win in the junior section of a championship heat on her third racing appear- ance. "Lou C", another classy homespun skippered by Lou Collin, evidently relishes the light stuff and has notched up two consecutive wins, one a championship. "Jacana" with Bob Snape at the helm, enjoys a good race amongst the seniors, whilst juniors "Graken" with the brother and sister crew of the Watson family, and "Monsoon" (Ian Coulin) are other keen performers.

We can advise a change in status for one of our forrard hands. Skipper John Huckerby used to race "Auchinleck" with Robyn Henderson as crew but now he races with Robyn Huckerby.

Congratulations to you both, and good sailing for years to come.

Perhaps in contrast to the above happy item, a recent edition of the local paper included an advertisement by someone wanting a spinnaker fit for a Heron. Whatever next on our Lake!

You could say we're two thirds of the way through the racing season with four of the six points score series decided. The close placings of the latest series of three heats account for the smug expression to be seen on the handicappers' features lately.

Senior Division	1.	Tinkerbelle Too	(Clarrie Ferguson)
	2.	(Pyrrhic	(Darryl Mannix)
		(Saga	(Alec Young)
		(Lou C	(Lou Collin)
Juniors	1.	High-ho	(Robert Parker)
	2.	(Capto	(Miss E. Beveridge)
		(Leo	(Alan Dorman)
		(Sasha	(Terry Carruthers)

and in addition, a two-boat tie for the next placing!

In the club championships series, "Naik" (Neil Kelso) is in an unbeatable position amongst the juniors having won all four events, and in the seniors "Tinkerbelle Too" has two wins, and one each to "Gossip" (Cec Villa) and "Lou C".

That Lake Macquarie Heron Holiday is coming up again; we look forward to seeing you on April 2nd and 3rd with the usual standard of uncluttered breezeworthy water, a well-tried 9-mile course featuring the best of on-the-wind starts and the finish right by the club-house which is ready for after-race conviviality. But we've ordered less extreme in the weather than for the State Championship, honestly we have! ! Entries close on 12th March, 1966, so hurry up and don't miss out. Send all entries to Ken Dunstan, Secretary, N.S.W. Heron Association, 100a Bellevue Road, Bellevue Hill.

MIDDLE HARBOUR HERON SAILING CLUB

Between Australian Championships, N.S.W. Championships, Jax Trophy races, and Middle Harbour Regatta, Club racing at Clontarf has slackened off a little since the last Newsletter. However, both Club Championship and Points Score events are seeing some close tussles developing. Bob Pollock is nursing a narrow 2-point lead over Neville Corvisy in the Points Score, while Laurie Oxenford leads the Club Championship. With over 70 boats on the register, the competition will not be getting any easier either.

Six Club Herons had a change from the usual activities recently when they combined with Stephen Dearnley and some "Lazy E's" to introduce 26 young Legacy Wards to sailing. These boys, down in Sydney for a holiday camp, really enjoyed their day's sailing - so much so that a "thank you" letter later arrived complete with 26 signatures.

Although the Jax Trophy is over, teams racing is still very much in the air at Clontarf. February 27th sees Balmoral and Middle Harbour clash in their annual 6 a side match for the Balmoral Shield.

Finally, we hope to see people from all Clubs at our Invitation Day on May 1st. As a change from normal round-the-buoys racing, the day will take the form of a marathon race - don't miss it. (See race announcement earlier).

GOSFORD SAILING CLUB

The Club's magnificent new building is to be opened on Sunday March 13th by Mr. Ted Humphries, M.L.A. (1.45 p.m.).

Herons (and other Classes) are invited to the Opening Regatta - a 2.30 start, with beach entries accepted.

The notice of race is pretty short, but any Heronfolk who can make the trip to Gosford are assured of a good day's sailing.

LAKE KEEPIT BOAT CLUB & WYANGALA SAILING CLUB

LAKE KEEPIT BOAT CLUB and the WYANGALA SAILING CLUB both report pretty much the same troubles as Lake Burrendong - but it's worse for them! After all, the Burrendong folk haven't had much water on which to sail yet, but at Keepit and Wyangala the Clubs' members have been used to plenty of water and take a poor view of having boats holed and centreboards broken on snags and stumps uncovered by the slowly falling waters.

