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HERON NEWSLETTER

VOLUME 4 NO. 2 JULY 1966

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HERON NEWSLETTER

Published by
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10 Reid St., Seaforth, N.S.W.

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South Australia - J. Keen, 10 Urrbrae Ave., Myrtle Bank. 79-2269.
West Australia - A. Oram, 9 Oxford St., South Perth. 67-4800.

COVER PHOTOGRAPH

A study in concentration.
Phil Rowe, 1965-66 Victorian Heron Association Champion pushes No. 5522 "ASTRID" to windward in the final heat of The Victorian Championships, Hobson's Bay, December, 1965.
Another fine photo by Barry Turner.

DEADLINE

The "September" issue of Heron Newsletter will be the vehicle for Annual General Meeting Agenda, Annual Subscription Notices, 8th Annual Championship Entry Forms and will be mailed by the end of JULY, 1966.
Deadline for copy 15th July, 1966.

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

COMMITTEE ACTIVITY

The regular two-monthly meeting of the Committee started on 15th June, 1966 - and finished on the 16th.

Main business was:-

* to hear a report on planning for the 8th Championships - reported elsewhere in this issue;
* to receive and discuss the measurement committee's report and draft measurement form;
* to consider Rule changes to be recommended to members at the 8th Annual General Meeting (see Newsletter Vol. 4 No. 1, page 5).

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Final decisions on the Measurement Committee's report will be taken at an extra Committee Meeting on 6th July, 1966, after interstate members of the Committee have studied the report.

The same meeting will also consider the report of a Rules Sub-committee (Secretary, Treasurer and Measurement Committee Secretary were "lumbered" with this job) on a re-draft of the Rules which now have a bit of dead wood in them and do not reflect the desires of member - for example, Life Membership, as a mark of esteem.

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Alex Bentley of 141 Kareena Road, Miranda, was authorised to Measure the Class.

Reports were heard from South Australia and Victoria while the President gained first hand account of doings in the West.

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All of which made a long day's night.

INTER-DOMINION CHALLENGE

Nine Australian Helmsmen have accepted the invitation to be "put on the mailing list" about the New Zealand Association's Challenge, so it looks as though we shall field a team.

Some relaxation of the Y.W.H.S.A. of N.Z. (a worse string of initials than ours!) original proposals were conveyed in Colin Davis' letter of 13th June, 1966, which reads, in part -

"Thank you very much for your letter of 6th and we are more than pleased that the Inter-Dominion Championships look like going off well. We have been steadily making arrangements for these Champs in anticipation. Tremendous interest is being created here and the press etc., are at us all the time for further information. We have been able to obtain the services of the Top Club in Auckland and the Champs will be conducted right in the city on the best available courses so we can assure all competitors a good series.

We discussed at a meeting the other night the question of permitting overseas sails etc., to be used. The reason we originally decided against this was that we think the N.Z. sails leave much to be desired, however, we have rescinded that ruling and now the Australian competitors are permitted to bring their own sails and their own boats if they wish. Naturally, they will have to comply with the official measurements as we are sure they will. We also decided that as this will be the first of the Inter-Dominion Championships, we should more or less invite as many competitors over as want to come rather than confine it to six. You, of course, could set a number and run trials or such to select them. We trust that many supporters from Australia will make the trip as well. Later on we will ask you to supply us with a list of those requiring billets, hotel accommodation etc., etc., so we can make the necessary arrangements.

U.K. HERON WEEK 1966

News on this event isn't good; the two strings to the Australian Association bow have both busted:

Warren Clarke's employers want him in Mexico in August - pity.

Bruce Mackie has found it necessary to delay his European trip for twelve months.

But things will look brighter to-morrow (or rather next year) when several more skippers feel that they may have the urge to summer in the U.K.

TIME TO THROW SOME SHEET AT HER!

"WANDA" (BOB POLLOCK - MIDDLE HARBOUR HERON SAILING CLUB CHAMPION) IN A HARD SQUALL DURING THE MIDDLE HARBOUR MARATHON 1966.

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IMPORTANT REMINDERS

VICTORIAN HERON SAILING ASSOCIATION ANNUAL GENERAL MEETING - ROYAL MELBOURNE YACHT SQUADRON - Lower Esplanade, St. Kilda.
Wednesday, 6th July, 1966, 8.00 p.m.

Be there - early if possible!

A full Agenda, but still time to hear Brian Woinarski talk about real Frost biting (in Antarctica).

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. Friday 8th July, 1966.
Please advise the N.S.W. Secretary if you will attend - 100a Bellevue Rd., Bellevue Hill (36 3438).

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

Notice is hereby given that the 8th Annual General Meeting of the Y.W. Heron Sailing Association of Australia will be held at the

Cruising Yacht Club of Australia,
Beach Road, Edgecliff, N.S.W.
8.00 p.m., Monday 8th August, 1966.

Notices of motion, signed by a proposer and seconder, must be in the hands of the Secretary, 10 Reid St., Seaforth, by Sunday 10th July, 1966, (Rule 23).

Members attending will be guests of the President.
Film of the 7th Championships will be screened.
TO ASSIST WITH CATERING, PLEASE WRITE OR PHONE THE SECRETARY - 94-2219.

Y. W. HERON SAILING ASSOCIATION OF AUSTRALIA
EIGHTH AUSTRALIAN HERON CHAMPIONSHIP – 2ND TO 5TH JANUARY, 1967
NOTICE OF RACE

1. The 8th Australian Heron Championship series will be held on Lake Burley Griffin, Canberra, A.C.T. over the period 2nd to 5th January, 1967, inclusive. An Invitation Race will be held for all entrants in the Championship on 1st January, 1967. The racing will be conducted and controlled by the Y.M.C.A. Sailing Club of Canberra on behalf of the A.C.T. and Southern N.S.W. Division of the N.S.W. Heron Association.

2. The Championship will be decided over five (5) heats of which four (4) heats will count. If only 4 or a lesser number of heats are completed all heats will count. Points will be allocated to each boat in each heat according to the current Olympic Point Scoring System. The boat scoring the lowest number of points over heats counted will be declared the winner of the Championship providing all rules governing the Championship have been complied with. Minor placings will be decided by the boat/boats having the next lowest number of points in order of numerical total.

3. The heats will be sailed under the current I.Y.R.U. Yacht Racing Rules as amended by the Yachting Association of N.S.W., the Y.W. Heron Sailing Association of Australia and the Sailing Instructions.

4. The Programme will be as follows:-

Sunday 1st January, 1967	.....	2.30 p.m.	Invitation Race
Monday 2nd "	"	a.m.	Heat 1
Monday 2nd "	"	p.m.	Heat 2
Tuesday 3rd "	"	Lay Day - Resails if necessary	
Wednesday 4th "	"	a.m.	Heat 3
Wednesday 4th "	"	p.m.	Heat 4
Thursday 5th "	"	a.m.	Heat 5
Thursday 5th "	"	p.m.	Resails if necessary.

5. Entries are invited from and restricted to members of the Y.W. Heron Sailing Association of Australia who are financial members of the Association at 1st December, 1966. Boats used by entrants must be registered with the Association as having an "A" Class certificate of registration current at 1st January, 1967. Competitors must use the same boat throughout the series. The helmsman of each boat competing must be a financial member of the Association. The crew may be changed from heat to heat at the helmsman's discretion and shall be nominated before the start of the Series.

6. Trophies will be awarded to the first six (6) helmsmen and their crew gaining the lowest number of points over the heats counted for the series. A trophy will be awarded to the Junior helmsman (17 years and under at 1st January, 1967) scoring the lowest number of points over the heats counted for the series.

   If any occurring ties cannot be broken using the approved method currently in force then the competitors tieing will share the trophy and placing conjointly.

7. Entries for the Championships must be submitted on the entry form which will accompany the next Newsletter and shall be forwarded together with the entry fee of $3.00 by 30th November 1966 to - J. Weddell, 36 Goulden Grove, RED HILL, A.C.T.

   Entries will be acknowledged: Late entries and those unaccompanied by the entry fee will not be considered.

8. Sailing Instructions will be sent to all entrants by 21st December, 1966. A briefing will be held in the Clubhouse of the Y.M.C.A. Sailing Club, Yarralumla A.C.T. at 11.00 a.m. 1st January, 1967.

