PRICE 25 cents

HERON NEWSLETTER

VOLUME 4 NO. 1

MAY 1966

REGISTERED IN AUSTRALIA FOR TRANSMISSION BY POST AS A PERIODICAL.

SAILS

Ensure you get the BEST. We make all types from -

Small Dinghies
Manly Juniors
Herons to
Large Ocean Racing Yachts.

Many champions, too numerous to list, have carried our sails.

L. MITCHELL, Sailmaker,
67 Kenneth Rd.,
Balgowlah.
94 7447.

Please note new address

HERONS

BY

KEN BETTS

Sydney's only Heron SPECIALIST.

Complete boats - craftsman built to your requirements. Hulls to any stage - kits - parts

REPAIRS, REFITTING, REPAINTING

Enquiries welcomed from country and Interstate.

All work guaranteed.

Write - 168 POLDING ST., SMITHFIELD. (CORNER OF OXFORD ST.)
or
Call - PHONE 604 5216

Accredited builder to the Heron Association.

TRAILERS TO SUIT "HERONS", WITH 400 X 8 WHEELS, TIMKIN WHEEL BEARINGS, 4 PLY TYRES, GALVANISED PIPE AND MANY OTHER FEATURES THAT GO TO MAKE THIS A FIRST CLASS UNIT.

FULLY EQUIPPED AND REGISTERED £50.10.0. IMMEDIATE DELIVERY.

"YANTHA TRAILERS"

198 Princes Highway,
Cnr. Tantalbon Avenue,
Arncliffe.

Phone 59-1135

HERON SAILS
BY
"PRIOR"

Reg. T. Mk

"DESIGNED FOR PERFECTION IN SAILING"

"LET US ASSIST YOU TO SUCCESS"

QUOTATIONS
EFFICIENT REPAIR SERVICE

CONSULT OUR SAIL-LOFT

PRIOR SAILS PTY.LTD.,
88 INKERMAN STREET,
ST. KILDA. VIC.

PHONE: 94 6661 94 6679

HERON SAILS TO BE PROUD OF

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.
Bob and Craig invite you to discuss your requirements in sails, rigging, spars or alterations. Why not take advantage of their experience. If you can't visit their loft or their new city showroom, on the corner of Market & Kent Streets, Sydney (where incidentally you can inspect a specialised range of cords, wire-ropes, stainless steel fittings and aluminium spars and leave or collect urgent repair work) send back the attached coupon for their latest up-to-the-minute information.

(Also at Cnr. Market & Kent Sts., Sydney. 'phone 29-4277)

MILLER & WHITWORTH PTY. LTD.

52a Spit Road, Spit Junction, N.S.W. Phone 96-6398
Telegrams 'MILWIT' Sydney.

Please send without obligation your latest data on Miller & Whitworth Heron sails and catalogue of Heron fittings.

Name .....

Address .....

.....

.....

HERON NEWSLETTER

Published by
Y.W. Heron Sailing Association of Australia
10 Reid St., Seaforth, N.S.W.

PRESIDENT	GEN. SECRETARY	ASST. SECRETARY	TREASURER
John Dixon-Hughes,	W.J. Youll,	Mrs. E. Barrett,	Greg. McTiernan,
77 Bulkara Rd.,	10 Reid St.,	18 Brisbane Ave.,	17 James St.,
Bellevue Hill. NSW.	Seaforth. NSW.	Lindfield. NSW.	Chatswood. NSW.
FM-2880	94-2219	46-4834	41-7109

STATE BRANCH SECRETARIES

Papua, New Guinea - A. Dudley, P.O. Box 140, Port Moresby.
Queensland - L. Clarke, 18 Eleventh Ave., St. Lucia. 5-4131.
N.S.W. - K. Dunstan, 100A Bellevue Rd., Bellevue Hill. 36-3438.
Victoria - R.M.R. Barker, 10 Alern Court, Nunawading. 874-6151.
Tasmania - R.J. Viney, 195 Brooker Ave., Moonah. 77-141.
South Australia - J. Keen, 10 Urrbrae Ave., Myrtle Bank. 79-2269.
West Australia - A. Oram, 9 Oxford St., South Perth. 67-4800.

NEW PUBLICATION POLICY

Volume 4 of the Heron Newsletter will be published in six issues instead of four as was Volume 3.

Club Secretaries are invited to use the Newsletter for advance publicity on their invitation events.

Issues will be May, July, September, November, January, March.

Contributions, addressed to the General Secretary 10 Reid St., Seaforth, N.S.W., are welcome.

The deadline will be the last Friday of the month preceding each issue date.

Wholly set up, printed and bound in Australia by M.J. Seymour & Associates
30 Grosvenor St., Sydney, N.S.W.

A MESSAGE FROM THE PRESIDENT

The 1965-66 sailing season is drawing to a close and as we sit and think of last season, of the jobs for the winter and perhaps a little of our plans for next season, we may wonder about the Heron and its impact on the Australian sailing scene.

Two questions are inevitably present -

* Why the Heron?
* What does the future hold for the class?

Perhaps if we deliberate a little, we may well, remembering the past, influence the future.

The Heron membership of Australia's largest national class is now approximately 1600. This is quite out of proportion to the possible theoretical success based on experience abroad.

What then are the factors?

* First; design - a simple multi-purpose boat, suitable for amateur construction.
* Second; climate and waters which generally speaking favour family dinghy sailing.
* Third; a strong enthusiastic association, in direct contact with the members.
* Fourth; adequate performance with really close one class racing.
* Fifth; ONE DESIGN Rules which do not inhibit amateur construction, but which maintain the class and guarantee high standard competition and good re-sale value of boats.

Sunshine, warm weather and superb conditions surely are the major factors in the development of the Heron, which is almost synonomous with family sailing. Very many of us have looked and read and thought and searched indefinitely to reach the same conclusion -

* That the Heron is the best boat to introduce the family to sailing, with a minimum of outlay and the opportunity of including all members in the various activities possible in such a multi-purpose boat.

Some cruise.
Others fish - or row - or outboard.
Many Race - some occasionally,
some regularly,
some exclusively.

There are many facets to the Heron picture but always, except in tragedy, racing takes the limelight and for many on this aspect alone, the Association as a whole and the Heron itself is judged.

* * * * * * * *

What then of the future?

The Association must ensure that the equity of all members is protected; hence there is no place for the Heron as a developmental class.

The soundly built boat, used for cruising, having an A registration, must be able, in capable hands, to perform well in championship company. In fact in all important aspects any two boats must be as near identical as possible.

To ensure this, measurement and registration become increasingly important. The measurement committee is striving to maintain a strict standard and at the same time, make measurements simpler and more precise.

Clubs are to be notified of tightening measurement policies - inevitably some ("improved") boats will be affected, but not those built strictly according to plan.

One can only hope that those members of the Association whose boats are affected will follow the example of one Balmoral Club member. On two occasions despite the fact that there was a definite case in favour of her alterations, this owner modified first the boat, and second

the sails, to comply completely with the committee's interpretation of the spirit of the rules. This is the action of a member aiming to help and strengthen the Association.

* * * * * *

If Jack Holt had intended the Heron to be a high performance racing machine, he would have designed it that way. A boat so designed would not be and would not fulfill the functions of the Heron - there is nothing to be gained individually or collectively in attempting to do now what was decided against in the beginning.

* * * * * *

Measurement and the ONE DESIGN class concept are one thing,but it is equally essential that all boats racing use the same rules.

Strict personal observation of the spirit and letter of the rules, makes for good sport and happy racing.

If you fault or foul, retire or protest, there is no other course.

Failure to observe the rules, spoils racing and brings discredit to the class.

* * * * * *

Finally, it is the duty of all of us to ensure that we practise and TEACH safety.

* We must have boats, sails and rigging sound.
* We must have adequate personal buoyancy.
* We must have adequate boat buoyancy and especially check that built-in buoyancy is water tight.
* We must wear adequate protective clothing (what is "adequate" in Cairns in summe is not adequate in Spring on Port Phillip.)
* We must not put the lives of ourselves, our crews, our rescuers, at risk by carelessness or foolhardiness.

* * * * * *

I can only conclude that the Heron ranks will steadily increase, bringing sailing and boating in its many forms to more and more Australian families, provided that the individual members adhere to the responsible, friendly and helpful concept which is the spirit of Heron sailing.

J.D-H.

COVER PHOTO

This Seagull's eye view of the Hon. General Secretary going downhill was obtained by the birdwatching member of the well known North Sydney photographic firm of J.C. Young and Richardson.

ANEMONE hates being by the lee and the photo only just missed out on showing shattered timbers from Clontarf Wharf. But, then, how would Jack have got his picture?

Y.W.H.S.A. OF A. ANNUAL GENERAL MEETING

The 1966 Annual General Meeting is planned for 8th August, 1966, at Cruising Yacht Club Rushcutter's Bay where members will be the guests of the President.

COMMITTEE ACTIVITY

Following the two monthly meeting pattern the Executive Committee met at the Cruising Yacht Club, Rishcutter's Bay, on 20th April, 1966, for an hour and a half of chatter and three and a half hours of really solid work.

N.L. (Bill) Abbott (supported by Dr. Noel Fitzharding from Canberra) reported on the 8th Championship arrangements (see report elsewhere this issue).

The Treasurer indicated that finance was still under control.

The Assistant Secretary gave a tally of 541 pieces of correspondence in the two months since last meeting (but did not ask for a rise).

The Measurement Committee reported progress on its revision of the Measurement manual.

Mr. R.H. Kinder of 9 Limekiln Rd., Lugarno, N.S.W., was accredited as a builder of the Class.

After reading between the lines of several of Ken Dane's letters it was agreed to remove his name from the list of Measurers, but, to do the work being done by Ken the following were authorised to measure:-

V.A. Derrick, 22 Darrier Rd., Padstow.
K. Ross, 4 Graham Ave., Miranda.
M. Rochaix, 7 Ambyne St., Cronulla.

Reports were heard from the Associations in Victoria, South Australia and Western Australia.

A definition of what is a "paddle" (with the meaning of the Rules) was hammered out (report elsewhere in this issue).

An appeal on 7th Championship disqualification from No. 4587 "FLASH" was heard; notes on this appeal are also in this issue.

A challenge from the New Zealand Heron Association was considered and accepted - subject to support by the members generally.

Details of the U.K. Heron week plans and Dr. Bruce Mackie's proposal to compete were noted with pleasure.

