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HERON NEWSLETTER

VOL. 4 NO. 3 SEPTEMBER, 1966

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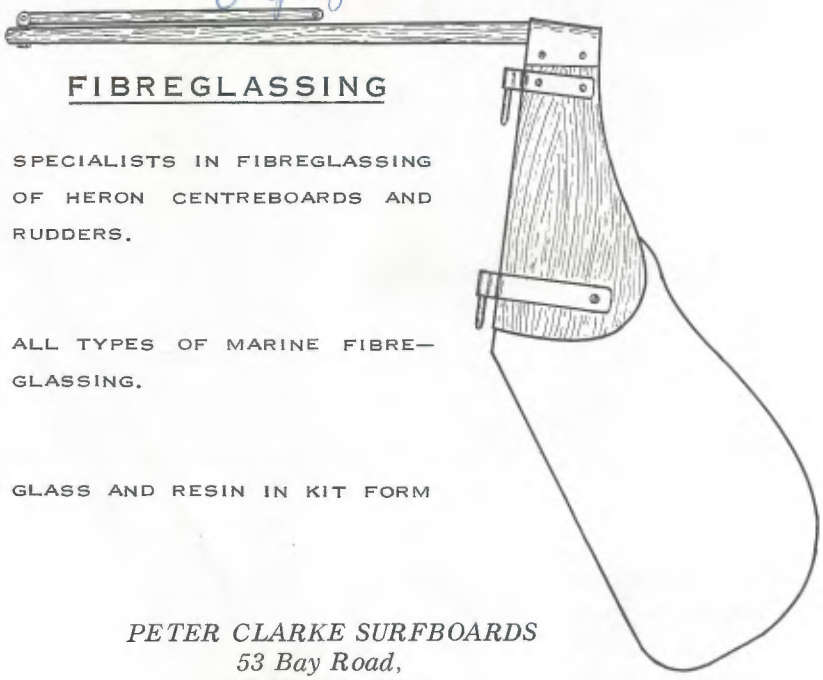

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HERON NEWSLETTER

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COVER PHOTO

From the Association's archives comes this photo of No. 1353 BROLGA, with her then (March 1960) owner and builder and Association Secretary, Stephen Dearnley at the helm.

BROLGA is the Heron for which the Association's Trophy to the Heron Class Association in England is named. (Photo Jack Young, North Sydney.)

NEXT ISSUE

This issue is a month early - to provide for the Annual General Meeting Notes and Notices.

It is a pretty woody issue, because of the proposed Rule Revision scheduled for the 8th A.G.M. (and because it is almost the undiluted work of the Hon. General Secretary).

The November 1966 issue will be brought in November. DEADLINE FOR COPY - FRIDAY, 28TH OCTOBER, 1966.

CONTRIBUTIONS OF GENERAL INTEREST WELCOME

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

Y. W. HERON SAILING ASSOCIATION OF AUSTRALIA
8TH ANNUAL GENERAL MEETING

NOTICE

is here by given that the 8th Annual General Meeting of this Association will be held at the Cruising Yacht Club, Beach Road, Edgecliffe, N.S.W. at 8.00 p.m. on Monday, 8th August, 1966.

AGENDA
1 Apologies
2 Proxies
3 Confirmation of the Minutes of the 7th Annual General Meeting held on 13th August, 1965.
4 President's Report
5 Financial Report
6 Election of Officers (President, three Vice Presidents, Hon. Secretary, Hon. Treasurer, Assistant Secretary, Auditor).
7 Motions on Notice

a) moved Youll, seconded McTiernan
"That the EXISTING Rules of the Association be entitled "Constitution and Rules and be rearranged in the following order; NAME; OBJECTS; CONSTITUTION; Membership; Voting; Meetings; Officers; Auditors; Committee, Technical Adviser; Alteration to Rules; Interpretation; FINANCIAL; Accounting; Imprest Account; Registration Fees; Sail Numbers; MEASUREMENT RULES; Measurers; Measurement Fees; Class Certificates; Hulls; Spars; Sails; Black Bands; Modifications; SAILING RULES; Crew; Buoyancy; Oars; Anchors; Trapezes; (Capsizing)."

b) moved Youll, seconded McTiernan
"That the PROPOSED CONSTITUTION AND RULES, as printed in the September 1966 issue of HERON NEWSLETTER, which are the EXISTING RULES with additions and deletions RECOMMENDED BY THE COMMITTEE OF THE ASSOCIATION, be adopted."