9. A voluntary measurement service will be available to all competitors; this will NOT be compulsory. This service is designed to assist competitors who anticipate becoming placegetters. The first six (6) placegetters WILL be measured after the series and any of these boats not complying with the official Y.W. Heron Sailing Association of Australia measurement requirements for "A" Class registration in all respects will be disqualified from the Championship and the next lowest point scorer will gain that place.

A compulsory INSPECTION of boats will be conducted on the following items:- (a) "A" Class certificate held; (b) Sails initialled by measurer; (c) Sail numbers on Sails and on boat frame in correct place; (Note - Sail number on Jib to be ½ inch number in indelible ink) (d) Sufficient flotation firmly fixed in boat; (e) Black bands on mast and boom; (f) Paddle/s carried.

10. Lifejackets must be worn by helmsman and crew of each competing boat in all races whilst racing.

11. Appeals on the decision of a protest. Appeals against the decision of the Race Committee/ Protest Committee on a protest will be heard, only if requiring immediate result which would affect any of the place-getters, by a Special Appeals Committee appointed in Canberra by the Yachting Association of New South Wales for the series.

GENERAL INFORMATION ON 8TH AUSTRALIAN HERON CHAMPIONSHIP CANBERRA, A.C.T., IST TO 5TH JANUARY, 1967

These notes have been compiled to assist potential competitors and their families, etc., with some of the aspects of the coming 8th Australian Heron Championship series.

Lake Burley Griffin, the venue of the Championship, is a large man-made freshwater lake in the centre of the National Capital of Australia and is 1,830 feet above sea level. The prevailing seasonal winds are from the north west in the a.m. and early p.m. and from the north east late p.m. at from 6 to 15 kts range. The courses planned are in West Lake and are approximately 7 miles long based on a triangle to suit wind conditions at the time of the start. The courses will be fully visible to spectators from various areas of the lake shore.

Conditions should be such that every skipper will have to do a great deal of thinking during the races as the wind, due to the land form, shifts through a large arc with some dead spots available. This type of condition should produce some fine sailing.

Canberra, being a city full of interest to visitors will afford pleasant relaxation to competitors and families alike.

The racing will be conducted by the Y.M.C.A. Sailing Club of Canberra whose new Clubhouse is situated at Yarralumla Bay. This Clubhouse will be the central information centre and focal point for the series and all competitors are asked to report there on arrival in Canberra. The Club's facilities will be available to all visitors during the series. The Canberra Yacht Club is situated at Lotus Bay near the Hotel Canberra and have extended a welcome also to all visitors during the series.

Accommodation has been arranged for all competitors and their families if they require it. The organising committee will handle your accommodation requirements. To assist them you are requested to complete the accommodation form (which will be included in the next Newsletter) in detail and send it, as well as your entry, as soon as possible. It must reach Canberra by 30th November, 1966, at the latest. The form is designed to supply complete details; please assist by making your answers complete. The type of accommodation available is as follows -

(a) Motel Astonaire - 40 suites each of 1 double bed and 2 single beds. No single suites are available. These suites will accommodate 2, 3 or 4 persons. The suites are fully equipped, refrigerator, T.V. (free), etc., and are brand new. There is a dining room, swimming pool, tennis courts, etc., and, for Canberra it is reasonably priced.

(b) Brassey House - 115 beds available, mostly single rooms with some doubles, very comfortable and close to the Lake. Only Full Board is available. A Commonwealth Private Hotel.

(c) Hotel Kurrajong - 100 beds available, mostly double rooms with some singles, very comfortable and close to Lake. Only Full Board is available. A Commonwealth Private Hotel.

(d) Camping and Caravan Sites - available at the Black Mountain Tourist Camp and the Canberra Lakes Carotel on the Federal Highway. Bookings will be accepted for Camping, Caravan, Cabin and Static Caravan accommodation at the Tourist Camp. Cabins and Static Vans have beds, refridgerator, stove, etc., and camping and caravan sites have power if required. A kiosk/store is located in the grounds and is close to the Lake. Bookings cannot be accepted for the Carotel as their Cabins are booked out and Camping and Caravan Sites cannot be booked in advance but there is unlimited space available particularly if power is not wanted. For all accommodation bookings please use the form to be provided - send deposit as detailed, this will be credited to your account where you are booked.

Accommodation will be arranged for you on the basis of "first in best dressed" so do send bookings as early as possible. Bookings cannot be arranged by the committee after 30th November, 1966. If your booking is not received by then, you will have to arrange your own accommodation which could be quite expensive.

Booking at Brassey or Kurrajong is strongly recommended and is the cheapest tariff of quality in Canberra.

Prices for accommodation are as follows:-

Brassey House and Hotel Kurrajong
Daily Tariff rate - $6.50 or with private shower/toilet $6.90
Weekly " " - $32.50 " " " " $34.50
Children under 10 years - ½ rate, under 15 and over 10 - ¾ rate
Deposit on booking $2.00 per person including children. Full Board only.

Motel Astonaire
Daily rate - Bed and breakfast - 2 persons $10.50, 3 persons $13.50, 4 persons $16.50. Children under 12 years with adult $2.00. Free cots, swimming pool, tennis courts, mini-golf, T.V.
Deposit on booking - One day's tariff.

Black Mountain Tourist Park
Cabins - 3 to 6 berth (new type) $2.00 per berth per night, 5 berth (old type) $8.00 per cabin per night.
Static Caravans - as for Cabins (new type)
Tent or Caravan Site - 30 cents per van or tent plus 30 cents per adult plus 20 cents per child plus 35 cents for power if required, per night.
Deposit on bookings $2.00 per booking.

Canberra Lakes Carotel
Camping and Caravan sites (no power) - 50 cents for site plus 20 cents per person, per night. With power, vans only, 70 cents plus 20 cents each night.

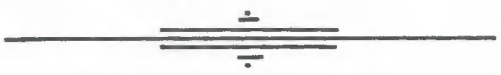
Competitors sending boats by rail, consign them to the "ACT Heron Division" at Canberra Railway Station; indicate on the accommodation form that you are railing your boat and arrangements will be made to collect the boats from the rail and store until your arrival. Arrangements for rail movement must be made at your end; don't forget to arrange for the return.

Some Social functions have been arranged. Details are as follows:-

(a) Saturday 31st December, 1966 - A New Year's Eve Revel will be held at Yarralumla Woolshed, starting at 9 p.m. and finishing when you've had enough. This will be a typical country style Woolshed Dance and Party and will be an experience city sailors will remember for some time to come. The Woolshed is located on the city outskirts and dress will be strictly informal - wear anything you like. Children welcome - food and drink will be available - low cost - this is where you meet everyone.

(b) Monday 2nd January, 1967 - Barbecue at the Y.M.C.A. Sailing Club starting at dusk and finishing early or late as necessary. As the next day is a Lay Day feel free to relax. Once again - low cost-dress informal - children welcome.

(c) Thursday 5th January, 1967 - Presentation Dinner in the Clubhouse starting at 6.30 p.m. This will be the climax to the series. It is planned to be a Buffet Dinner, with the presentation of trophies won after the dinner. Everyone attending will be expected to be reasonably dressed and children are welcome. Cost will be $2.00 per head. This function is reserved for competitors, their families, officials and invited guests of the A.C.T. Division.



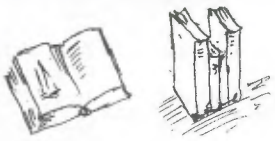
SPARE BOATS

Does anyone have a Heron which they would be prepared to lend to crew from Western Australia (or Tasmania, or New Guinea) for a week at the beginning of January in 1967 on Lake Burley Griffin?

Yes, you guessed it - they want to sail in the Championships but are worried by transport costs.

Any offers to N.L. (Bill) Abbott, 21 Godfrey St., Campbell, A.C.T. as soon as you make up your mind, please!

ABOUT BOOKS



Winter - a time for reading.
What books should I read?
Well, it all depends . . .
Books about sailing, perhaps?
About Sailing Herons in particular?

At this stage things get a bit difficult, for in the experience of your Editor, THE book about Sailing Herons hasn't been written yet.

Reasons for this are not hard to find - perhaps the most important one is that the Heron is a boat with lots of differences -

* a ONE DESIGN
* sliding gaff rig
* relatively under-canvassed
* no spinnakers - and so on.

The normal book on small boat sailing must be treated with a great deal of caution if you are a Heron man - it will have lots of bright ideas which have no place at all in your boat. It will have lots of tips on Boat Handling which just don't apply to your boat.