An enquiry concerning the capsize rule from Middle Harbour Heron Sailing Club was dealt with.

The closure of the meeting - 11.30 p.m.

SIX THOUSAND . . .

The story behind the issue of this Sail Number has an odd twist.

Some months ago the General Secretary's phone rang (nothing unusual in that!) but the caller had just returned from the United States.

He explained that while "over there" he had received a commission from an American friend (who had recently been in Australia) "to find out all he could about those little boats, with the bird on the sail, which were all over Sydney Harbour".

So we provided a set of plans, the usual information and (not wishing to colonise the U.S.A. with some of our avant garde ideas on fittings) suggested that the American gentleman contact the U.K. Class Secretary.

Mr. Findlay wrote a week or two ago "Your American contact has come up trumps and has written to say that his Heron is nearly complete. I have issued Sail Number 6000 to him."

A typical Findlay diplomatic touch (and besides, it will save arguments as to who should get so round a number!).

CONSTITUTION AND RULES

The Association's Rules are reprinted in this issue for several reasons - one is that they are nearly out of print - a second, that they were not reprinted to incorporate the amendments passed at the 7th Annual General Meeting.

The most important reason is that a complete review of the Rules is contemplated by the Committee for the 8th Annual General Meeting.

Proposed additions bear on the publication of the Newsletter (and P. M. G. requirements) and - of supreme importance - the formal constitution of the Measurement Committee as an organ of the Association.

The Rules have grown - to some extent like Topsey - and could well be broken up into three sections:-

Constitution
Measurement Rules
Sailing Rules

But here are the Rules as they now stand - keep this issue by you so that you can consider the draft Rules which will be submitted to you in future Newsletters for consideration, prior to discussion at the 8th Annual General Meeting.

MEMBERSHIP CARD – MEASUREMENT CERTIFICATES

Membership cards for the 1966-67 Season have been slightly redesigned, so as to facilitate their despatch in window-faced envelopes.

But there are a couple of other changes which are designed to make the lot of the secretarial staff easier.

The fine print on the back of the card reads:

"Heron Class Yachts may remain on the Association's Register only while in the possession of financial members.
THIS CERTIFICATE IS NOT TRANSFERABLE.
If you sell or transfer the boat for which this Certificate is issued, please complete the details below and return this card to the GENERAL SECRETARY.

New Owner's Name .....

Address .....

I wish to tender my resignation ☐

I wish to retain membership -
with new boat ☐
as non-boat owner ☐

Owner's Signature ..... "

Please do not hand your card to the new owner: return it to the Secretary who will write and invite him to join and will provide you with a new application form (or strike you off the register)without further prompting.

INTER-DOMINION CHALLENGE

The Y.W. Heron Sailing Association of New Zealand have, in a letter dated 15th April, 1966, both thrown down the gauntlet, and issued an invitation.

Tentative arrangements - which have been generally accepted by the committee of the Y.W. Heron Sailing Association of Australia are as follows:-

(a) Inter-dominion Championship between Australian and N.Z. tentatively to take place between 25th and 31st March, 1967, in Auckland.
(b) Australia to send over six crews.
(c) Boats will be ballotted for using N.Z. sails throughout.
(d) Boats drawn will be sailed throughout the series.
(e) The series to consist of -
    Two Invitation Races,
    Five Individual Races,
    Three Teams Races -
        Three boats per team
        Two teams from each country.

N.Z. Association Secretary, Colin Davis, of 7 Hereford St., Te Atatu North, had quite a long discussion on the subject with "Bill" Elliott, Vice Commodore of the Middle Harbour Heron Sailing Club during Bill's recent sojourn in Auckland.

Bill assurs us that the green tinge which was most marked round his gills on his return from Auckland was not due to air sickness but just plain envy at the conditions under which the Kiwis sail.

Colin Davies notes in his "Challenge" letter:-

> "The Series will be sailed on the most prominent part of Auckland Harbour and will be well publicised by Press and T.V We will await your comments and decision before we start firm arrangements; however, we have released to the press the fact that the event is being arranged."

The question is,

> "Who would be interested in a week's sailing in Auckland next year?"

There looks to be plenty of time to get this challenge on the way - but we need six good skippers (and crews) with the time (and the necessary) to make the trip. The sooner we know what the answer is the better.

SO, IF YOU ARE INTERESTED, PLEASE LET THE HON. GENERAL SECRETARY KNOW AS SOON AS POSSIBLE - A REQUEST TO BE PUT ON A MAILING LIST FOR FURTHER DETAILS WILL DO!

The FLASH Appeal

Heron No. 4587 was disqualified in the 7th Championships for a measurement fault (Skeg). On appeal the Association Committee (20.4.66) decided that "A" Classification had been issued to FLASH in error but that the certificate should be accepted for the 7th Championships. Points awarded to FLASH will therefore stand. The Committee has required that FLASH be modified to comply.

8TH CHAMPIONSHIP PROGRAMME

The Committee of the Association heard a long and detailed report on 20th April, 1966, from N.L. (Bill) Abbott of Canberra on arrangements so far made for the 8th Championship Series.

The following sailing programme was recommended:

Sunday 1.1.67	a.m.	Briefing
	2.30 p.m.	Invitation Race
Monday 2.1.67	11.00 a.m.	1st Heat
	2.30 p.m.	2nd Heat
Tuesday 3.1.67	Lay day - resail if necessary	
Wednesday 4.1.67	11.00 a.m.	3rd Heat
	2.30 p.m.	4th Heat
Thursday 5.1.67	11.00 a.m.	5th Heat
	2.30 p.m.	Resail if necessary

On the social side, planning is for a New Year's Eve Woolshed Dance, a film evening during the week and a Trophy presentation on the evening of Thursday 5th January, 1967.

The Canberra folk indicated that winds would probably be light in the morning with 10-12 knots by noon from the West to North West, shifting to North-east by late afternoon.

Good courses of 7 miles length can be laid.

Starts of 150 or more boats can be handled (from the water) and there is no thought of splitting the fleet.

Plenty of accommodation - of first rate quality and reasonable cost can be had in Canberra within two miles of the Y.M.C.A. Club House; 215 beds have been booked, and another 200 could be had, up to the beginning of December next. (This situation arises because many transplanted public servants go back to their home towns about this time of the year.) Some motel accommodation can be had, but the caravan parks and car-otels tend to be booked year to year ahead.

The Committee is investigating the best method of getting some first rate tourist on the Australian Capital Territory to members. This literature has been provided in quantity by the Department of the Interior and is a measure of the official interest which is being shown by Canberra in the Series.

HERON ASSOCIATION YEAR BOOKS

The 1966 Year Books are expected from the printers about the end of April, according to the U.K. Secretary's last letter.

They will be posted Sea Mail and should be in the hands of Australian Heronfolk toward the end of June.

If you are a new member - joining after 1st January, 1966 - you may not have been included in this issue of the Year Book and may not receive a copy.

WESTERN AUSTRALIA

Tony Oram writes to say that the W. A. Heron Sailing Association is now on the Western Australian scene officially - the Association has been granted affiliation by the Yachting Association of Western Australia. Tony and Don Davis found the initial meeting with the Y. A. of W. A. (23rd March, 1966) most informative. Permanent delegates are to be appointed.

On the water the W.A fleet continues to grow:

Royal Perth Yacht Club. 20th March, 1966, First heat of State Championships (combined with the Laurie Chivers Trophy) attracted 12 entries. A good start in 10 to 12 knot winds got the fleet off to a grand tussle (except for Gill Whetters who methodically PLODded through the field). A matter of 4 seconds separated 2nd and third.

The Championship placings were:

PLOD	G. Whetters	1st
WEFREE	D. Davis	2nd
PRESTO	R. Stubbs	3rd

Laurie Chivers Trophy (adjusted times):

PLOD	G. Whetters	1st and Fastest Time
WEFREE	D. Davis	2nd
ROSSLYN	D. Cadd	3rd

The championship result was something unique - all three placed boats were sailed three up - Dad plus two small fry.

Royal Freshwater Bay Yacht Club. 26th March, 1966. Nine Herons were involved with a mass of other Classes in up to 25 knot winds. The Race was for the Cadet Dinghy Trophy and the capsize rule was not applied. (The Cadets sail on). After the usual run of mishaps (BETSY 5 ran down a mark, PLOD capsized - but was righted) - the placings were:

WEFREE	Don Davis	First and Fastest Time
KOOMAK	Val Austen	Second
PLOD	Gill Whetters	(dry by this time) Third.

The first Heron was fifth to four Cadets, which is not bad at all - the Cadets being an extra boat wearing a small spinnaker off the wind.

ROYAL PERTH YACHT CLUB. 3rd April, 1966. Second heat of State Championships. Eleven starters had conditions which varied from flat calm to 10 knots. The light weather performance of the Heron surprised everyone - they ghosted through two fleets when the air did start to move before any other class got moving. One of those days which produces headaches from concentrating rather than muscle aches from swinging. The results -

PLOD	G. Whetters	1st and Fastest
PRESTO	R. Stubbs	2nd
BETSY 5	T. Oram	3rd

Results to date show that PLOD probably has the Championships sewn up. Roy Stubbs "PRESTO" has a good grip on the consistency shield.

With this season nearly completed and already a dozen starters in races, next season looks really healthy for Herons in the West.

HAVE YOU SEEN THE NEW ENLARGED "SEACRAFT" ?
Subscription still available through the Association - $3.60 for 12 issues - posted - you save 40 cents on the deal. Cheques and orders to the General Secretary, 10 Reid St., Seaforth.

VICTORIAN HERON ASSOCIATION NOTICES

PROGRAMME

11th May	8.00 p.m.	Special General Meeting at Royal Melbourne Yacht Squadron - Change of constitution.
14th May	2.30 p.m.)	
15th May	10.00 a.m.)	Frostbite Regatta at Albert Park Yacht Club.
15th May	2.00 p.m.)	
22nd May	2.30 p.m.	Frostbite Meeting at Royal Melbourne Yacht Squadron.
27th May	6.30 p.m.	Presentation Dinner Dance at Dennis House, 555 Glenferrie Rd., Hawthorn - Presentation of Picnic Race Trophies and Special Trophy.