c) Foreshadowed Motion to be moved Youll, seconded McTiernan
"That, in the event of Motion 7(b) being LOST, the Rule changes RECOMMENDED BY THE COMMITTEE OF THE ASSOCIATION and printed in the September 1966 issue of HERON NEWSLETTER be considered individually, amended if thought necessary and adopted."

d) moved Youll, seconded Fulthorpe,
"That, having regard to his long and valued service to the Association as an officer and Measurer, Life Membership in this Association be conferred on Mr. Kenneth K. Dane."

e) moved Barker, seconded Gower,
"That, having regard to his actions, while Foundation President of the Victorian Heron Association (which have resulted in wide acceptance of the Class in Victoria), Life Membership in this Association be conferred on Mr. Leslie A. Nangle."

f) moved Youll, seconded Mrs. Barrett,
"That this Association notes with pleasure the formation of the West Australian Heron Sailing Association."

g) moved Fulthorpe, seconded Cook,
"That the rule which makes withdrawal mandatory after capsize be deleted from the rules of the Association."

h) moved Youll, seconded McTiernan
"That the Secretary be empowered to make all necessary editorial corrections to the (Constitution) and Rules consequent upon decisions of the 8th Annual General Meeting."

...o0o...

Provided the business of the Meeting is completed in reasonable time, it is proposed to show a short film of the 7th Championship Series in Adelaide - January 1966.

A light supper will be available after the Meeting at a charge of 75 cents per person. (This will be collected on the night.)

AS MEMBERS ATTENDING THE 8TH ANNUAL GENERAL MEETING WILL BE ON THE PREMISES OF THE CRUISING YACHT

CLUB AS GUESTS OF THE PRESIDENT OF THIS ASSOCIATION
it is **ESSENTIAL** that he knows who will attend.

PLEASE COMPLETE THE FORM ENCLOSED WITH THIS ISSUE OF HERON NEWSLETTER AND RETURN IT WITHOUT DELAY TO

HON. GENERAL SECRETARY, 10 REID STREET, SEAFORTH.

NOTES ON THE COMMITTEES RECOMMENDATIONS FOR RULE CHANGES TO THE 8TH ANNUAL GENERAL MEETING.

Rearrangement and renumbering of the EXISTING RULES is proposed as a first step to their amendment to bring them into line with practices which have been adopted by the executive and to make them more logical in sequence. Headings proposed for the CONSTITUTION and RULES are

NAME
OBJECTS
CONSTITUTION
FINANCIAL
MEASUREMENT RULES
SAILING RULES

Notes on the changes in the Rules are set out below for guidance of members in the exercise of their voting rights at the Annual General Meeting.

Rule 1 NAME is old Rule 1, amended to give effect to the Class having been accorded NATIONAL Status by the Australian Yachting Federation.

Rule 2 OBJECTS is old Rule 2, plus a new paragraph required by the Post Master General before registration of the Heron Newsletter as a periodical was granted.

Rule 3 MEMBERSHIP. The old Rule 3 has been expanded to provide grades of membership found necessary to administer the Association. Note specially the provision for Life Members of whom we now (illegally) have two!

Rule 4 VOTING is old Rule 4 modified to conform with new Rule 3 and to clear up the matter of postal voting at General Meetings.

Rule 5 MEETINGS is old Rule 5 with a modification to strengthen the rule on requisition of Special General Meetings against irresponsible requests by a few members.

Rule 6 OFFICERS - unchanged.

Rule 7 AUDITORS - unchanged.

Rule 8 MANAGEMENT COMMITTEE - Old Rule 8 modified to differentiate between the Measurement Committee, to delete the term State Branch and substitute State Association and to give a place to Life Members in the Management of the Association; we need the help and advice which these wise old Herons can give us.

Rule 9 TECHNICAL ADVISER - Old Rule 9A unchanged.

Rule 10 ALTERATION OF RULES - Old Rule 23 plus old Rule 4(iii).

Rule 11 INTERPRETATION - Old Rule 24 with final paragraph (now archaic) deleted.

Rule 12 FINANCIAL - Old Rule 9 with substitution of "joining" for "election" (new members are not "elected") and detailing subscriptions to be paid by various grades of members. Also gives Management Committee control of finance to a somewhat greater degree.

Rule 13 ACCOUNTING - Parts of old Rule 9 and 9A regrouped - not changed.

Rule 14 IMPREST ACCOUNTS - Old Rule 9B with "State Association" substituted for "State Branch".

Rule 15 REGISTRATION FEES - Generally old Rule 12.

Rule 16 SAIL NUMBERS - Old Rule 13.

Rule 17 MEASUREMENT COMMITTEE. A new Rule designed to give legal existence to a body which has functioned for some time; the Measurement Committee was the Association's old Sailing Committee. The Constitution (Appendix A) provides for a Standing Committee which will provide continuity in the Association's government.