But there are many, many books on Booksellers' shelves which are well worth buying - some suit the rank beginner - for whom the Heron is an ideal boat - some suit the skilled boat steerer, who wants to know more about rules, tactics, tides, tuning, and all that because he has found the Heron gives him close racing at inexpensive rates.

The notes below have been compiled (and will be added to from time to time) with the generous co-operation of Swains Ltd. of 330-332 George St., Sydney. Prices quoted are Swain's listing at the date the books were borrowed for review - they may change - as may the stock position. Opinions expressed are not binding on the Association. Outraged Authors and Publishers should give notice to the Editor, so that he can go to ground.

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STARTING TO SAIL; John Fisher (Adlard Coles Ltd.) 64 pages - 7¼" x 5" - Illustrated - soft cover; 95 cents.
Good value for the new chum: has some dead wood on "picking your boat" (you know you want a Heron), mooring, and cruising but sound advice on a broad range of small boat topics in an easily understood style.

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SAILING SMALL CRAFT; Ross Telfer (Reardon Publishing Company); 94 pages - 8½" x 5½" - Illustrated - Cloth Bound; $1.60.
An Australian publication based largely on the Author's experience in the V.J. Class; this book bears careful and critical reading; there are good general chapters on sailing the boat, seamanship, wind, water and waves with a gleaning of things which will improve any class in most of the other chapters.

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SEACRAFT GUIDE TO FASTER SAILING; Editor Paul Hopkins (Cavalcade Magazine Pty. Ltd.); 192 pages - 8¾" x 5½" - Illustrated - Soft cover; $1.45.
You won't get much out of the chapters on spinnakers, trapezes and how to use battens to alter the shape of your sails but the pithy advice in this book (which begins with an admonishment, "First improve yourself") will keep all, the old lags included, busy most of the winter. Even if you don't agree, you will be all the better for having thought out why you don't agree.

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YACHT RACING RULES; Robert N. Bavier (Hodder & Stoughton), 160 pages - 8½" x 5½" - Illustrated - Cloth Bound; $3.25.
The Author was the American expert on the Committee which formulated the 1961 International Yacht Racing Union Rules. These rules have had minor amendments only in the 1964 edition so this book still applies almost entirely. This book or one like it, is a "must" for those who intend to pit their skill on the water against other Heronfolk.

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These are a random selection from the shelves, arranged in no order at all. It's up to you to decide how much you want to pay and for what you will pay it.

VICTORIAN HERON ASSOCIATION PROGRAMME – WINTER 1966

6th July	8.00 p.m.	Annual General Meeting Brian Woinarski - Guest Speaker
17th July	2.30 p.m.	Frostbite Meeting - Black Rock Yacht Club, Half Moon Bay.
20th July	8.00 p.m.	Lecture Night, R.M.Y.S. "Sails" Guest Speaker - Mr. Bill Osborne.
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
21st August	2.30 p.m.	Frostbite Meeting - Victorian Ladies Yacht Club, Sandringham
31st August	8.00 p.m.	Lecture Night R.M.Y.S. "Panel Night" Yacht Club
18th September		Frostbite Meeting - Royal Yacht Club of Victoria, Williamstown.

VICTORIAN NEWS

The Association Frostbite programme started well. A record number of boats met at Royal Melbourne Yacht Squadron. Fortunately, the winds tend to be light during the winter on Port Phillip encouraging activity. Heroners can sail every weekend should they so desire.

Winter is favoured for inter-club challenges. After surrendering the Teams Racing Trophy to Royal Melbourne, the Altona Yacht Club sailed off its annual challenge against the very same club - two races, four boats per team, but each boat was skippered by a new helmsman in the second race. Royal Melbourne won again but only by a narrow margin of points. The top performer of the meeting was LE SOULIER sailed by Barry Turner of R.M.Y.S.

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Other challenges under consideration are:

Elwood S.C.	vs	Royal Melbourne Y.S.
Elwood S.C.	vs	Black Rock Y.C.
Mordialloc Y.C.	vs	Black Rock Y.C.

When will we have details of these, organisers?

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The Presentation Dinner Dance, held on 27th May was a tremendous success; 170 people filling Dennis House to comfortable capacity. Guest of Honour, Mr. E.J. Jones, President of the Victorian Yachting Council, presented trophies to placegetters in the Summer Picnic Race series. Michael Billings, skipper of "INTREPID", won a special trophy for the most improved yachtsman.

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At a Special General Meeting of members of the V.H.S.A., held on 11th May, a new constitution was adopted unanimously. The constitutional changes will pave the way for acceptance of the V.H.S A.'s application as an Affiliated Class Association with the Victorian Yachting Council.

All Australian Heroners will be sorry to learn that Les Nangle is not seeking re-election as President of the V H.S.A for 1966-67. Les, as foundation President of the Victorian Association, has been the main force in the spectacular success and widespread acceptance of the Class in Victoria. Moves are afoot to secure his life membership of the Y.W.H.S.A. of A.

ANOTHER SPONSORING CLUB

Beaumaris Yacht Club's lone (but keen) Heron owner Ron Richardson (phone 99 2812) can give details of a new Family Membership plan at Beaumaris.

The Club will welcome membership nominations from Heron owners - Nomination fee is $10.00, and membership $20.00 annually PER FAMILY - which includes both Parents and Children (up to 21 years).

SOUTH AUSTRALIAN HERON ASSOCIATION NOTICES

ANNUAL GENERAL MEETING
Glenelg Sailing Club, 14th July, 1966
(Does the Secretary know you will be present?)

ADELAIDE BOAT SHOW -
come along and help indoctrinate the uninitiated.

N.S.W. HERON ASSOCIATION TENTATIVE PROGRAMME 1966–1967

1.	Sept. 10	(S)	R.S.Y.S. Opening Day
2.	Oct. 1-2-3	(S)	Nowra Heron Holiday
3.	Oct. 9	(R)	Waratah Spring Festival Regatta, Woollahra
4.	Oct. 16	(S)	Jax Trophy Teams Race
5.	Oct. 22	(R)	Concord Ryde S.C Invitation
6.	Nov. 5-6	(R)	Koonawarra Heron Regatta - Lake Illawarra
7.	Nov. 27	(R)	Cronulla S C Invitation
8.	Dec. 11	(S)	Toukley S.C. Invitation Race
9.	Dec. 17	(R)	Burraneer S.C Invitation
10.	Dec. 27	(S)	Pittwater Regatta
11.	Jan. 1 to 5	(S)	Australian Heron Championships (Canberra)
12.	Jan. 22	(R)	Western Subs. A.S.C. Invitation Race
13.	Jan. 28-29-30	(S)	N.S.W. Heron Championships (Jervis Bay)
14.	Jan. 28	(R)	Anniversary Regatta
15.	Jan. 29	(R)	Woollahra Regatta
16.	Feb. 12	(S)	Jax Trophy Teams Race
17.	Feb. 25-26	(S)	Middle Harbour Regatta
18.	March 4-5	(S)	Canberra Regatta
19.	March 11	(R)	Connells Point Invitation
20.	March 18-19	(S)	Lake Macquarie Heron Holiday
21.	Mar. 25-26-27	(R)	Balmoral Sailing Club Easter Regatta
22.	April 30	(R)	Middle Harbour Heron S.C Marathon

(S) "Scheduled" events - Clubs have been asked not to hold important Club point score races and championship events on these dates.
ENTRIES FOR SCHEDULED EVENTS WILL BE ACCEPTED AND COLLATED BY THE N.S.W. HERON ASSOCIATION.

(R) "Recognised" events - these events are included in the N.S.W. Heron Association Programme but -
ENTRIES FOR RECOGNISED EVENTS WILL BE ACCEPTED BY THE HOST CLUB.
(N.S W Heron Association will provide Host Club with details of entrants Association Handicaps).

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"Not a double this time, Bob".

These immortal words opened the momentous meeting on **THE NIGHT THE FINAL ACCOUNTS WERE PRESENTED TO CLOSE THE FILE ON THE 7TH. SERIES IN ADELAIDE.**

The scene was the richly-timbered ranch room at the residence of the mortgagee, Bob Lang. Bob wielded one of the magic wands that brought about a dead-heat between expenditure and receipts. Other magicians in the troupe were Col Alderman, Ron Hogben and John Keen.

Back to the ranch room ... "There were were", quoth Col, "planing upside down (a double this time, Bob), with nothing on the transom but the maker's name".