Admittance will be by entree card only and these must be obtained by Friday 20th May at the latest, from the following ticket secretaries:-

Mrs. Margaret Cox, 11 McKean St., Box Hill. 89.8380 (A.P.Y.C.)
Mrs. Alva Duncan, 1 Davis Ave., Camberwell. 29.8034 (R.M.Y.S.)
Mrs. Joyce Billings, 90 Glyndon Rd., Hartwell. (R.M.Y.S.)
Mrs. Dorothy Humphries, 6 Halifax Crt. Ashburton. 25.5569 (Elwood S.C.)
Mrs. Felice Blake, 14 Pakenham St. Blackburn. 89.4732 (R.M.Y.S.)
Mrs. Melva McClure, 7 Wellington Ave., Beaumaris 99.1114 (Black Rock Y.C.) (Altona Y.C.)

18th June	11.00 a.m.)	Frostbite Meeting - Latrobe Valley Y.C.
	2.00 p.m.)	Hazelwood Pondage, Via Morwell.
6th July	8.00 p.m.	Annual General Meeting, Royal Melbourne Yacht Squadron.
20th July	8.00 p.m.	Lecture night R.M.Y.S. - "Sails".
3rd August	8.00 p.m.	Lecture night R.M.Y.S. - "Tactics & Sailing Techniques". Guest Speaker - Mr. Noel Brooke.
17th August	8.00 p.m.	Lecture night R.M.Y.S. - "Racing Rules". Guest Speaker - Mr. Brian Carolan
31st August	8.00 p.m.	Lecture night R.M.Y.S. - "Panel Night".

Dates and venues for Frostbite Meetings in July, August and September to be finalised.

NOTICE OF MEETING

Notice is hereby given that the Annual General Meeting of the Victorian Heron Sailing Association will be held on Wednesday, 6th July, 1966, at 8.00 p.m. at Royal Melbourne Yacht Squadron, Lower Esplanade, St. Kilda.

AGENDA: To hear and confirm Minutes of 1965 Annual General Meeting.
President's Report
Secretary's Report
Treasurer's Report
Election of Office Bearers and Committee.

At the conclusion of the Meeting, Mr. Brian Woinarski, a member of the V.H.S.A. will give a talk on his experiences at the Antarctic Base, Mawson, during 1965. Films and coloured slides about the Antarctic will also be shown.
All members are invited to attend.

NOMINATIONS FOR COMMITTEE:

The following members of the Committee -

L. Nangle (President); M. Hawes (Senior Vice President); A. McClure (Vice President);

M. Barker (Hon. Secretary)' Mrs. L. Barker (Hon. Assistant Secretary); J. Arscott (Hon. Treasurer); R. Cox; J. Botterill; K. Johnson; J. Reilly; P. Rowe - retire by effluxion of time and offer themselves for re-election for the year 1966/67 in accordance with Rule 9 of the V.H.S.A.

Committee members - R. Duncan and M. Gower also retire, and are not seeking re-election.

Any further nominations for Committee must be in the hands of the Secretary at least 14 days prior to the date advertised for the ANNUAL GENERAL MEETING of this Association.

Malcolm R. Barker,
Hon. Secretary,
Victorian Heron Sailing Assoc.,
10 Alern Court,
Nunawading. Vic.

In response to Phillip Rowe's charge "It's a long time since we saw prints of Victorian boats in the Newsletter" we have pleasure in printing Barry Turner's excellent shot of the start of the final heat of the Victorian Championships - December, 1965.

From Right to Left: 4985 JAYLENE JUNIOR, J. Searle (heat winner); 5381 MOONDOGGIE, Rex McMaster; 4376 QUINTA, John Carter; 4599 (obscured) TINA, John Sutherland (3rd); 5353 SPRITE, John Botterill (2nd); 5606 JULIEANN, Alec Amess; 4540 RICCI, Ken Bullen.

A good Northerly on Hobson's Bay and hard tactics!

SOUTH AUSTRALIAN ASSOCIATION

ANNUAL GENERAL MEETING NOTICE

The next big Association ding will be the Annual General Meeting and Prize Night at the Glenelg Sailing Club on July 14. All hands are requested to make the effort. Step out of your car at the bottom of the Highway straight into some of the nicest clubrooms on the coast.

JOTTINGS ON ASSOCIATION PROGRESS

The sailing season in South Australia is closing on a note of great enthusiasm for Herons. Future activity, it seems, will exceed that of the past.

Group building schemes are "in" with 15 boats at Brighton being the largest venture.

Further solid progress is a report by Barry Hall, Chairman of the Holdfast Bay Sea Scout group committee, that the Scout Commissioner for S. A. has approved Herons for Sea Scout training. Previously the only small centreboard class with this distinction was the Y. W. Cadet. Sea Scouts may now be granted a special certificate allowing them to sail Herons in Sea Scout events, ventures and seamanship training courses.

Present indications are that few small sailing craft will be on display at the Boat Show in July but the Heron Association has confirmed an exhibit.

Last event on the Association programme was the Picnic Day at Somerton Yacht Club. That it was a great success was due to Somerton members George Wren, Dave Harris, Reg Ellard, Peter Remilton, Chris Gloyne, Bob Walter and several ladies and the smiling, salty, sea-going secretary of the Association, John Keen.

Thanks to Port River Sailing Club for 2 rescue boats, 3 radios and those protectors of the innocent, skippers Les Ockenden and Harry De Gilio. Twenty two starters in the a. m. and 34 in the p. m. with the following results:- Morning -- CHARADE (I. White), STRIFE (A. Leigh), CHEETAH, (S. Innes), SIRPHIN (Peggy Luders) fastest. Novelty race -- NICKY (J. Elsegood), AIGRET (R. Dix), FLASH (A. Jenkins). Afternoon -- NICKY (J. Elsegood), ARAB (J. Bernie), AIGRET (R. Dix) and fastest.

The State Association is considering a change in format for the next State Championship. The idea would be to hold four heats over one holiday week-end. Probably all metropolitan sailing and yachting clubs would be asked to submit applications to conduct the series. It is an interesting proposition with the prospect of a number of variations.

Jolly Jack Waanders of Largs Bay, a measurer of renown and the owner of NICKY has been co-opted to the committee of the State Association. Welcome, Jack!

PAPUA – NEW GUINEA HERON ASSOCIATION

The South East Trades have begun to blow in Port Moresby and the Northern Herons are being dusted off for a programme (Papua Yacht Club) of 30 events through to 13th November, 1966.

The Annual General Meeting (17th March, 1966) elected Tom Dixon, President, Miss Barbara Armstrong, Secretary, Jim Kelly, Assistant Secretary/Treasurer...

Papua Yacht Club's Year Book carries a new twist to an old fact:

> "A very important result of the one-design rule is that Herons are not subject to rapid devaluation because of new models coming on the market; this is well worth considering in this country where statistics indicate that a high proportion of the non-nature population is transient."

ANOTHER INVITATION

Middle Harbour Heron Sailing Club will sail a Winter Season 1966 as follows:-

15th May	-	Point Score
29th May	-	Teams Race
12th June	-	Point Score
3rd July	-	Teams Race
24th July	-	Point Score

Visitors are most welcome - and if you are interested in the teams racing, in particular, get in touch with Vice Commodore Bill Elliott on 85-5663 for the gen as soon as possible; the teams will be graded - not by clubs, but by performance to give the good even racing which makes teams racing. REMEMBER BILL'S NUMBER 85-5663!

KEEPING THE SCORE

Newest addition to the vast range of scoring systems for a series of races is the 1965 OLYMPIC SCORING SYSTEM.

The Olympic Committee have exchanged the old formula, which gave those magnificent totals of points running into four and five figures, for a rather simpler (to remember) system which goes like this:-

First place scores	0
Second place scores	3
Third place scores	5.7
Fourth place scores	8
Fifth place scores	10
Sixth place scores	11.7
Seventh place scores	13, adding 1 point per place from then on - e.g., 20th place scores 26 points.

Non starters and retirements score points equal to a "last place finish", that is to say for the finishing place equal to the number of yachts entered. For example, 30 entries, a non starter scores 36 points.

A disqualification - under International Racing Rules 72 or 73 attracts four more points than last place finish - 40 points in a race with 30 entries.

Ties on points between two or more yachts shall be broken by counting the number of first places, second places and so on for the races counted in the series (six out of seven under the Olympic system). If, on comparing places in all races counted, the yachts are still equal, the tie shall stand.

So, in future LOOK FOR THE LOW SCORE!

N.S.W. HERON ASSOCIATION NOTICES

The Annual General Meeting of the N.S.W. Heron Association will be held at the Shell Theatrette, Carrington St., Sydney, 8 p.m. on 8th July, 1966. All welcome.

Please advise N.S.W. Secretary if you will attend.

RULES

OF THE

Y.W. HERON SAILING ASSOCIATION OF AUSTRALIA

1. NAME. The Name shall be the
Y.W. HERON SAILING ASSOCIATION OF AUSTRALIA

2. OBJECTS. The objects shall be

To encourage the growth of the Class as a "ONE DESIGN".

To ensure racing on equal terms by making rules for the regulation of racing among boats belonging to the Class.

To ensure that all such racing takes place under the Rules of the International Yacht Racing Union except as those Rules shall have been modified by the Royal Yachting Association and the Yachting Authorities of the States of the Commonwealth of Australia and these Rules.

Where necessary to allow the formation of State Branches to control the racing of Herons within their respective States and to represent the Class in all dealing with the sailing authorities of these States.

Such State Branches shall have the power to form DIVISIONS within their respective States where necessary for local liaison between Clubs.

3. MEMBERSHIP. Membership shall be open to:-
(a) Owners of "Heron" Dinghies.
(b) Others interested in the Class.

4. VOTING. (i) At General Meetings only those in Class (a) may vote, and joint owners shall have one vote only, between them, per boat.
(ii) Members who are unable to attend a General Meeting of the Association may record their votes by post on any motion set out in the Agenda of that meeting which involves an alteration to the boat, the sails, or the rigging. Postal votes must reach the Secretary 48 hours before the time fixed for the meeting.
(iii) No alteration shall be made to any of the Rules of the Association unless two thirds of the votes cast are in favour of the motion.

5. MEETINGS. The Annual General Meeting shall be held in the first fortnight in August in each year.
A General Meeting may be called by the Committee at any time, on 14 days notice to the Members.
On the written request of not less than 10 members, stating the purpose of such a meeting, the Secretary shall call a Special Meeting of Members.

6. OFFICERS. The Officers of the Association shall be a President, three Vice Presidents, Honorary Secretary, Honorary Assistant Secretary and Honorary Treasurer, who shall be elected annually, except that one of the Vice Presidents shall be the immediate Past President, if he be available.