Rule 18 MEASURERS - Old Rule 11 with editorial corrections only.

Rule 19 MEASUREMENT FEES - Old Rule 12 A with editorial corrections only.

Rule 20 CLASS CERTIFICATES - a rewriting of old Rule 20 to bring it into line with current practice and delete some of the archaic provisions of the old rule.

Rule 21 ASSOCIATION LIABILITY - part of old Rule 10.

Rule 22 HULLS - old Rule 14 unchanged.

Rule 23 SPARS - old Rule 16 unchanged.

Rule 24 SAILS - old Rule 17 with the words "any woven material" and "transparent panels are not permitted" added to give effect to Committee Rulings arising out of the 7th Annual General Meeting and an editorial correction adding "batten pockets" in two places.

Rule 25 BLACK BANDS - Old Rule 18 unchanged.

Rule 26 MODIFICATIONS - Old Rule 15 unchanged.

Rule 27 ELEGIBILITY TO RACE - a new rule designed to spell out existing Association policy on "B" and "C" class boats. We don't want a 16 footer sailing in a regatta as a "C" class Heron! Hence the restriction on "C" class boats to club events, at the discretion of the club.

Rule 28 CREW - part of old Rule 22 - the part on personal buoyancy is included in Rule 30.

Rule 29 BOAT BUOYANCY - old Rule 19 with editorial corrections only - we don't have Club measurers so substitute Club officials.

Rule 30 PERSONAL BUOYANCY - parts of old Rules 19 and 22 brought up to date by the inclusion of the Australian Standard Specifications and stiffened to make personal buoyancy compulsory in Association events, at least.

Rule 31 OARS - old Rule 20 unchanged.

Rule 32 ANCHORS - old Rule 20A unchanged.

Rule 33 TRAPEZES - old Rule 21 unchanged.

Rule 34 CAPSIZING - included to remedy the omissions of the Secretary some years ago - if you don't like it, read the articles in this issue of the Newsletter BEFORE you vote on A. G. M. Agenda Item 7(g).

APPENDIX A - New material - see notes on Rule 17.

APPENDIX B - New material to clarify postal voting procedure.

IF YOU ARE UNABLE TO ATTEND THE 8TH ANNUAL GENERAL MEETING, please complete and return the proxy voting form included in this issue of HERON NEWSLETTER, so that we can be sure your views are reflected in the new Rules.

COMMITTEE MEETINGS

The Committee of the Association held an "extra" meeting on 6th July, 1966 to deal with two important matters.

(i) Adoption of a revised Measurement form.
(ii) Adoption of a revised Constitution and Rules for the Association.

Both these matters were completed.

The Measurement form is the product of many long hours of work by Neville Corvisy's Measurement Committee - Bob Lock (Secretary), Frank Jones, John Shipton and Ken Dane.

These gentlemen (they are gentlemen, despite the fact that they sail) are all Heron folk of long standing, and because they are no longer mixed up in the day to day sailing of the Class, have been able to take a long view of the Class and its future.

The new form embodies a Summary of the Measurement Rules - for the guidance of new members, and as an aide memoir to the Measurers and has modified the method of measurement to a degree which will give better control of the ONE DESIGN aspects of the Class.

For instance, the Transom rather than the stem-head has been adopted as a datum for most length measurements. And from now on, position and shape of centreboards will be examined.

A copy of the new form will be issued as a supplement to the November 1966 issue of HERON NEWSLETTER.

Existing classifications of "A" and "B" boats will not be disturbed by the introduction of the new form.

The Revised Constitution and Rules - which are due for discussion at the 8th Annual General Meeting-are included in full in this issue. In the main the revision is intended to ratify a number of practices which have been found necessary for the government of the Association and to introduce a few new things which will made the organisation better - from the Committee's and the members' viewpoints.

The Rules as they now stand were printed in the July 1966 issue of HERON NEWSLETTER. If you look closely, you can see some slight changes!

A final decision was taken on the U. K. Trophy, which has been talked about for years. (See report elsewhere in this issue).

Mr. Dennis Kenny Jnr. of Mossman North Queensland and Mr. Stan Austin of 74 Brunswick Road, Albany, W. A. were authorised to measure the Class. (There must be some significance in the distance which separates these two measurers' territories!)

An Establishment Grant was approved for the Latrobe Valley Yacht Club for the purpose of constructing Heron Racks in its Club House.

Don't ask how long all that took!