"So help me, Alderman, remember the day you turned her on her side on the beach and surgeoned the flaps off the centre case -- a gem of skulduggery and a rare display of fortitude."

During this time the fag fug swirls and eddies and Ron Hogben catches a glimpse of John Keen, three feet away. "John, me one desire is to hang an honor board in the foyer. Stone the seagulls, no board for the best class in the best club ... wouldn't cost but a few dollars ... dignity... prestige ... honor".

"As I was saying (not a double this time, Bob) Ruth and I are pretty geed-up about the whole thing. Reached our peak at the end of the season -- got up to 4th to last, y'know".

John Keen --"Col, I am about three minutes behind unless the last statement was not to be minuted ..."

No. 1 daughter to Bob, "Supper, Dad. Will you move to the table, please." Five minutes later, "Supper delayed, Dad. Production problems." Five minutes later the locusts moved in and the munching had the eerie rhythm of many venturis sucking off the wind.

Bob Lang -- "Well, that's the first time expenditure has not exceeded receipts. Like Hopkins theory on marginal planing, I can't explain it. Perhaps the Long Stocking Account is the answer!"

"A double this time, Bob" were the words that closed the momentous meeting on **THE NIGHT THE FINAL ACCOUNTS WERE PRESENTED TO CLOSE THE FILE ON THE 7TH. SERIES IN ADELAIDE**

WESTERN AUSTRALIA

Mating the Heron with the Black Swan has produced a very vigorous hybrid - for in their first year the West Australian Heron Sailing Association have not only been recognised by their State Yachting Authority but have also run a Championship Series.

Tony Oram reports:

"The final heat of the State Championships was held in light conditions but there was wind for the whole of the race; the art was in finding it.

Eleven starters made the heat a good end-of-season event.

The surprise was the defeat of "PLOD" - maybe we are getting Gill Whetters measure at last!

Third Heat Placings were:-

1. KOOMAK, Val Austin; 2. BETYSY 5, Tony Oram; 3, JET, Bill Whittell.

Placings and Points for the Series were:

1.	PLOD	G. Whetters	2737 points
2.	PRESTO	R. Stubbs	1862 "
3.	BETSY 5	T. Oram	1658 "
4.	WEFREE	D. Davis	1494 "
5.	JET	W. Whittell	1415 "
6.	KOOMAK	Miss V. Austin	1330 "

The consistency Trophy was won by No. 5701 - PRESTO - Ray Stubbs
with 5546 - BETSY 5 - Tony Oram
5357 - JET - Bill Whittell
and 5651 - WINJAN - the boat from HMAS "Leeuwin"
in the minor placings."

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An independent report on W.A. doings came from Pat Lawson (KUMA, of Balmoral, N.S.W.). Pat had a week in Perth recently on business, and a day on the Swan in Tony Oram's BETSY 5 - with three other Herons in company. He did not meet Tony (who had been called to the U.K. by his brother's illness) but spoke highly of the W.A. hospitality and keenness.

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Val Austin's boat is now taking shape under the hands of Austin Père and will be raced on the Swan next year; two more boats are on the stocks at Harvey and the General Secretary has had several other enquiries; 1966-67 looks to be set fair.

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A STOP PRESS on W.A.H.S.A. doings came from no less a person than the President. Grey Heron expressed himself as very pleased with the W.A. fledgelings, who made what little time he was able to steal away from Medical Conferences most pleasant for the President and his Lady.

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Last missive from the West indicates that the 1966-67 Championships may be held at the Princess Royal Sailing Club in Albany on the Australia Bay week-end. With this the third State to adopt the January long week-end for its Championship Series, the Heron is really becoming identified with its adopted country.

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SOUTH AUSTRALIAN CLUB REPORTS

BRIGHTON AND SEACLIFF YACHT CLUB -- The boatshed, usually cold and deserted this time of the year, has suddenly become a hive of activity every week-end (and most nights) as the Building Group work feverishly on the fifteen-boat project. After a month of mass production effort, frames are now set up on the three jigs and three groups of five are competing to get the first boat off.

George Lockyer, appointed general overseer, is looking more harassed every day as he dashes from group to group checking dimensions, rejecting faulty workmanship or frantically checking hours worked on the time sheets.

Damian Walsh, the only junior member of the group, has combined a bit of training with boat-building by cycling 13 miles each way to and from the Club for working sessions.

D'Arcy Pearson (custodian of the sharp end of Elvstrom's 505 in the last World Series) and a butcher by trade is proving he can butcher wood, too, and is also qualified as chief glue-mixer.

Don Pratt has emerged as the group's official photographer but usually manages to "snap" people when they are "discussing" major problems - which may give the wrong impression.

Generally speaking the project is progressing well, has created a lot of interest, and should go a long way towards promoting the Heron fleet in the club. One of the features of this project

ACTIVITY (?) AT THE BRIGHTON SEACLIFF BOAT YARD

Acting, temporary, unpaid, supernumerary Supervisor, George Doughty, oversees Brian Moore and Bob Roberts; Geoff Krug also stands and thinks; Well, someone has to get these things built!.

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is that no member of the group can claim a boat until all fifteen are completed when a draw will be held. All boats should be almost identical in weight and constructional features which, in theory, should mean good racing next season.

FAR WESTERN SAILING CLUB - This club has had a very successful season indeed, especially when one considers the variety of classes involved. Our Herons showed up well. LA RONDE II even managed to beat our 'A" class over the line, ensuring her a visit to the slip.

There were some close battles in the latter part of the season with ZERON (V. Brown) strongly challenging LA RONDE but never quite bettering her. C. Klau is contemplating replacing WAIT-N-C with a lighter edition next season and K. Skinner (awaiting transfer) might be sailing at Port Pirie in the future in MISS JAN.

We are on the verge of building a boatshed, hoping to interest 'out-of-town' members in getting their own boats, as the roads around here aren't very suitable for continual Heron transportation. It might also come in handy for some after-race social activities.

The decision to hold the next State titles over a holiday week-end was enthusiastically received and we should muster at least two boats.

ROYAL PORT PIRIE YACHT CLUB -- The future is looking much brighter for Herons in Port Pirie. The class has now been officially recognised by this club and we have five definite boats lined up. Roys. Dedear is not quite finished and local Scouting Commissioner, Doug Martin, has commenced building.

Local enthusiasts Dick Emery and Terry Matthews have been hard at work making arrangements for a "Little Boat Show" in July at a local store. Heron 5044 has been stripped bare and will be re-varnished for the display which we are sure will encourage more people to join our ranks for next season.

PORT RIVER SAILING CLUB -- The Pudney Group versus the Robertson Group would be a fairly tame affair were it not for the comings and goings between the sheds of certain practised whipper-uppers (urger-onners) -- one, petite of ruddy complexion; the other, the opposite. Charlie says to George, "That would never do at Doug's place" and Max says to Doug, "George has got a much better idea." Something's got to give!

Port River had a cracker (well, someone said it went with a bang) Prize Night on Friday, May 27 -- 300 present and 60 trophies. Juniors' prizes were presented by the Club Patron, Ald. Stan Davey and senior by the Chairman of the S.A.Y.R.A., John Parrington. Bags of pulchritude were provided by Miss Boating 1966, Jillian Boyce. Many old salts shook their cruets and had a giggle over the king-size caricatures by John Manning.

HESUAN (George Robertson sailed her into 7th place in the last Austn. series) is now owned by Dr. Ken Crafter and will probably operate out of Henley Sailing Club.

To this date, winter in Adelaide is balmy and Port River Heron bods barmy. Among the stayers are Jo and Alf (43 beans) Simmons, John Keen and a lissome lovely who bears a remarkable resemblance to daughter Glen and Ralph Hilditch and Kym. The latter crew concede there are definite benefits in using a bung. The crusty old gent in ARAB continues to mooch around the shallows.

GRANGE SAILING CLUB -- This club's winter sailing season for Herons is fast approaching. Is YOUR Heron ready? Arrangements have been finalised for this first winter venture with races being conducted each Sunday at 1.30 p.m. commencing August 7.

The reason for the introduction of winter racing is to allow new owners to "get the feel" of their craft and for the veterans to "tune" their boats prior to the opening of the 66/67 season on October 10.

It is planned to conduct a Winter Championship series over the last five races, using the Olympic scoring system as set out in the last newsletter. Be sure to turn up and be in it!

For the winter series all club facilities, including radio-controlled rescue boat, will be available. Race nomination will be 30c, out of which the club will provide 1st, 2nd and 3rd trophies for the championship.