KOONAWARRA BAY

Preparations are now well advanced for our annual regatta on Sunday 13th March, 1966. Anyone wishing to enter can be assured of a big welcome and plenty of competition. Our point score leader at the time of writing is "Bernadine" (J. Burns), though he is being hard pressed by "Udgie" (J. Redpath), "Felice" (T. Rice) and "Jomada" (F. Wrigglesworth). Ivan Englund showed that he has not lost his touch during a recent trip to Germany by filling second place in the first race since his return. The fleet has been strengthened by two new boats launched this month, and these will no doubt be putting in as much time as possible on the water before the end of the season.

Present activities at the club include improving the kitchen facilities for the ladies who keep the refreshments up to us on race days. This should be completed in time for our regatta day. After this we hope to raise enough money with the help of the ladies' auxiliary to purchase a club launch to facilitate buoy laying and rescue work.

BALMORAL SAILING CLUB

Big news for the Balmoral Sailing Club's 1965-66 Season has been the granting of permission by our local council for the erection of a new club house on the S.E. corner of our present rigging area. While there is nothing to see as yet we hope the building will be under way this winter.

Several members of long standing including Laurrie Anderson, John Muston, David Rose and John Shipton have sold their Herons, but are still to be seen on the bay in other Classes.

Christine Kinder has also sold her boat and now has two trainers - her father and Alec Barrett! Christine sails Alec's boat Finesse regularly and always gives a good account of herself.

In spite of the departure of the low handicap men mentioned above, competition is still keen; line honours usually range between Eric Quarford, Bob Locke, Jim Fox and Anne Dorling. (No need to guess who looks like winning the Ladies' Championship!).

Another deadly boat is Secure sailed by John Hosking - and always hard to beat. George Pek has probably improved more than anyone this season and Talora is usually up there battling. However the handicapper has seen her.

The club was indeed proud of its A team when they carried off the Jax Trophy. The team was Locke, Fox and Muston, with Eric Quarford replacing John Muston on the second day. The B team consisting of Anne Dorling, Tom Savage and Pat Lawson finished 5th.

On the debit side of the ledger, was the loss of the launch owned by Eric Youl, our Commodore. She exploded and burnt out. Eric was on board alone at the time and, in spite of diving overboard immediately, suffered burns to his leg and hand which have kept him in bed for over a week. We are thankful that his injuries were not worse and that the club members who usually assist in handling the launch had not boarded at the time of the explosion. "Sea Fury" will be missed by the club as she was ideal for patrol work.

Balmoral's Anniversary week-end story concerns Jane Heron and Elaine Martin in Pleione. Like everyone else taking part in Woollahra's regatta on the Sunday, Pleione capsized. Before she could be righted a motorized trimaran sailed over the top of Pleione and her crew and kept going with a cheerful wave from those on board. But Pleione is rugged and suffered only a broken centre board, enough, of course, to prevent her sailing home.

At Lake Macquarie Frank Allen and John Read should have followed Bob Locke's course and sailed a couple of figure eights to reach the finish instead of capsizing 100 yards short of it - while in second place too!

Club Results to date are:-

Club Championship 4 races out of 5 sailed.

1st equal	Scallywag	Anne Dorling	13 pts.
	Tempo	Bob Locke	13 pts.
3rd	Balmoral	Jim Fox	11 pts.
4th	Narrabeen	Eric Quarford	8 pts.

Annual Pointscore - Progress result

1st	Scallywag	Anne Dorling
2nd	Tempo	Bob Locke
3rd	Kuma	Pat Lawson

Single Handed Championship 4 out of 5 sailed

1st	Scallywag	John Read
2nd	Neo	Ray Cotterill
3rd	Slipstream	Frank Allen

Lady Helmsman -4 out of 5 sailed

1st	Scallywag	Anne Dorling
2nd	Pleione	Jane Heron

And finally - don't forget the Balmoral Easter Regatta. Three great days of sailing (Saturday, Sunday, Monday) and we're aiming to make it better than ever this year.

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Many Heron skippers including Jack Young shown above sailing Polly Too with his son Peter, for'ard, have chosen sails by Miller & Whitworth Pty. Ltd.
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