7. AUDITORS. One Honorary Auditor shall be elected annually.

8. COMMITTEE. The management of the Association shall be vested in the officers of the Association and a Committee. The officers of the Association shall appoint to the Committee Representatives recommended by the State Heron Associations. The number of representatives to be appointed to the Committee from each State Branch shall be the dividend, exclusive of fractions, obtained by dividing ten times the number of members resident in that State on the 1st August at the commencement of the relevant year who are eligible to vote under the provisions of Rule 4, by the total number of all such eligible members in the Association; provided that, where such dividend is less than unity, the number of representatives shall be one.

8A. TECHNICAL ADVISER. The officers of the Association may appoint a Technical Adviser annually.

9. FINANCIAL. The Annual Subscription shall be $3.00 payable on the 1st day of August, or on election. The subscription of members elected on or after 1st April in any year shall cover the period to the end of the following Association year. The accounts of the Association shall be made up to the 30th day of June in each year.

9A. All funds accumulated by the Association shall be banked within 14 days of receipt. All payment cheques shall be signed by two members of the Committee.

9B. IMPREST ACCOUNTS. The Association shall open and maintain an Imprest Account on behalf of each State Branch of the Association upon which the officers of that Branch shall be authorised to draw and which shall be reimbursed by the Association upon presentation to it of an accounting by the State Branch of monies expended by the said Branch from the said Account.

10. CLASS CERTIFICATES. Class Certificates shall be granted to all boats built to the Y.W. "HERON" official plans (subject to any modification agreed by the Association) which pass measurement within the tolerances laid down by the Association.

When a boat is submitted for registration and complies with the measurement requirements of the Association but is, in the opinion of the Measurer and Measurement Committee, below the generally accepted standards for amateur built craft, it shall be refused a certificate for one or more of the following reasons.

(a) The hull shall be true and fair. Where hull conforms to measurements required but shows excessive misalignment, warping, twisting, buckling, leaking or distortion.

(b) Durability fastenings and materials. Where the hull conforms etc., but fastings, glue, plywood or timber used in the construction do not conform to the accepted standards of good boat-building practice and are likely to cause a break-down of the construction, e.g. steel fastenings. In the event of a boat being accepted for a certificate while having any of the above defects, not apparent at the time of issue of same, it shall be withdrawn.

When a registered boat is sold the Association does not accept responsibility for faults therein.

Should a registered boat, due to misuse or neglect, fail to conform with the Rules, the Committee may invalidate the certificate. Where possible the above defects may be remedied and the boat re-submitted for registration. If it then satisfies, the Committee may restore the certificate of registration or issue a new certificate.

A Provisional Certificate shall be granted to Owners who do not reside within reasonable distance of an Official Measurer, on completion of the Association's form of declaration. Such boats must be measured as and when opportunity offers, and the provisional certificate shall be exchanged for a full certificate.

All certificates shall be renewed annually on 1st August. In the event of the sale of a boat, the certificate shall be returned to the Secretary for transfer to the new Owner.

11. MEASURERS. Official Measurers shall be appointed by the Committee. The Measurers shall adhere strictly to the instructions issued to them by the Committee, who may terminate any appointment at their discretion.

12. REGISTRATION FEES. Upon the initial issue of a Sail Number in respect of a Heron Class Yacht in accordance with Rule 13 or upon transfer of a class certificate from an owner to a purchaser as provided in Rule 10, a fee of $2.00 shall be payable by the new owner to defray the cost to the Association of insertion of the relevant particulars in the Association Year Book published by the Y.W. Heron Class Association of the U.K.

12A. MEASUREMENT FEES. Upon the completion of a boat for which a sail number has been issued in pursuance of Rule 13 or upon replacement of sails or repair of extensive damage to the hull of a previously measured boat, the Owner shall notify the Association of the circumstance in writing; the Association shall thereupon advise the Owner of the name and address of the Zone Measurer and it shall be the responsibility of the Owner to effect a mutually convenient arrangement with such Measurer to inspect, measure and report to the Association upon the boat as to its suitability for the awarding of a class certificate as provided for in Rule 10. No fee shall be payable for measurement but the Owner shall meet all reasonable travelling and out of pocket expenses incurred by the Zone Measurer.

13. SAIL NUMBERS. Sail numbers will be issued on application to the Secretary of the Association and the number shall be carved on the transom beam or deck beam inside the boat.

14. HULLS. Hulls shall conform to the lines, dimensions and specifications detailed on the official plans supplied through the "Yachting World". The weight of the hull with decking and fixed fittings, including footings or floorboards, but stripped of all loose gear, including sails, spars, rudder and buoyancy, shall not be less than 140 lbs., except that where a boat has built-in buoyancy, the minimum hull weight shall be 145 lb.

15. MODIFICATIONS. The following modifications are permitted.

The addition of Wash Boards, Chine Rubbers, a Stern Knee, Stern Decking, a Kicking Strap, Toe Straps, Jambing Cleats for jib sheets, which may be led through adjustable fair leads.

Rubbing Strips on the Gunwales may extend out from the hull a maximum distance $2\frac{1}{2}$" forward of the Chainplates and 2" aft of the Chainplates. Rubbing Strips on the bottom of the boat shall be optional.

Thwarts and Side Seats may be of timber, or plywood and timber composite, provided that their strength is not less than that of the design on the plans.

Skeg: The skeg must conform to the profile shown on the plans but may be faired off towards the after end.

Floorboards: The design of the floorboards is optional.

Centreboard Case: The centreboard case may be made of plywood but only if the sides are not less than 3/8" in thickness.

Centreboards: The centreboard may be of other timber than the 3/8" plywood specified, but may not exceed 5/8".

Hull: The hull may be planked with 1/4" plywood instead of 3/16" as specified and may be covered with glass fibre cloth and resin.

Fore-deck: An additional deck beam or carlin may be fitted between No. 1 and No. 2 frames.

Tiller: Tiller and extensions need not conform to the dimensions specified in the Official plans.

Shrouds: The method of attaching the shrouds shall be optional, provided that the chainplates are in the position shown in the Official plans.

Mainsheet: The lead of the mainsheet may pass from the transom through blocks in the cockpit of the boat but may not otherwise deviate from the arrangement shown in the plans.

Halliards: Halliards must be fitted in such a way that both sails and gass can be readily lowered without lowering the mast. Halliards may be of other material provided that they are not weaker than those shown on the plans.

Sheets: Sheets may be of any sizes or any material provided that they are not weaker than those shown on the plans.

Fittings: Fittings need not be identical with those on the Official plan.

Forestay: The forestay may be fastened at the stemhead instead of passing through the decking.

Rudder: Rudder blades may be of 3/8" or $\frac{1}{2}$" plywood.

16. SPARS. The spars shall be of wood and must conform to the dimensions given in the Official plans, except that a tolerance of plus 1/4" or minus 1/8" will be allowed on the diameter of the mast and the gaff may be left square in section provided that the finished dimension is such that it will pass through a 2-1/8" square, one side of which lies in a plane parallel to fore and aft plane through the gaff. The mast may be laminated vertically.

Gaff Jaws: Gaff jaws need not conform to the shape shown on the Official plans provided that they neither alter the type of rig nor their intended function.

17. SAILS. Sails shall not exceed the dimensions on the Official plans and may be of any material, but a suit must not exceed $70.00 in retail cost, exclusive of hanks, insignia, numbers, battens and colouring. Sails in use before the 18th March, 1957 are exempted from this rule, but any replacement must conform.

There shall not be more than three battens in the mainsail and none of these shall exceed 24" in length, provided the sails measured before 1st September, 1962 where only the battens do not comply may be accepted. The position of the batten pockets is optional. A leech line in the mainsail is permitted.

The roach of the mainsail must not exceed 9".

Spinnakers are not allowed, but the clew of the jib may be boomed out on the opposite side of the mast to the main boom by a spar, which shall be attached to the mast at its inboard end.

18. BLACK BANDS. A black band shall be painted on the side of the boom, with its inner edge 7'6" from the aft side of the mast, and the foot of the mainsail shall not extend beyond the inner edge of this band.

A black band shall be painted on the mast with its lower edge 4'0" above the hog. The lower edge of the boom must not be above the lower edge of the band.

19. BUOYANCY. Sufficient buoyancy must be carried to ensure the safety of the crew at all times. Built-in buoyancy compartments are permitted ahead of frame 2 and astern of frame 5 but are not allowed in any other section of the boat.

Where inbuilt buoyancy is constructed it is recommended that P.V.C. Bags or other suitable flotation material is enclosed in the built-in section.

Buoyancy consisting of P.V.C. Bow Bag and Pillow Bag aft and two boat rollers will be accepted as sufficient buoyancy without undergoing test.

The Committee may from time to time announce other buoyancy combinations, as fulfilling the minimum buoyancy requirements, which will not be subject to annual testing.

All boats not complying with preceding requirements shall have their buoyancy tested in the first instance by the Measurer, and thereafter, under Club arrangements once a year.

Certificates shall be issued by the Measurer of the Club making the test, and no boat shall be permitted to race unless the buoyancy is in place and the Owner is in possession of a certificate granted not more than twelve months previously to the date of the race.

All children under twelve years of age must wear life jackets in all events conducted by the Association or under Association Rules.

20. OARS. Oars or paddle(s) must be carried in the boat in all Association races.

20A. ANCHORS. Anchors and Cables or warps as prescribed by Rule 23 of the Rules of The International Yacht Racing Union may be carried, but shall be carried only when prescribed in the Sailing Instructions.

21. TRAPAZES, etc. Trapazes, sliding seats or similar contrivances for increasing the stability of boats shall be barred.

22. CREW. (a) In all races under Association Rules the crew shall be at least two, unless otherwise stipulated. One member of the crew must be a member of the Association.

(b) An efficient life jacket must be worn by each member of the crew.

Rule 22 (b) may be waived from the 1st September to 30th April (inclusive), at the discretion of the Club organising the race.

23. ALTERATION OF RULES. No alteration of these rules shall be made except at an Annual General Meeting, or at a Special General Meeting of which proper notice has been given.

Any proposal for the alteration of a rule must reach the Secretary 28 days before the date of a meeting, and shall be signed by the Proposer and Seconder.

24. INTERPRETATION. In the case of any dispute regarding the interpretation of any rules, it is to be noted that it is intended that the rules shall be read in the spirit rather than by the letter of the rule. The decision of the Committee shall be final.