It would be appreciated if intending starters would notify John Bauer at 23 Matthew St., Grange (56.3822) to give some idea for catering. Let's make this club's first winter championship a roaring success!

Do you desire to learn more about rigging and sailing your boat? If so, come along to the Grange Sailing Club on Thursday, July 21st at 7.45 p.m.

Mr. George Robertson of the Port River Sailing Club will be only too willing to answer questions and help you to "iron out" your problems. Please contact John Bauer (as above) if you would like to come along.

HENLEY SAILING CLUB -- Ten Herons for the opening of the season appear to be certain and two more should be ready in October.

With new boats and novice crews we are working on a September training plan for training and tuning.

We have been most happy to have the Heron Association accept our offer of club facilities for their meetings in our ideal location.

The two-car ramp will be extended this season and will be the envy of all foreshore clubs. This, we hope, will attract even more Heron yachtsmen to our club.

VICTOR HARBOUR YACHT CLUB -- Measurer Jack Waanders of Largs was a visitor recently and was impressed by a group-building scheme for 7 boats being supervised by David Turner. Reg Arnold is responsible for another 2 and with about 6 independents the club is moving towards a fleet of 15 Herons.

GLENELG SAILING CLUB -- Secretary Ross Tuohy plans a meeting to discuss proposals for enlarging the club's Heron fleet. Club members and others interested in the class will be invited to attend and Heron class officials will address the meeting.

Basil Ratcliffe (well-known on the rifle range) and son, Kingsley, have bought Dick Penrose's blue-sailed Tarana which, joined later by Noel Bantick's FUJI II, was the pioneer Heron at Glenelg.

Dr. Michael Boyd recently launched TIERCEL, an eye-catching Barclay boat. Eager assistants on the beach reported sadly that champagne had not been prescribed.

Ex Australian Sharpie champion, Don Thorpe, should set a high standard in club racing when he finally gets the plans off the living-room floor and into the shed. Also Rainbow skipper, Bill Kenny (who crewed for Brad Hangar in a 505 world series heat) is debating whether or not he is still too young to settle down in a Heron!

N.S.W. CLUB DIRECTORIES 1966-67

BOTANY BAY HERON SAILING CLUB - Commodore: Kevin Smith, 6 Karawarra Place, Peakhurst.
Phones: Home 53-5463. Business 57-0281

Club Captain & Publicity Officer: David Docherty, 17 Hinkler St., Ermington.
Phones: Home 638-4329. Business 35-3211

Secretary/Treasurer: Ian Casburn, 33 Scott St., Kogarah.
Phone: Business 35-3211

Anyone interested in Saturday Sailing on the Bay is welcome. Contact any of the Club Officers for details.

MIDDLE HARBOUR HERON SAILING CLUB
- Commodore: Dr. Frank Buckley, 8 Oswald St., Cremorne.
Phone 90-1554

Rear Commodore: Bill Elliott, 190 Marsden Rd., Dundas
Phone 85-5663

Secretary: Frank O'Gallagher, 14 Woodridge St., Epping.

Picnic-style Family Sailing in Upper Middle Harbour. Something for every taste!

VICTORIAN REGATTA REPORTS

Albert Park Regatta - 21st & 22nd May

Herons comprised 52 of the 188 yachts taking part in the Albert Park Yacht Club's Frostbite Regatta. The weather ranged from a gusty northerly on Saturday to almost nothing on Sunday. First Race Saturday Afternoon. Astrid (Phillip Rowe) was best away on the short work to the windward buoy but suicided there by going onto port tack directly in front of Alchera (Alec McClure) and Quinta (John Carter) and then fouling the buoy. During this melee Quinta slipped away and was followed by Alchera (Astrid having retired), Julieann (Alec Amess) and Sujuru (Les Ericson). After the next mark Alchera capsized and Quinta sailed away to a commanding lead. Alchera worked from about 10th place up to 2nd again but fouled the windward mark last time around and retired. Many boats capsized in the gusty conditions and many showed damage from collisions in the congested waters.

1st QUINTA John Carter
2nd SUJURU Les Ericson
3rd(JULIEANN Alec Amess
(NARRANOA Michael Shaw

Second Race Sunday Morning. QUINTA, JULIEANN and ASTRID were around the windward mark together in the light breeze but on the run down to the St. Kilda buoy APALIE (John Matthews) and SUJURU made use of a private breeze and were around first and second respectively followed by ASTRID, JULIEANN and QUINTA. The fleet had by now become mixed up with earlier classes and tactics were to find clear air. JULIEANN and QUINTA were most successful at this and pulled away from the fleet. The race was shortened to one lap and at the finish positions were -

1st	JULIEANN	Alec Amess
2nd	QUINTA	John Carter
3rd	ASTRID	Phillip Rowe

Third Race Sunday Afternoon. Light breezes prevailed again. ALCHERA established a lead during the first lap and although JULIEANN, APALIE and ASTRID were all close at different stages of the race none of them could bridge the final gap.

1st	ALCHERA	Alec McClure
2nd	APALIE	John Matthews
3rd	ASTRID	Phillip Rowe

JULIEANN was awarded the trophy for best performance and equal second were APALIE and ASTRID.

1st Frostbite Meeting - Royal Melbourne Yacht Squadron, 22nd May, 1966.

Thirty six boats started in the first Frostbite race for this winter and this is a record number. There was a very light southerly blowing at the start and this became progressively lighter eventually causing the race to be shortened to one lap.

After a bunched start there was a short work to the windward buoy and ASTRID (Phillip Rowe) sailing on his own on the inshore side picked up a lift which resulted in a 50yd. lead. Second around was RIPA (Alec Humphries) followed by JUNIOR II (Jim Harney), MOONDOGGIE (Rex McMaster) and ALCHERA (Alec McClure). Boats were still in this order at the downwind mark. For the work but the finishing line, ASTRID, RIPA and JUNIOR II took a leg out to sea but this proved to be their undoing as boats taking the inshore leg picked up favourable lifts and gained 100yds. in the degenerating breeze. Among these boats were ALCHERA, APALIE (John Matthews) INTREPID (Michael Billings) and PINTADO (Brian Woinarski). In a close finish RIPA was just nosed out by INTREPID, then came JUNIOR II, ALCHERA, ASTRID and PINTADO.

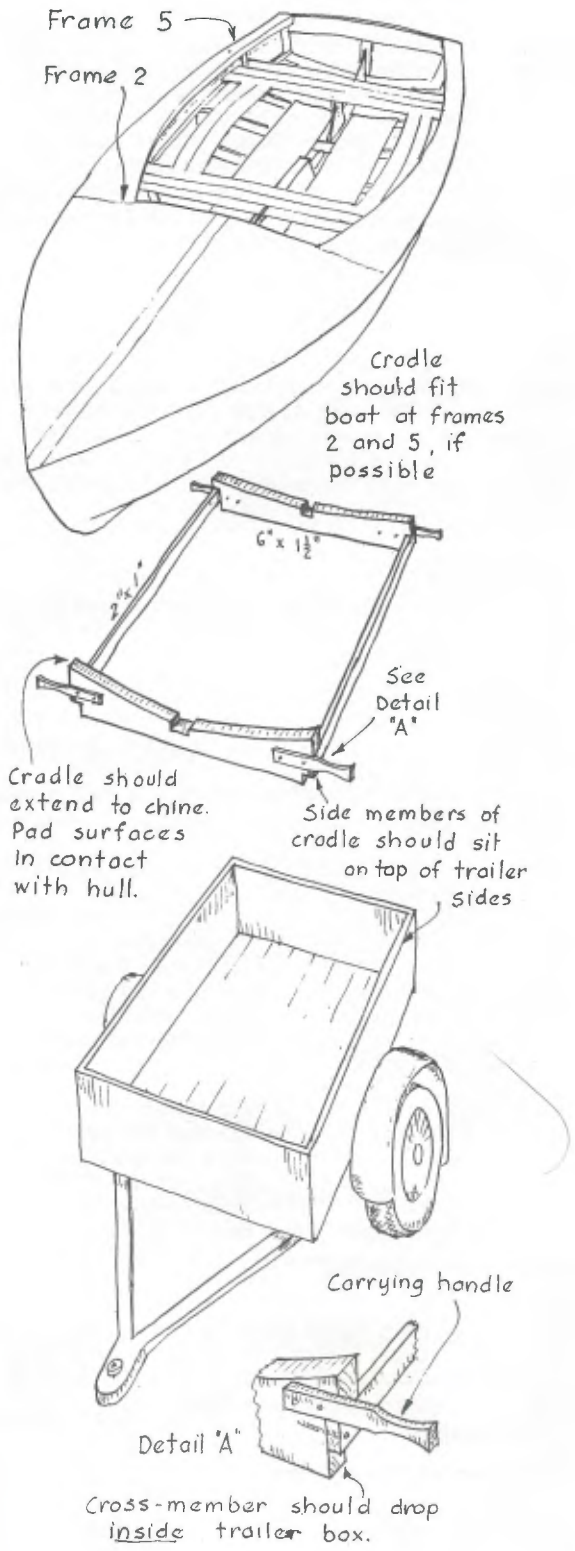
	Line Honours		Handicap	
1st	Intrepid	Michael Billings	Junior II	Jim Harney
2nd	Ripa	Alex Humphries	Intrepid	Michael Billings
3rd	Junior II.	Jim Harney	Ripa	Alex Humphries
4th	Alchera	Alec McClure	Zest	Jim Grey
5th	Astrid	Phillip Rowe	Pintado	Brian Woinarski
6th	Pintado	Brian Woinarski	Moondoggie	Rex McMaster

SHOW THE FLAG!