ANNUAL SUBSCRIPTIONS

The Association's "year" commences on 1st August - in line with the commencement of the Sailing Season, but persons joining after 1st April are carried through to the following August without extra charge.

UNLESS YOU JOINED AFTER APRIL 1966 (and one in possession of a 1966-67 membership card) YOU ARE DUE TO PAY YOUR ANNUAL SUBSCRIPTION, NOW.

Included in this issue of the Heron Newsletter is a form which you should complete appropriately and RETURN WITH your SUBSCRIPTION REMITTANCE - cheque or postal order please, rather than cash, which cannot be traced, if it does happen to go astray.

...o0o...

Please note that the November Newsletter will be mailed only to those who have paid their subs by 28th October, 1966. Due to the regulations imposed by the Post Master General's Department in connection with the registration of the HERON NEWSLETTER as a periodical, we can not print significant numbers of "overs" in anticipation of later payments - we can only print a number of copies related to the number of FINANCIAL MEMBERS.

...o0o...

Please also note that a Heron Class Yacht can remain on the Association's register only while it is in the possession of a financial member of the Association. Unregistered Herons are not elligible to take part in any Association sponsored event, or in any event sailed under the Association's rules.

...o0o...

And, in any case, the Association is run on voluntary effort - following up the backsliders in the organisation makes too great an inroad into the already heavily committed time of your Association's officials. Help them to help you.....PAY YOUR SUBSCRIPTION NOW.

...o0o...

U.K. TROPHY

Several years ago, the Committee decided to present, to the Heron Class Association in England, as a mark of filial affection, a Trophy for perpetual competition.

The difficulty has been to find a trophy with an Australian motif. The Committee has adopted a piece of Australian Made Plate - a photo of which appears below.

This is to be called the "BROLGA PLATE" after Heron No. 1353, Stephen Dearnley's original Heron, the Australian Heron on which the proliferation of the Class in the Antipodes has been based.

BROLGA is still in the thick of it, and under present owner Noal Walter's guiding hand has been placed in recent A.C.T. and Southern Division N.S.W. events on Lake Burley Griffin.

...o0o...

N.S.W. ASSOCIATION MEETING

The Annual General Meeting of the N.S.W. Heron Association on 6th July saw Neville Corvisy bow out of Association office.

Tributes were paid to his work for the Class not only in New South Wales but on the Australian body, where he is currently Chairman of the Measurement Committee.

Des Fergusson, Assistant Secretary in 1965-66 also stood down, as he has moved out of the Class.

The 1966-67 Team is -

President.....Alan Crane
Secretary.....Ken Dunstan
Assistant Secretary....Charles Grimwood

Business of the Meeting included presentation of the Jax Teams Racing Trophy to Germain Murdoch for transmission on to the Balmoral Sailing Club. Mementos of the Club's win were also presented to the Team members- Eric Quarford, Jack Muston, Jim Fox and Bob Lock.

Films and supper wound up the social side of the evening.

W.A. HERON ASSOCIATION MEETING

Foul weather on the West Coast on 1st July, 1966 made for a small attendance to the Annual General Meeting but the business was dealt with.

Office bearers for 1966-67.

President..... John Kitto
Secretary.....Tony Oram

QUEENSLAND NEWS

George Dawson writes of Metropolitan doings -

"The season terminated on the 1st May when there was a "no-race" declaration for that day due to an absolute calmness which descended when most members were on the last leg of the course. Subsequent rowing further impressed the fact that the placid days of Queensland Winter weather are not suitable for competitive sailing. One member who was enjoying the day did finish the race to his satisfaction, eventually drifting across the line under the light of the full moon, his only regret being that he did not have a fishing line with him.

The Points Scores for the 1965/66 season are as follows:-

4216	Janus	G.C. Marshall	131 points.
5035	Ganph	G. Dawson	128
4225	Kaymarie	J. Anderson	96
4868	Helga	H.V. Milsson	95
3816	Bee Jay	W.F. Clark	79
3585	Annabelle	J.C. Walters	76
5680	Twill	R.S. Roskems	42
3674	Pepita	Dr. L.L. Grimmett	14
3643	Sincerity	J. Stewart	4

Altogether it was a successful and satisfying season culminating in trophy presentation at a dinner-dance.

George Dawson, "Ganph", wishes to say "au revoir" to all members as he is going far south of the border to take up residence in Melbourne.

All the signs augur well for the best yet 1966-67 sailing season which will see many newcomers who can be sure that they will be most welcome.

...o0o...

From the far north, Mossman Sailing Club President writes to say that Herons are now established in the Club with signs of half a dozen in the siege by the time the season gets under weigh.

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.