All boats which do not comply with Rules 14 - 17 as amended will be allowed until December 31st, 1962 to effect such alterations as are necessary for compliance with these Measurement Rules. Should such alterations be impractical in certain cases, the Committee may, in such cases, issue an endorsed certificate restricting those boats to handicap races only. All boats measured after August 23rd, 1962, must comply with all Measurement Rules.

---o0o---

These Rules incorporate amendments passed at the 7th Annual General Meeting 13th August, 1965.

NOTES FROM SOUTH AUSTRALIAN CLUBS

GRANGE SAILING CLUB -- Grange opened its doors to Herons last season. Currently 20 starters are expected to line up next year and John Bauer, 23 Matthew Street, Grange (56.3822) is the man behind the hoped-for expansion. John plans a winter season opening on the first Sunday in August and already has a number of starters chafing at the bit. Starting time will be approximately 1.30 p.m.

Grange, ideally situated, and with perhaps the most neutral and straightforward course and sailing conditions has everything to offer the beginner. A brand new lifeboat and extremely enthusiastic coxswain have added greatly to the safety of juniors and beginners. One of the few freehold clubs in S.A., Grange aims to have its re-building and expansion programme completed by the end of the coming season.

Friday training nights in season and at regular intervals in the off season, offer the opportunity for new members and juniors to become familiar with sailing, safety and yacht-racing techniques. Incentive for junior training is provided by a grading and examination scheme in which, for each grade, an additional item of embroidery is won for a Club pocket.

Grange realises the worth of Herons and is most anxious to take advantage of the boat's popularity and family appeal to strengthen the club.

Likely new Heron skippers at Grange next season are:- Max Rees, Peter Miller, Geoff Collins, Tom Foster, Trevor White, Keith Frost, Alan Jensen and Bob Thomas.

BRIGHTON AND SEACLIFF YACHT CLUB -- The Heron group building scheme got under way on Saturday, April 30, with a working bee to clear the boatshed where the 15 boats will be constructed. Three groups of five have been formed, each group building five complete boats before the draw for ownership is decided. The club already has several boats on its register and more are being built at homes. It is forseeable that 25 boats will face the starter on Opening Day. Those building at the club are:- G. Doughty, L. Brown, G. King, J. Hall, P. Sievewright, D. Walsh, R. Roberts, K. Flint, B. Clayton, A. Niell, D. Pearson, B. Moore, M. Rochyer, D. Pratt and J. Bakker.

HENLEY SAILING CLUB -- Joan and Ginge, the fearsome femmes, in DIGET have been the hardest to toss this season. How is it they never have any trouble finding bods to help on and off with the boat? More competition is in the offing from Phil Heath in ALKIRA, Keith Grocock (ARCHMED) and Dr. Laird in a new boat. The offspring of Spen Chesterman will be in SCANDALL II.

Do-it-yourselfer, Lance Mathias, is said to have built a real beauty. The Lindon family will be afloat next season.

LARGS BAY SAILING CLUB -- The big news from Largs is the conversion of two current senior State champions in other classes. They are Arnie Deed (lightweight sharpies) and Ross Knapman (Moths). In addition to building his own boat Arnie also cut his own sails. The celebrated Deed maker's mark appears on the Heron and may be confused with anything from the high-sign of a Tibetan llama to a flying whatsit.

Together Ross Knapman and son will scale 14 stone and will be more pursued than pursuing. Keith Reynolds, a leading 14-footer skipper, is building 3 Herons one of which he will sail. Jack Waanders will have charge of a group building scheme in the district. John Duncanson is building a Heron for Dr. Syd O'Halloran formerly of lightweight sharpies.

In early April Herons were the popular choice in the Largs Annual Old Skippers Race. During the year young Stephen Kretschmer in Swallow II carried all before him and his for'ard hand, Jeff Mills, took out the crews' race.

HOLDFAST BAY YACHT CLUB -- This, the newest of the metropolitan clubs, will call a meeting in June to disucss the introduction of a suitable intermediate class. Commodore John Parrington says that an invitation will be extended to the Heron Association to expound the merits of the class that seems destined to become the State's numerically strongest before very long.

PORT RIVER SAILING CLUB -- A shining example of togetherness at Easter was the mass transfer of 84 people to Pine Point (on the other side of the Gulf) for a camping exercise. This was treated by many as a bit of practice before descending on Canberra in January in search of the Silver Heron. Stephen Kretschmer won both races arranged by the Port Vincent Yacht Club.

Except for one minor hitch Doug Pudney's massive ice-box would have been a great success and Cobby is still scratching his head over Mr. and Mrs. Manning's deep interest in the sandhill habits of "penguins".

In a fleet of over 30 Herons the River will include 3 new young skippers (Peggy Luders, Bev. Pearce and Greg. Ockenden) next season. At present skipper of one of the rescue boats, Harry De Gilio will be a Heron owner soon.

An interesting and educational part of a recent novelty race was the need to sail over the finish line backwards at a right angle -- a tricky manoeuvre.

A very happy and successful season at the River will conclude with Prize Night at the Palais, Semaphore, on May 27.

LAKE BONNEY YACHT CLUB -- The first Heron to appear on Lake Bonney in October, 1965, has now multiplied in true Heron fashion to five boats, all of them built by local builder, Mick Wright. Mick has now bought the boat-building business next to the Club House and his fame is spreading rapidly. Wright boats excite comment wherever they are seen. Another two boats are on order and with other interested parties we anticipate at least 10 boats by the end of next season. With all classes the club now has a fleet of approximately 35.

Our popular Easter Regatta, a regular event in S. A., attracted 80 visiting boats this year of which only three were Herons -- disappointing. We can promise any Heron skipper who visits us a most enjoyable sojourn in picnic surroundings with first class sailing conditions.

It should go on record that Australia's senior Heron skipper, Eb Farmer (73) led the field in JANETTA in every Heron event at Easter. The only man in the club who seems to be able to haul past Eb occasionally is Frank Mackay with daughter Meredith up front. Although the official sailing season closes in Barmera in April, sailing conditions on Lake Bonney remain excellent throughout the winter and many of the local yachtsmen sail right through. So don't forget to hitch your Heron behind anytime you are heading through the Murray Valley and Barmera.

From other country clubs -- NARACOORTE (ROBE) -- Three more on the way will increase next season's fleet to 11. At WHYALLA there are five building. VICTOR HARBOUR has a group scheme going for 10 boats. Among the active get-up-and-goers are Commodore Warwick Parsons and secretary, Reg Arnold.

ROYAL PORT PIRIE YACHT CLUB'S fourth Heron, built by Roys Dedear and his brother-in-law, is almost complete awaiting sails and spars only.

Our small numbers have presented some difficulty in staging regular races during the past season but it is hoped that we will have enough to race regularly next season, and sunny winter days should see Herons on the Pirie River.

N.S.W. REGATTAS

CONNELL'S POINT SAILING CLUB held their Invitation Regatta on Saturday 12th March. A large fleet of Herons went to the line in a light nor'easter.

Visitors sailing on this course for the first time were amazed at the number of holes in which they were caught whilst others appeared to sail right through. The three Cronulla skippers Don Conyards, Paul Hopkins and Bob Esam all took turn in leading the fleet.

Don Conyards in "Gwen" eventually took the lead and was able to hold off Paul Hopkins in "Wap" to cross the line for first place. G. Quigley in "Mornington" from Burraneer Bay won the handicap honors.

A fine array of trophies were presented after the crews had demolished a superb afternoon tea provided by the ladies of the Club.

LAKE MACQUARIE YACHT CLUB'S HOLIDAY REGATTA was again an outstanding success. The 65 entrants all had most enjoyable sailing. The weather was glorious. The winds were mostly on the light side but many skippers (who had been caught by the memorable "Buster" during the State titles) kept a close watch on the Wangi smoke stacks throughout the weekend.

The Lake Macquarie Club is to be complimented. The Committee arranged an excellent sailing programme, and entertained the visitors as only they know how.

The local boys won most of the honors. Full marks go to Darryl Mannix in "PYRRHIC" (5732). He won the first Trophy Race on Handicap as well as having the fastest time. In the final race he again had fastest time, (Frank Allan (3921) of Balmoral was awarded the trophy in this event under the N.S.W. Association's "one pot per picnic regatta" rule.)

All races were very well fought out with several changes of lead before the finishing gun was heard.

Results are as follows:-

1st Trophy Race

1st	5732	D. Mannix	L.M.Y.C.
2nd	5611	R. Rixon	Middle Harbour
3rd	4431	A. Young	L.M.Y.C.

Fastest Time 5732 D. Mannix, L.M.Y.C.

2nd Trophy Race

1st	5195	J. Huckerby	L.M.Y.C.
2nd	3024	J. Newton	Connell's Point
3rd	5383	A. Wright	Connell's Point

Fastest Time 5763 R. Pollock, Middle Harbour

3rd Trophy Race

1st	4074	W. Olsen	Middle Harbour
2nd	4545	F. Walter	BYRA
3rd	3122	C. Villa	L.M.Y.C.

Fastest Time 3921 F. Allen, Balmoral

BALMORAL EASTER REGATTA 1966 occupied Heronfolk on April 9th, 10th and 11th, 1966. As usual the events were organised and run to perfection. All those responsible are offered our congratulations. Unfortunately Germain Murdock, the main power behind this Regatta, took ill on Sunday morning and had to spend the remainder of the weekend in bed. The weather for the three days was absolutely perfect; the winds were light in the early morning but freshened up as the day progressed.

It was surely a sight to behold when the fleet assembled for the start. The Moths (125 in all) started 10 minutes before the 82 Herons. 200 boats milling round the starting area provided a fantastic sight. No doubt some of the skippers had frustrating and worrying moments but (with the

exception of one race, where the Moths had 2 "General Recalls",) the starts were most orderly.

The programme was arranged to cater for all; three main events for regular skippers, a Single Handed Scratch Race and a Lady Helmsman Balmoral Beach Championship.

The number of entries received for each race tells its own story. In the 3 main events never less than 70 Herons went to the line. In the Single Handed Race 18 skippers did battle . Of the lady skippers 28 faced the line.

In the Saturday Invitation Race Ken Dunstan of Balmoral in "Bully Too" broke away and led the field by a big margin for most of the race. On the second last leg he took a mark on the wrong hand. It was some distance before he realised this and returned to make the mark correctly, allowing Eric Quarford (Balmoral) in"Narrabeen" to take the lead: Eric went on to win comfortably from K. Dunstan and Tom Savage also of Balmoral in "Tempest".