Help fellow Heronfolk to recognise you! Lapel badges (75 cents), Ties ($2.10), Car Badges ($2.00) are available from the General Secretary.

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.



WJY 22/6/66 FIGURE 1

TRAILERS

The "Heron" was originally the "Y.W. Car Top". It can be car-topped - by three good men and true - or by a husband and wife team, with the aid of Paul Hanke's car topper (see Heron Newsletter Vol. 3, No. 4). But the majority seem to find a trailer more convenient - no unloading at home.

So - what sort of trailer should you choose?

If you have a box trailer - this can be adapted to carry the boat quite well by fitting to it a cradle on which the boat rests - the sort of thing needed is illustrated in Figure 1.

The cradle can be arranged to lift out - if you can find three others to pick up a carrying handle for you - and the boat rigged while resting in the cradle standing on the beach (a good idea for Lake Burley Griffin's gravel "beach" which is pretty hard on keel paintwork!).

But getting the boat onto and off a box trailer still has many of the disadvantages of car-topping.

There are any number of perfectly satisfactory small boat trailers on the market. YANTHA Trailers - see advertisement in this issue - produce a well built convenient and competitively priced machine.

The Association pattern trailer was developed by one of the early members who was looking for really easy loading of his boat (No. 1690 - which shows how early he was).

It features independently sprung wheels (automobile size) and is cut quite short, so that much of the boat overhangs at the rear. Wide rollers give some degree of latitude when pushing the boat on.

The very low loading height which is achieved by the absence of a through axle on the Association pattern trailer makes it quite feasible to load your boat single handed.

The photos above show the Association pattern unit.

A common question is -

"Should my trailer have Automobile size wheels or are the 16" outside diameter wheels satisfactory?"

You may be able to make up your own answer from the points which follow:

a) Large wheels move much more freely over soft sand or rough ground than small ones - and this is where you will be providing the motive power;

b) Bought new, automobile wheels are more expensive, but can be picked up cheaply second hand (you only need front wheel axle stubs for the Association pattern machine).

c) Small wheels make for a lighter smaller trailer - which can probably be parked more easily.

d) There is nothing to choose in towing speeds with large or small wheels - especially in N.S.W. with a 45 m.p.h. speed limit on trailed vehicles.

e) Large wheels probably introduce the need for clearance lights (in N.S.W. in particular).

Victorian members should note that the Traffic Regulations in their State are less stringent than in N.S.W., for instance, and a simpler timber trailer, details of which may be had from the Victorian Heron Association Secretary, is well worth investigating.

UN-PICKLING

New member, Barry Hine of "Nioka", Barham, in the N.S.W. Riverina, who sails at Lake Boga, has been swotting up the Association's leaflets, but, after a season in a friend's Heron, is able to offer this very sound piece of advice:-

"With regard to the un-pickling drill in the notes, I may be able to add a little information to help those unfortunate enough to have a wife who is not sufficiently strong to haul herself over the gunwale or transom unassisted. (This is not a theoretical point but one gained from much experience.)

If, when you are ready to right the boat, the crew member who is to bale out floats in the water with his legs under the centreboard case and as close to the floor boards as possible, then, when the boat is righted he is floating in the boat. (This makes it no harder to right as the crew weighs the same as the water displaced by them.)

When the crew stands or kneels on the bottom the water level in the boat falls also.

This may seem a clumsy description so I will try to clarify it with some clumsy sketches.

This may seem a very small point but in rough conditions it may be the only alternative to floating around with the boat waiting for someone to come to the rescue."

Barry's advice is also applicable to those who sail with small fry crew and has the further advantage that, in really blustery conditions the crew, being in the boat, can prevent her from coming right over.

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By the way - the Association's "Handling Notes" were originally written with the idea of making the unpickling drill available to anyone who wanted the message - the inclusion of advice on how to sail the boat was, to some extent, a sugar coating to the pill - that it is quite possible to capsize a Heron!

Copies of the Handling Notes are available on application to the Secretary.

ANOTHER SCHOOL-BUILDING PROJECT

Students in Manual Arts at Bonnyrig High School in Sydney's Western Suburbs this winter will build and rig a Heron Class Yacht under the school's Manual Arts Master Mr. A. Hoad.

The project is a fund-raising one in connection with the school's Annual Fete but shows that the class can be built by teenagers.

An extension to the idea - why not SAILING AS A SCHOOL'S SPORT? Manual Arts Students to build one or two hulls a year and the Needlework Classes extended to sailmaking?

The Heron is an ideal choice for a scheme along these lines. It can be readily sailed three up, so as to get more bodies on the water and the ONE DESIGN class rules are made for inter school competition.

TEAMS RACING

The Heron is an ideal class for Teams Racing because of the close performance of boats in the class and because it is slow enough to give time for planning tactics.

Victorian Heron Sailing Association experience is typical - once Teams Racing has been tried by a group, they will be back for more.

This is Phil Rowe's report of the Victorian Association's Series.

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The 1964-65 Season was the first in which the Victorian Heron Sailing Association organised Teams Racing. That Season was limited to a series between Royal Melbourne Yacht Squadron and Altona Yacht Club - Altona coming out on top by a small margin.

In 1965-66 it was necessary to run an Elimination Series to decide a Challenger to Altona - Elwood Sailing Club hosted this Series on 27th February, 1966.

Royal Melbourne and Elwood both fielded two teams (of four boats) while Albert Park and Blackrock each had one team.

Elwood Club Officials made a magnificent job of getting five rounds sailed in the one day; courses were about 45 minutes long and the day went without a hitch.

On paper Royal Melbourne No. 1 looked strongest with Blackrock next - and so it proved to be when these two met in the first round. However, Elwood No. 1 was only one point short of Royal Melbourne after the 4th round.

Elimination Series results were:

1.	Royal Melbourne No. 1	5 races	173 points
2.	Blackrock	4 "	173 "
3.	Elwood No. 1	3 "	163 "
4.	Albert Park	2 "	145½ "
5.	Royal Melbourne No. 2	1 race	132½ "
6.	Elwood No. 2	0	117 "

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Altona Yacht Club's secretiveness about their team and its form generated a great deal of interest and speculation on the result of the Challenge to be sailed over two heats four boats aside.

HEAT ONE: Royal Melbourne's "SPRITE" (John Botterill) cleared out and was never headed. "LE SOULIER" (John Sutherland) created a sensation at the end of the first lap when he had a port and starboard argument with Altona's "GUNNADO" (Allen Owen).

Prior to this, the R.M.Y.S. team, with boats in 1st, 3rd, 5th and 6th positions was in a commanding position to win the race but with only retirement points being allocated to "Le Soulier" the position was reversed.

On the last leg Altona "Pee Wee" (Jim Grieve) indulged in some spectacular manoeuvering in front of R.M.Y.S. "Intrepid" (Michael Billings) in an effort to let Altona team mate "Impulse" (Frank Mallett) get through. Alternately luffing "Intrepid" and then bearing away across his bows he finally provoked "Intrepid" into a collision and "Pee Wee" immediately raised his protest flag. However, neither skipper was sure enough of his grounds to continue with protests and the race went to Altona by 31 points to 28¼.