1st and Fastest Time:	E. Quarford	(5620)	Balmoral
2nd	K. Dunstan	(5113)	Balmoral
3rd	T. Savage	(4206)	Balmoral

Single Handed Race

18 Herons went to the line and, as the gun went the wind dropped and the first leg to Wyargine was virtually a drifter. As the fleet reached the first mark the wind came in very light and a few boats got away. On the leg from Middle Head back to Balmoral 5 different boats had the lead. Angus Gordon (Balmoral) in "Stampede" took the lead at the Balmoral mark and held it by a few lengths from Philip Crane (Middle Harbour) in "Jamp Too" until the last leg from Wyargine back to the finishing line. This was a most thrilling finish as Philip Crane caught and passed Angus Gordan off Balmoral Beach with Eric Quarford in "Narrabeen" making a fast run down. However, Philip was able to hold off Eric's challenge and went across the line to win.

1st	P. Crane	(4964)	Middle Harbour
2nd	E. Quarford	(5620)	Balmoral
3rd	R. Pollock	(5763)	Middle Harbour

Balmoral Championship.

A light nor'easter was blowing and fleet of 80 Herons got away to a good start. Eric Quarford led the field at the first mark but soon after Warren Clarke (Middle Harbour) in "Tom Thumb" took the lead and was never headed. He went on to win by a very long margin.

Fastest Time	W. Clarke	(3367)	Middle Harbour
1st	D. Barnes	(4854)	Balmoral
2nd	W. Clarke	(3367)	Middle Harbour
3rd	P. Lawson	(4143)	Balmoral

Lady Helmsman Balmoral Championship

Interest in this event was evidenced by the number of entries, 28 in all, - surely a record.

A very light breeze was blowing and soon after the gun "Vicky Allen (in "Slipstream" from Balmoral)took the lead. Vicky (only 9 years old) handled the Heron extremely well. Forward hand father, Frank, must have felt very proud. "Slipstream" held the lead for almost the entire race and was most unfortunate not to be able to hold off the fast finishing "Scallywag" skippered by Mrs. Ann Dorling also of Balmoral. Ann took the lead a short distance from the finishing line. It was very apparent that some of the boats which now have long handicaps could catch the handicappers if the ladies took the tillers instead of the regular skippers. Watch out fellas!

Fastest Time	Mrs. A. Dorling	(4666)	Balmoral
Handicap 1st	Mrs. M. Clark	(3367)	Middle Harbour
2nd	Miss V. Monke	(3379)	Balmoral
3rd	Miss V. Allen	(3921)	Balmoral

Easter Handicap Race

About 70 Herons faced the starter in another light nor-easter. Eric Quarford in "Narrabeen" took the lead soon after rounding the first mark and was never headed. However the remainder of the fleet had some good battles and the positions changed considerably throughout the race particularly on the tricky work from Balmoral to Middle Head.

Fastest Time, E. Quarford, 5620, Balmoral
Handicap 1st J. Brislee , 4804, Balmoral
2nd I. Hume , 4795, Balmoral
3rd D. Barnes , 4854, Balmoral

Balmoral Ladies Committee should be complimented on their efforts with regard to the social arrangements, the Barbecue and especially the delightful Afternoon Tea that was arranged on Monday. The Club's Committee must also be congratulated for the number of beautiful trophies which they presented. The trophy presentation climaxed a most interesting a delightful Easter. All who had the privilege to sail in this Regatta are looking forward to Easter 1967.

A.C.T. & SOUTHERN DIVISION

CANBERRA REGATTA 1966 was held on the March 6-7 weekend and coincided with the opening of the Canberra Yacht Club's magnificent ($100,000 we hear) Club House.

Set on the west bank of Lotus Bay, on the southern shore of Lake Burley Griffin, the two storey building commands near perfect views of the Lake's West Basin Sailing Courses - only the western buoy is obscured. Grey tinted glass surrounds the lounge and dining area giving an air of coolness and spaciousness to the Clubroom.

Good shed space and other facilities are on the ground floor.

Only two things were wanting - grass round the Club House and wind on the Lake.

The weather-wise - having noted a large anti-cyclone moving slowly across New South Wales expected light winds but ..... ! !

The picture on Sunday morning:-

10.50 a.m. Warning signal Seaflys.
10.55 a.m. Preparatory Signal Seaflys.
11.00 a.m. Start for 24 Seaflys preparatory Moths.
11.05 a.m. Start for 50 Moths: preparatory Herons
11.10 a.m. Start for 45 Herons: preparatory Gwen 12
11.15 a.m. General recall for 24 Gwen 12's: new preparatory.
11.20 a.m. Start Gwens

and so on like clockwork. The only thing wrong was that, at 11.20 some of the Seaflys were still trying to find enough wind to get across the line.

But it proved one thing - you CAN START 150 BOATS AT THE SAME TIME ON LAKE BURLEY GRIFFIN!

The results of the two day's sailing (which, like the Curate's egg, was quite good, in parts) were -

6th March	Fastest time	DUYFKEN	F. McNulty	Woollahra
1st	Handicap	DUYFKEN	F. McNulty	Woollahra
2nd	"	BARRACUDA	M. Greenwood	B.Y.R.A.
3rd	"	THE SAINT	J. Weddell	Y.M.C.A.
7th March	Fastest time	CRAFTY	I. Spies	Balmoral
1st	Handicap	MACS	G. McTiernan	M.H.H.S.C.
2nd	"	TROUBLE	F. Klein-Bentik	Y.M.C.A.
3rd	"	VALIENT II	M. Roseblade	Y.M.C.A.

VICTORIAN REGATTA REPORTS

The Summer Season ended with the Picnic Race Day at Geelong on 3rd April. The season has been notable for the increasing attendance records. No less than 130 boats participated in races at one or more of the nine Picnic Days. More than 40 starters may be expected at any Picnic Day and next season we will be topping 50 just as regularly.

The point score for the Picnic Races was keenly contested.

Final placings were:

1st	SPRITE	John Botterill	9577 points
2nd	ASTRID	Phillip Rowe	9183 "
3rd	ALCHERA	Alec McClure	7422 "
4th	SHELLDUCK	Neville Ridgeway	6624 "
5th	JULIEANN	Alec Amess	5579 "
6th	OPAL	Jack Naismith	4671 "
7th	INTREPID	Michael Billings	3879 "
8th	HORNBLOWER	Tony Evans	3873 "
9th	QUINTA	John Carter	3802 "
10th	RICCI	Ken Bullen	3368 "
11th	APALIE	John Matthews	3234 "
12th	SCARAB	Roy Davies	3119 "

"Shellduck", "Julieann" and "Intrepid" are newcomers and have shown form which will obviously need watching next season.

May is the beginning of Melbourne's "frostbiters" sailing, with a Frostbite Regatta on 14th and 15th May at Albert Park Yacht Club. This club will conduct regular Saturday afternoon sailing and has a Winter membership scheme for Heroners from other clubs. The Association Frostbite Programme will commence on 22nd May at Royal Melbourne Yacht Squadron, followed by a meeting on 18th June at Latrobe Valley Yacht Club (Hazelwood Power Station Cooling Pond especially warmed for the occasion) about 100 miles from Melbourne. Other races will be sailed in July, August and September at venues to be finalised.

Brian Woinorski (just returned from the South Pole after a tour of duty) wasted no time in ordering a new Heron for the winter season - after all it's warm here!

Plans are in hand again for gaining recognition of the Victorian Heron Association by the Victorian Yachting Council. The fact that less than 90% of the Association's members are also members of Yacht Clubs recognised by the V.Y.C. has been the unresolved point. The V.Y.C. made an unusual decision to investigate the Association's activities and even had its representative Mr. Jack Linacre attend a committee meeting of the Association. From reports subsequently received, the V.Y.C. was greatly impressed with the impact being made by the Heron Association in Victoria Yachting affairs. A special general meeting of the Association will be held on 11th May, 1966, to adopt a new constitution and clear the way for official recognition by the V.Y.C.

A Presentation Dinner Dance and Winter Lecture Series have been arranged - see the programme in this issue.

Picnic Day - Beaumaris Yacht Club - 20th March, 1966.

Heron skippers had a moderate to fresh northerly breeze for the picnic day at Beaumaris with gusty and veering conditions not frequently encountered. There were 23 entrants in the morning race with 3 skippers under instruction. "SEA SPRITE" (G. Blake) was leading at the end of the 1st lap followed by "PRIDEOF" (L. Ralph), "BROLGAH" (J. Veitch), "KIEMO" (Christine Bullen) and "JULIEANN" (G. Vincent). On the 2nd windward leg "BROLGAH" worked in close to the shore and come out first in front of "NARRANOA" (moved up from 8th) "PRIDEOF", "JUNIOR II" and "MARLENMAR". There was further place changing during the third lap behind the leader, boats using lifts to advantage improved their positions. "BROLGAH" was home first 2 minutes in

front of "NARRANOA" (M. Shaw) who was followed by "JUNIOR II", "JULIEANN" and "PRIDEOF". The skipper of "BROLGAH" had sailed his Heron only a few times before this race but sailing under instruction from Alec McClure did not put a foot wrong (but when are you going to teach him how to gybe, Alec?). "PRIDEOF" was also sailing under instruction.

One of the main points brought out during instruction is that many skippers are not using crew weight to advantage. The tendency is to take up a comfortable position on the side with a grip on the tiller (not the extension) which restricts hiking-out. It is important to drive the boat as much as possible by getting weight out over the gunwale and only then easing the sheet to keep the boat upright. Tiller extensions used by some of the experienced skippers are 30" long and every inch of this is used. Hiking-out is tiring on the leg muscles but practice will improve fitness.

Results of the morning race were:-

	Adult Novice		Junior	
1st	"Brolgah"	Jerry Veitch	"Narranoa"	Michael Shaw
2nd	"Junior II"	Jim Harney	"Julieann"	Garry Vincent
3rd	"Prideof"	Len Ralph	"Kiemo"	Christine Bullen

The afternoon race had 43 starters and a special interest for SPRITE and ASTRID. These boats were close on points for the Picnic Race Trophy. ASTRID got the better start and covering SPRITE closely was around the windward buoy first. ALCHERA (A. McClure) was 3rd around followed by INTREPID (M. Billings) APALIE (J. Matthews) HORNBLOWER (A. Evans) and JULIEANN (A. Amess). On the run to the next mark SPRITE took the lead and went on to win by 2 minutes. During the 2nd lap INTREPID, APALIE and KAPALA moved into 3rd, 4th and 5th places respectively and were followed by ALCHERA, JULIEANN and HORNBLOWER. During the final lap ALCHERA and HORNBLOWER each recovered 2 places to finish 4th and 6th respectively. Only 70 seconds separated the 3rd and 8th places.

INTREPID and HORNBLOWER continued their runs of improving performances to take 1st and 2nd on handicap but attracted the handicapper's attention and special handicap adjustments.

	Line Honours		Handicap	
1st	SPRITE	John Botterill	INTREPID	Michael Billings
2nd	ASTRID	Phillip Rowe	HORNBLOWER	Tony Evans
3rd	INTREPID	Michael Billings	OPAL	Jack Naismith

Picnic Race Day - Royal Geelong Yacht Club - 3rd April

Boisterous weather combined with the long drive kept attendances down to 21 for the Picnic Day at Geelong. The morning race was cancelled because of strong gusty S.W. winds and only 12 boats ventured to the starting line in the afternoon. ASTRID (Phillip Rowe) was first around the windward mark followed by SHELLDUCK (Neville Ridgeway), ALCHERA (Alec McClure), JULIEANN (Alec Amess), GYPSY (A. Neale), and REMARIS (Norman Regan). These were the only boats still racing at the windward mark for the second time. ALCHERA moved up to 2nd position during the 2nd lap but capsized whilst jibing on the run to the leeward buoy. At the finish ASTRID was 4 min. 21 secs. in front of SHELLDUCK with 4 mins. 33 secs. to JULIEANN and another 17 mins. 51 secs. to REMARIS (a creditable performance from a comparative newcomer to Heron Sailing). These were the only boats to finish.

SHELLDUCK won the race on Handicap from ASTRID, JULIEANN and REMARIS in that order.

Herons at Paynesville - Easter Regatta

Thirty two Herons made the trip to Paynesville, 200 miles from Melbourne, on the Gippsland Lakes. The weekend turned out to be a triumph for the sole Heron on the register of the Gippsland Lakes Y.C. , the host club. OSPREY sailed by Don Carter, formerly of Melbourne,

won the 12-mile race around Raymond Island against all classes competing including Flying Dutchmen, Lightweight Sharpies, several classes of multihull craft, Flying 15's etc. Elapsed times were corrected on the Portsmouth Yardstick scale. The handicap section for this race was also won by Heron SCARAB sailed by Ray Davies from Elwood Sailing Club. The conditions during this race ranged from extremely light to dead-drift. Not only did OSPREY win an adjusted time but also got home before many larger and usually faster classes. The other races went as follows:-

Friday — Race cancelled - excessive wind.

Saturday a.m. — Strong southerly blowing - only 12 starters; won by ASTRID (Phillip Rowe) from SYMPHONY (Tom Jones), ALCHERA (Alec. McClure) and QUINTA (John Carter).

p.m. — Strong S.W.; course changed to sheltered areas; won by ALCHERA from ASTRID, SYMPHONY, QUINTA and APALIE (John Matthews) only boats to finish.

Sunday a.m. — Race to Ocean Grange - light southerly. Race led almost from start by GUNNADO (Allen Owen) with UIRA (Marshall Hawes) second but in the run down the narrow channels to finish there was a tussle involving five boats. OSPREY scraped in 1st by only a few feet followed by QUINTA, JUNIOR II, ASTRID and GUNNADO. Only 2-3 boat lengths separated these boats.

Monday a.m. — Race around Raymond Island.
Race won by OSPREY from JUNIOR II (Jim Harney) ALCHERA, OPAL and APALIE in that order.

ALCHERA was awarded the trophy for the best performance by a Heron over the week-end.

Herons at WARANGA BASIN - Easter Regatta

Ten Herons went to Waranga Basin, about 100 miles from Melbourne, to attend, for the first time, the Waranga Boat Club Easter Regatta. Favourable reports suggest that there will be more Herons next Easter. Camping and caravanning facilities were of a good standard.

Waranga Basin produced the gamut of weather - from gusts up to 35 knots on Friday to a dead calm on Sunday!

Friday was so rough that only 10 of the 86 boats ventured in the Invitation Race, and only one finished. The afternoon race was cancelled.

The Basin was rough for the first race on Saturday but the wind dropped for the other two races.

Sunday's first race was shortened, for want of wind - several boats were towed home.

The second race found four or five Herons finishing in the dark. Car lights near the clubhouse were turned on but these only confused the location of the finish line. We suspect that Len Murphy (who is an airlines pilot) called on his knowledge of celestial navigation to find his way in the dark.

A feature among the Herons was the excellent start by Alec Amess (JULIEANN) in every race.

The two races on Sunday were notable for the luffing matches between the big three - Malcom Barker, Alec Amess and Len Murphy.

The four best Heron elapsed times in each race were:

(see next page)

Race No.								
1	M. Barker	3536	A. Amess	5606	L. Marion	5169	A. Bailey	-
2	M. Barker	3536	L. Murphy	5147	A. Amess	5606	J. Dunne	5026
3	M. Barker	3536	A. Amess	5606	L. Murphy	5147	J. Dunne	5026
4	A. Amess	5606	L. Murphy	5147	A. Bailey	-	L. Marion	5169
5	L. Murphy	5147	M. Barker	3536	A. Amess	5606	A. Bailey	-
6	M. Barker	3536	A. Amess	5606	L. Murphy	5147	Mrs. Knight	5676
Aggregate	M. Barker	3536	L. Murphy	5147	A. Amess	5606	A. Bailey	-

NEXT REGATTA AT WARANGA - 5th-6th November, 1966, - ALL HERONFOLK WELCOME.

* * * * * * * * * * * *

The Teams race challenge by Royal Melbourne Yacht Squadron against Altona Yacht Club succeeded - Full report next issue.

EDITORIAL POLICY

This issue was to have marked the beginning of the smaller but more numerous issues of HERON NEWSLETTER but.....!

There were three months' doings to report this time, and end of Season at that! And the Rules needed reprinting - so ..... a NEWSLETTER of about "normal" size!

But we must live within our means and future issues must run at about 20 pages of news and views - quality is to be the keynote, as the Newsletter is the most tangible benefit available to members.

Club Publicity Officers - give your state correspondents your general interest views - club champions - invitation race day details and so on.

Men with ideas and stories - send them to the Hon. General Secretary at 10 Reid St., Seaforth.

Expected allocation of pages in future issues is:- Director - 1; Editorials - 1; Association Committee - 1; Measurement Committee - 1; State Associations - 5; Club Chatter (State by State) - 5; Technical - 2; Club Stories - to put new clubs on the map - 2; Future programme notes - 2.

With issues each two months, deadlines are not so important - if the copy misses it will be in good time for next! - but they will be last FRIDAY of the month preceding issue date.

PADDLES

Minutes of the Committee Meeting of 20th April, 1966, read:

> "That a paddle be deemed to be any device capable of being used for manual propulsion of a Heron Class Yacht but will not include equipment used for any other function."

Removable side seats, mobile floor boards, spatulate tillers and whisker poles are OUT.

* * * * * * * * *

QUEENSLAND CLUBS

A CONTRAST IN CARRYING CAPACITY

Peter Jessop, Heron No. 4121 writes from "The Place of Thunder and Lightning" - Lake Moondarra - of the Mount Isa (Queensland) Sailing Club.

"We resumed sailing early in March after a break during the hot weather. The Club is at present loosely formed there being no Annual Subscription, no Entry Fees and no Trophies. Still, there are about fourteen boats in the town and a mixed fleet of six or eight starters turn up most days.

There are four Herons - Leo Wall's SABRE being the most recent to hit the water. However her true worth is not yet known as she has carried away a jib halliard twice.

Mount Isa is not very sailing minded, but we are getting good publicity in the Mines newsletter and on the local radio.

We have our water troubles too - but recent rains have topped up the lake quite nicely. Water weeds grow out from the edge to a depth of 12 feet or so and, as these harbour a type of water lice that bite, they are also a problem.

There may be an even bigger problem brewing - two 6-foot fresh water crocodiles have been shot in the lake but we are assured that they are a non sailor eating variety."

The photo above belies the thunder and lightning reputation of Lake Moondarra, but it would appear that the lake is not without points of interest!

(Mr. Carthew of Junee, N.S.W., please note that we have drawn Mr. Middlin's attention to the error in his sail number.)

MIDDLE HARBOUR HERON SAILING CLUB'S 1965–66 Season has been completed but the Club Champion, Point Score winners (Season and Autumn) have not yet been announced.

The Balmoral - M.H.H.S.C. 6 a side grudge match on 27th February, 1966, went very much as expected (worse, in fact, when our White Hope Bob Pollock was neatly caught on the wrong leg by Eric Quarford) but we appreciate the gentlemanly way the Balmoral folks bring the trophy along each year - and take it back again.

May 1 was the official close of the Summer Season with the newly inaugurated Middle Harbour Invitation Marathon. The cold snap and beefy breezes divided the 60 entrants into three groups - twenty who thought better of it before the start, twenty who wished they had thought better of it as they bailed and twenty (eighteen to be exact) who completed 13 miles over the ground in 3½ hours (more or less).

Trophies, (on handicap start) went to -

1st	5174	SLOPALONG PLACIDLY	Horrie Kinnersley, M.H.H.S.C.
2nd	4996	KIAH	Doug Brooker (Freelance)
3rd	4075	ZENITH	Charlie Grimmod, W.S.A.S.C.
Division 1 (Scratch to 7 minutes)			
	5763	WANDA	Bob Pollock, M.H.H.S.C.
Division 2 (7 minutes to 17 minutes)			
	5151	NEO	Ray Cottrell, Balmoral
Division 3 (17 minutes to 30 minutes)			
	5380	PYE WACKETT	Bill Elliott, M.H.H.S.C.

---o0o---

BOTANY BAY HERON SAILING CLUB'S first official season (which has been openly described as extremely enjoyable by all those who participated) has closed.

The site chosen by the club to conduct its racing has proved to be better than anticipated, and any doubts previously held due to the reputation of the area have been dispelled. We have a good spot!

Elections of Officers for the 1966-67 season are in hand and planning is well under way to give the club a flying start into its second season.

Extreme interest is being shown by members in continued racing through winter, possibly on a two or three week timetable. All Heronfolk interested in winterSaturday afternoons, on Botany Bay, are invited to contact either of the two club officers listed below.