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HEAT TWO: The breeze freshened in the afternoon which suited Royal Melbourne, who held first three places throughout the race. "Uira" (Marshall Hawes) was home first followed by "Le Soulier" and "Sprite". "Intrepid" fought a rear guard action holding "Gunnado" at bay. Less than 2 boat lengths separated the first three boats (Was there any collusion* in this result, Gentlemen?)

	R.M.Y.S.		Altona Y.C.	
1st Heat	1st, 4th, 6th Retired	- 28¼ pts.	2nd, 3rd, 5th, 7th	- 31 pts.
2nd Heat	1st, 2nd, 3rd, 5th	- 37¼ "	4th, 6th, 7th, 8th	- 23 "
		65½ "		54 "

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The whole Teams Racing Series has been a tremendous success, and we now are looking forward to a much larger participation in the series next year.

Quite apart from the Teams Racing Trophy, Royal Melbourne and Altona have cooked up a private Challenge Trophy between themselves. There seems to be a high degree of rivalry existing in these clubs and one can visualise the prospect of some interesting meetings.

(* Phil's copy may have been misread here - the word could have been "collision" - Editor.)

CLUBS

The following Clubs have Heron-owner members. Those Clubs marked x race the Class regularly, -

New South Wales

Avalon Sailing Club
x Balmoral Sailing Club
x Bayview Yacht Racing Association
x Botany Bay Heron Sailing Club
x Broken Hill Sailing Club
x Burraneer Bay Sailing Club
Clarence River Sailing Club
x Concord-Ryde Sailing Club
x Connell's Point Sailing Club
x Cronulla Sailing Club
Dobroyd Sailing Club
x Eucumbene Sailing Club
x Gosford Sailing Club
Griffith Sailing Club
Hunter's Hill Junior Sailing Club
x Illawarra Yacht Club
x Kogarah Bay Sailing Club
x Koonawarra Bay Sailing Club
x Kyeemagh Yacht Club
Lake Burrendong Aquatic Club
x Lake Glenbawn Sailing Club
Lake Keepit Aquatic Club
x Lake Macquarie Yacht Club
Long Jetty Sailing Club
x Middle Harbour Heron Sailing Club
Narrabeen Lakes Sailing Club
x Nowra Sailing Club
x Oak Flats Sailing Club
Orange Sailing Club
x Palm Beach Sailing Club
x Port Hacking Open Sailing Club
Richmond River Sailing Club
Royal Naval Sailing Association
Royal Prince Alfred Yacht Club
Royal Prince Edward Yacht Club
Royal Sydney Yacht Squadron
x Snails Bay Sailing Club
Toukley Sailing Club
Wagga Sailing Club
x Western Suburbs Amateur Sailing Club
x Woollahra Sailing Club
Wyangala Sailing Club
Yarra Bay Sailing Club

Australian Capital Territory

x Australian National University Sailing Club
x Canberra Yacht Club
x Y. M. C. A. Sailing Club of Canberra
x Police & Citizens Boys' Club of Canberra

Victoria

x Albert Park Yacht Club
x Altona Yacht Club
Anderson's Inlet Sailing Club
Ballarat Yacht Club
x Black Rock Yacht Club
Bendigo Sailing Club
Blairgowrie Yacht Squadron
Cairn Curran Sailing Club
Camperdown Yacht Club
Chelsea Yacht Club
Colac Yacht Club
x Elwood Sailing Club
Frankston Yacht Club
x Lake Boga Yacht Club
Lake Learmonth Yacht Club
Latrobe Valley Yacht Club
McCrae Yacht Club
Mount Martha Yacht Club
Mordialloc Sailing Club
Mornington Sailing Club
Mount Eliza Sailing Club
Phillip Island Yacht and Boat Club
Port Fairy Yacht Club
Puckapunyal Yacht Club
Royal Brighton Yacht Club
x Royal Melbourne Yacht Squadron
x Sandringham Yacht Club
Senior Branch Sailing School, Girl Guides Association.
Somers Yacht Club
Sorrento Sailing Club
Torquay Yacht Club
x Victorian Ladies Yacht Club
Waranga Boat Club
Westernport Yacht and Boat Club

Corrections and additions to this list should be advised to Hon. General Secretary as soon as possible please.

South Australia

x Brighton and Seacliff Sailing Club
x Far West Sailing Club
Glenelg Sailing Club
Grange Sailing Club
Henley Beach Sailing Club
Kangaroo Island Yacht Club
Lake Bonney Yacht Club
x Largs Bay Sailing Club
Port Adelaide Sailing Club
x Port River Sailing Club
Port Vincent Sailing Club
Robe Sailing Club
Royal Port Pirie Yacht Club
Royal South Australian Yacht Squadron
Somerton Sailing Club

Northern Territory

Darwin Sailing Club

Queensland

Brisbane Junior Sailing Squadron
x Cairns Amateur Sailing Club
Cleveland Yacht Club
x Humpybong Yacht Club
x Keppel Bay Sailing Club
Leichhardt Boating Association
Mossman Sailing Club
Sandgate Yacht Club
Solander Sailing Club
Townsville Sailing Club

Western Australia

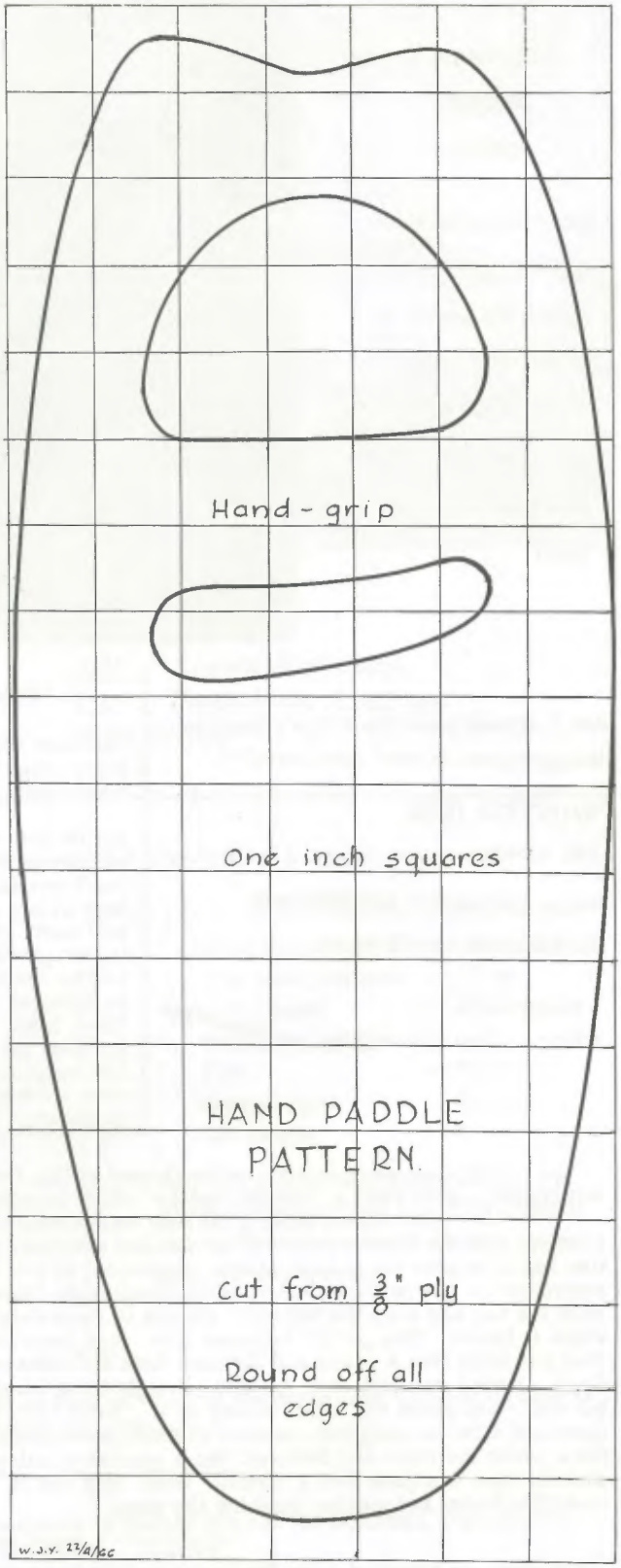
Leeuwin Sailing Club
Mounts Bay Sailing Club
Princess Royal Sailing Club
Royal Freshwater Bay Yacht Club
x Royal Perth Yacht Club

Tasmania

x Lindisfarne Sailing Club

Territory of Papua & New Guinea

x Lae Power Boat and Yacht Club
Madang Marine Club
x Papuan Yacht Club
Rabaul Aquatic Club



AUSTRALIA'S

HIGHEST

HERON

Act 1 began with a request from Tony Sponar for advice as to where he could obtain a new set of spars (the LOT, mast, gaff and boom mind you!)