The last month of the season saw a surprisingly large number of new boats turning up to join in the club's events. The start of the next season should produce at least sixteen regular starters, from a register of about twenty boats.

Results of 65/66 season are as follows:-

CLUB CHAMPION:	5339	"Mustang"	D. Brown
RUNNERS UP:	5334	"Debbie"	I. Casburn
	5788	"Mad Dog"	D. Docherty

Handicap point score was won by "Debbie", I. Casburn, with "Mustang", D. Brown, a very close second, and "Foggabolla" B. Winters/T. Minogue, not far off, third.

For further information regarding Club activities, please contact either:-

D. Brown 211-3999, Ext. 10)
I. Casburn 35-3211, Ext. 36) 9 a.m. till 5 p.m.

SNAILS BAY SAILING CLUB (N.S.W.)

It's amazing the things that start in Herons.

Hal Wise, three seasons ago, was just another be-spectacled dad contemplating his growing paunch as he helped his ten-year-old son into a Sabot for morning racing. Then he was persuaded to take to the water himself and to join the club's Heron-building programme. He built a Heron, sailed her (this time with son Michael as for'ard hand), toured the invitation days, where his black and white striped mainsail became well-known, and last season won the Club Championship. Now, paunch gone, and as fit as a 14-year-old (boy, not horse) Hal has bought a fibreglass Endeavour hull which he will outfit this winter for J.O.G. ocean racing.

A Heron, and the thought that some exercise was needed, started the whole thing. Hal's boat, "Wambiri", will stay at Snail's Bay, where it will be sailed by 14-year-old Neil Bourke, runner-up in the club's Sabot section point score last season.

* * * * * * * *

While Gil Wahlquist was in South Australia on business, he helped Dr. Heinz Kent take delivery of "Clio" and sailed in the Largs Bay Easter Regatta.

* * * * * * * *

The club has a screening of the Admiral's Cup film lined up for early May, with the Annual Presentation picnic by launch from Birchgrove to Clifton Gardens, on May 29.

* * * * * * * *

At an end-of-season party at Stewart Swinbourne's house at Gladesville, Heron men decided that they want to race on Sunday afternoons in the coming season.

The wild Irishman, Tom Earls will be with us again in Sinbad, so will Arthur Caldwell (Scoota), Don Hanna (Wee Jasper), S. Swinbourne (Yendor) and club president Gil Wahlquist (Crane). New boat coming up is Ron Young's "Delos".

Snail's Bay club is eager to invite Heron owners from Greenwich, Hunter's Hill and other parts to sail with them.

Herons cruising innocently past Longnose Point, Sydney Harbour, near race starting time are immediately grabbed and taken into the race.

Several interesting catches have been made, with the club launch running up the Jolly Roger as the unsuspecting boat is captured.

* * * * * * * *

Launching facilities at Birchgrove are poor - they involve hand-trailing from Birchgrove Road, then manhandling down and up jetty steps. This doesn't really suit the types who like to take their Herons home every night and pat them before they go to work each morning. It suits those who either wish to leave their boats in a shed in Snail's Bay (cheap space available) with launching from a pontoon into deep water. It also suits those who can sail over from launching spots at Hunter's Hill, Greenwich, or Leichhardt. The Club has a club-house, next to the Heron shed, its own pick-up launch and the use of another private launch which is always in attendance, also Sabot sailing for junior family members. Inquiries to Gil Wahlquist, phone 81-2405 or at 22 Wolseley Road, Drummoyne.

Red Hand can't supply the sandwiches!

Sorry, we can't supply you with the tea and sandwiches, but we CAN supply you with marine coatings that will help you finish your painting job faster and more easily. Then you can really enjoy that tea break in the hours you save.

Use the Red Hand QD4 General Purpose Undercoat and Syndurac Yacht Enamel combination. QD4 General Purpose Undercoat is quick drying . . . YOU CAN RECOAT AFTER ABOUT FOUR HOURS . . . it fills the grain and sands back easily and quickly to a hard, smooth surface: the perfect base for Syndurac.

Syndurac Yacht Enamel flows on easily and levels out without ugly lap-marks. It gives your craft a beautiful glossy finish. Syndurac is available in a brilliant white and a range of sparkling colours.

Tired, aching wrists are a thing of the past. Paint with Red Hand QD4 and Syndurac and finish the job hours sooner.

THE RED HAND COMPOSITIONS CO. (AUST.) PTY. LIMITED

Sydney, 25-5851; Melbourne, 60-1864; Brisbane, 31-1461; Adelaide, 51-5105; Launceston, 2-5471; Perth, 68-2581 and all ports

SPECIALIZING IN HELPING THE SMALL BOAT OWNER WITH CONSTRUCTION, FITTING, RIGGING AND LAUNCHING.

WE CAN SUPPLY COMPLETE BOATS BUILT TO YOUR SPECIFICATIONS OR ANY SINGLE ITEM THAT YOU MAY REQUIRE.

SEND FOR FREE PRICE LISTS AND CATALOGUES FOR FITTINGS AND BOATS.

Call or ring:-

JOHN WARD SAIL & SKI
336 Victoria Avenue,
CHATSWOOD.
Phone - 41.6112

RENDEZVOUS OF YACHSTMEN

WHEN QUALITY COUNTS
HERONS, LAZY E's

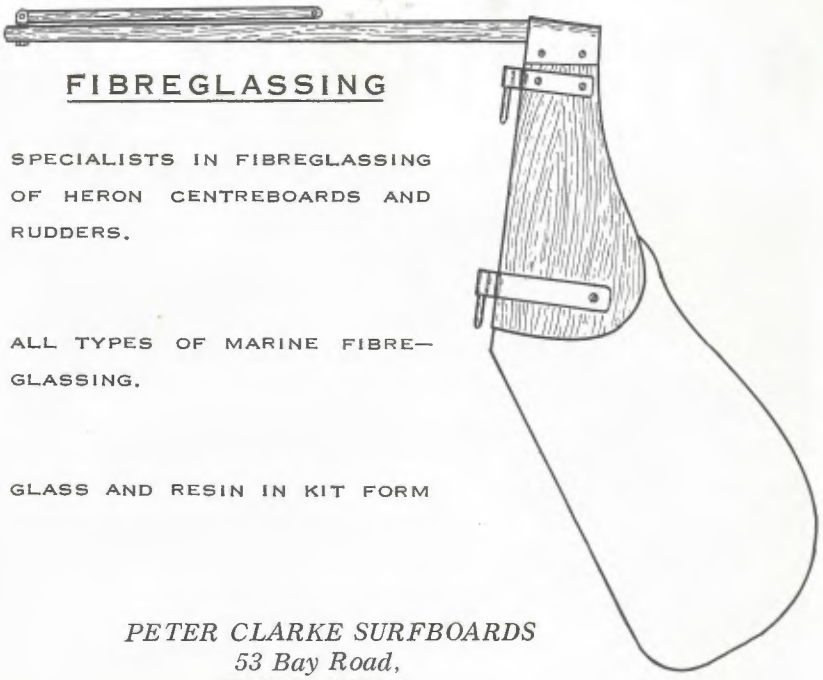
MADE BY
JOE HOLTUM
TO "A"
CLASSIFICATION

THE HOLTUM BUILT HERON FEATURES:-

- CANADIAN CEDAR OR SPRUCE FRAMES, C.B. CASE THWARTS & SEATS. LIGHT IN WEIGHT. ROT PROOF.
- IMPORTED MAHOGANY PLYWOOD FOR STRENGTH AND DURABILITY.
- ASH TRIM. TOUGH BUT VERY ATTRACTIVE.
- SPARS — MAST, BOOM AND GAFF FROM SELECTED SITKA SPRUCE.
- STAINLESS STEEL RIGGING AND FITTINGS SELECTED FOR DURABILITY AND SIMPLICITY.
- MONEL FASTENINGS THROUGHOUT THE HULL — FOR GREATEST STRENGTH. LASTS A LIFETIME.
- ALL FINISHING — PAINT AND VARNISH — IN POLYURETHANE. THIS IS THE NEW SALT WATER AND ABRASION PROOF HIGH GLOSS FINISH.

FINISHING and SALES - SATURDAYS ONLY
Telephone 89 1159

Winter Price List applies May-August Complete Hulls start at £140 ($280)



FIBREGLASSING

* SPECIALISTS IN FIBREGLASSING OF HERON CENTREBOARDS AND RUDDERS.

* ALL TYPES OF MARINE FIBRE-GLASSING.

* GLASS AND RESIN IN KIT FORM

PETER CLARKE SURFBOARDS
53 Bay Road,
TAREN POINT.

Phone: 524 0798

IS YOUR CRAFT PROTECTED?

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

Contact us NOW

General Accident

FIRE AND LIFE ASSURANCE CORPORATION LIMITED

(Inc. in Scotland)

NEW SOUTH WALES
General Buildings, 51-57 Pitt Street,
Sydney. 27-6172

TASMANIA
General Buildings, 174 Collins Street,
Hobart. 2-5081

QUEENSLAND
General Buildings, 39-41 Creek Street,
Brisbane. B-2821

VICTORIA
General Buildings, 10-16 Queen Street,
Melbourne. 62-5811

SOUTH AUSTRALIA
General Buildings, 117 King William Street,
Adelaide. 51 4061

WESTERN AUSTRALIA
St. George's House, 123 St. George's Terrace
Perth. 21-2254

Specializing in

FITTING KITS
& RACING SAILS
for HERONS

Blocks
Goosenecks
Rudder Fittings
Highfield Levers
Cleats
Self Bailers
Rigging
Battens
Buoyancy Bags
Flotation Jackets

Send for
Free Catalogue
and Price Lists

Rolly Tasker Pty. Ltd.

267 STIRLING HIGHWAY, CLAREMONT. WESTERN AUSTRALIA. TEL. 3 2980

NEW SOUTH WALES
ROLLY TASKER & CO., 40 MARKET STREET, SYDNEY. 29 4107

QUEENSLAND
ROLLY TASKER & CO., SCOTT STREET, HAWTHORNE, BRISBANE. 95 2144

VICTORIA
ROLLY TASKER & CO., 243 BAY STREET, BRIGHTON. 96 5767

SOUTH AUSTRALIA
ROLLY TASKER & CO., 17 ROBE STREET, PORT ADELAIDE. 4 1982

AND IN FRANCE, HONG KONG AND CALIFORNIA.