Act 2 opened when the Editor's daughter brought home a broad sheet entitled:

WINTER 1966

SKI NEWS

FROM SPONAR'S LAKESIDE INN,

KOSCIUSKO STATE PARK

which carried this article:

"THE FIRST AMPHIBIOUS SAILING BOAT"

For those who like that kind of thing, there is always something crazy to do at SPONARS. Like bicycle rides on the frozen lake, or jumping pogo sticks with skis on!

But for the coming winter Lakeside Inn plans something to beat them all. They have a Heron sailing boat which sails the Trout Lake in summer and in early July they will fit this boat with a combination of skis and skates and then the fun will start. Sailing from the ice onto the snow covered adjacent golf links and back. And if it all works, sailing trips will be conducted to Perisher and beyond! But the real excitement will come, when the ice starts to melt on the Trout Lake, and the boat will sail from the snow onto the ice onto the water and vice versa (we hope) and the world's first amphibious sailing boat will be in existence. (And what a subject for one of those crazy Tony Sponar's film sequences. Especially if the whole thing does not work!)

While we were secretly quite pleased at this further evidence of the Heron's versatility we felt bound to send Tony a "please explain" which brought this response:

"For good sailing there is nothing comparable with Lake Eucumbene in this part of the country. But for the sheer kick of it, fun and exercise, our small Trout Lake in front of our Lakeside Inn is as good (or as bad, matter of opinion) as you can wish for. At 5,000 feet above sea level, sometime we get puffs of wind of every imaginable intensity and every possible direction - including from the top and from the bottom. On one of those days I rigged my Heron. The fun was great while it lasted. You get hit from one side, then from the other and then from the same side again. You just jump like a yo-yo and the boat does not move much. It did not take long before she went down. I tried to climb over the side, straightening her up without getting too wet in the icy water, but slid - and broke the boom falling on it. After I finally straightened the Heron and got her to the shore and tried to unrig her, another of those beaut puffs struck and tore everything out of my hands. For a while the main sail behaved like a spinnaker billowing from the top of the mast and then snap and the mast was gone like a match. Well, that was it. A bit of experience in capsizing would have saved the boom and quicker thinking the mast! "

NOT what we expected - but the winter is only just begun!

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.

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DID YOU KNOW that the Y.W. Heron Sailing Association of Australia can provide -

FOR THE NEW MEMBER

* Official Plans - $8.00
* Notes to Builders - free
* Booklet - "How to Build the Heron" - 80c.
* Accredited Builder List - free
* Buoyancy Bags (500 lb. of flotation) - $11.00
* Buoyancy Fixings (Straps & Clips) - $ 4.00
* Association Rules)
* Boat Measurement Notes) free
* Heron Handling Advice)

FOR THE OLD HAND

* Heron Newsletter -) Included
  (Six Issues per year) in
  25c. each)) Subscription
* Boat Insurance data
* Ties - $2.10
* Lapel Badges - 75c.
* Car Badges - $2.00

AND an active Association which, by maintaining the Class as a ONE DESIGN, ensures that your investment in a Heron does not waste away.

---oOo---

State Associations exist in all States and Territories to foster the Social and Competitive use of the Class by Individuals, Yacht Clubs and Sailing Clubs.

SECOND HAND BOAT LIST : Buyers, a choice of twenty or so at the moment; copy of List 25c., from The General Secretary, 10 Reid Street, Seaforth.

JOHN WEDDELL WITH FOR'ARD HAND GAIL WEDDELL SAILING "THE SAINT".

MONARO CHAMPION USES MILLER & WHITWORTH SAILS

During the 1965-1966 season John Weddell using Miller & Whitworth sails won the Monaro championship, the Club and Class championships of the Y. M. S. C. of Canberra and the Club championship of the Canberra Yacht Club.

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 DeHavilland aluminium spars and leave or collect urgent repair work) send back the attached coupon for their latest up-to-the minute information.

(Also at 52A Spit Rd., Spit Junction, N. S. W. 'phone 96 6398)

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Cnr. Market & Kent Sts., Sydney. Phone 29-4277.

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

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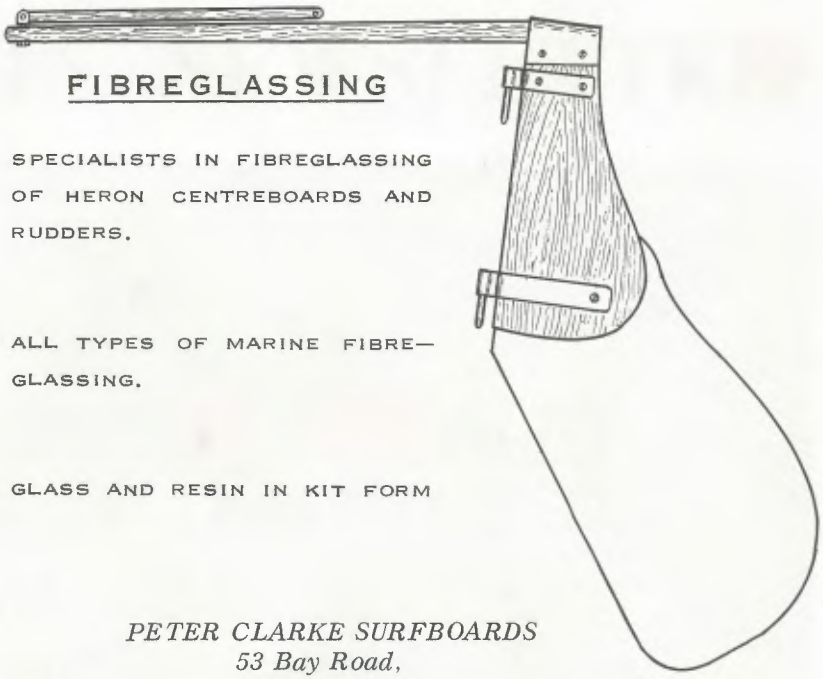

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COMPLETE HERON FITTING KITS FOR $84·59

A SAVING OF $9·40 ON COMPLETE KIT

YOUR HERON FITTING KIT INCLUDES:

2 Rudder Fittings	$2.40	1 Mast Head (Sheave Box)	$1.00	6 Shackles	$1.80
2 Boat Gudgeons	1.70	1 Mast Cap	3.50	1 Racing Flag	2.10
1 Tiller Hood	1.47	1 Jib Halyard Block	.90	1 set of Buoyancy Bags	15.00
1 Tiller Extension Swivel	1.87	1 Mast Step Plate	1.25	1 Rudder Sheave 1" x 5/16"	.35
2 Bridge Eyes (on Tuck)	.50	2 Small Hyfield Levers (Jib and		2ft. of shock cord	.30
2 " " (Chain Plates)	.45	Main Halyard)	2.45	1 set of stays - stainless steel	6.95
1 Tube Cleat (c/board downhaul)	.40	1 End Boom Fitting	1.12	1 set of Halyards - stainless steel	8.95
2 Side Stay Adjusters	1.80	1 Gooseneck - Sliding	5.28	1 turnbuckle (forestay)	2.46
2 Sliding Eyes and Cams (jib		3 tangs (gaff and boom vang)	.90	Terylene Jib and Mainsheets	10.10
sheets)	10.45	1 vang pulley set	3.45	2 Blocks (Mainsheet)	1.80
1 Bow Plate (Jib Rack)	1.50	1 Nylon Whisker Pole-set of			
		fittings	1.80	TOTAL PRICE	$93.99

TOP SAILS FOR A TOP CLASS

A Heron owner appreciates the best and naturally chooses Tasker sails to power his pride and joy - that's why the familiar black boomerang is predominent among rapidly-growing Heron fleets throughout Australia.

Tasker sails are on top because Rolly Tasker has the international experience and facilities to offer the best in workmanship and materials. U.S. Dacron in Tasker sails is woven and finished to Rolly Tasker's specifications for Australian conditions.

Prices? Terylene (any colour, inc. freight and insignia) : $59.70.
Numbers: 80c. each. Battens: $2.40 a set.

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