T. P. N. G. HERON ASSOCIATION NEWS

SECOND PAPUA-NEW GUINEA HERON CHAMPIONSHIPS

Frank Rennie sailing Guba convincingly won the Second Territory Championships organised by the Papua-New Guinea Heron Association. The series was sailed on Port Moresby Harbour over the Queen's Birthday weekend under the control of the Papua Yacht Club.

Frank, who won three heats, was challenged throughout the series by Keith Rodda in Nonu who finished with one first and two second placings. Brad Hanger, last year's winner suffered a series of setbacks and managed to finish in only one of the heats.

The weather for the Championship was dull and showery with a strong, gusty wind from the south-east. Conditions were rough and there were plenty of thrills and not a few spills. Of the 17 starters only 5 managed to finish all four heats but, although the pick-up launch was kept busy with boats which had broken gear, the majority of boats which capsized were able to look after themselves.

In the first heat Nonu set the pace and was followed round the first Mark by Judy (Ken Proposch from Lae) and Apetolot (Brad Hanger). The second and third boats fell by the wayside - Apetolot with a broken centreboard - and Guba gradually overtook and passed Nonu. Natalie (Alan Russell) sailed steadily to take third place.

For the second heat conditions were milder and the race was a close tussle for the lead between Guba, Nonu and Apetolot, finishing in that order. Further back in the fleet competition was also keen and Malolo (Bob Hogan) had to retire after hitting the finishing buoy in an attempt to cross the bows of Judy-A on port tack.

Winds freshened for the third heat and Natalie, starting well, was first round the Home Buoy followed by Guba and Nonu. In the closing stages of the race Natalie, comfortably in second position broke her main halliard within 100 yards of the finishing line and had to be content with seventh place.

The wind was even stronger for the final heat and the race developed into a struggle to see who could finish the course. Judy-A started well but was soon passed by Apetolot who planed away to a big lead. Once again the conditions proved too much for these boats and it was left to Seri (Ian Morley) to show the way. Nonu seemed to be in no difficulty and overtook Seri to win easily followed by Susie-J (George White) and Pegasus (Len Champness).

In the Handicap competition run in conjunction with the event Keith Rodda in Nonu was a clear winner followed by Frank Rennie in Guba. George White sailed Susie-J consistently into third place in both the Championship and Handicap events.

Results

	Scratch	Handicap
1st Heat	1. Guba (F. Rennie) 2. Nonu (K. Rodda) 3. Natalie (A. Russell)	1. Guba 2. Nonu 3. Natalie
2nd Heat	1. Guba 2. Nonu 3. Apetolot (B. Hanger)	1. Nonu 2. Judy-A (K. Proposch) 3. Seri (I. Morley)
3rd Heat	1. Guba 2. Nonu 3. Susie-J (G. White)	1. Guba 2. Nonu 3. Pepita (T. Dixon)
4th Heat	1. Nonu 2. Susie-J 3. Pegasus (L. Champness)	1. Nonu 2. Susie-J 3. Pegasus
Championship	1. Guba 2. Nonu 3. Susie-J	1. Nonu 2. Guba 3. Susie-J

...o0o...

WHEN IS A HERON LIKE A FLYING DUTCHMAN?

When like Tom Crotty's SEI, both the helmsman and crew think the other is holding her on the beach and she sails off to beach herself (undamaged) a mile away.

...o0o...

The Morley family has a motto.

"Remain cool and calm until collected".

Morley mère is a complete tyro, but when Ian was careless enough to let SERI sail off the beach at Papua Yacht Club - complete with crew - she rembered the family motto.

We have no report of the family discussion after Mrs. Morley was collected.

PROPOSED | CONSTITUTION AND RULES OF THE | *RECOMMENDED BY THE COMMITTEE OF THE ASSOCIATION TO THE 8TH ANNUAL GENERAL MEETING.*

Y.W. HERON SAILING ASSOCIATION OF AUSTRALIA

NAME

1. NAME. The Name of the Association shall be the Y.W. HERON SAILING ASSOCIATION OF AUSTRALIA
and the Class shall be known as the AUSTRALIAN NATIONAL HERON CLASS.

OBJECTS

2. OBJECTS. The objects shall be
(i) To encourage the growth of the Class as a "ONE DESIGN".

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

(iii) 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.

(iv) Where necessary to allow the formation of State Associations 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 Associations shall have the power to form DIVISIONS within their respective States where necessary for local liaison between Clubs.

(v) To publish a Periodical to be known as HERON NEWSLETTER; issues to be made at least quarterly; all copies posted to the private addresses of members or contributors to be forwarded regularly. The price to be included in the annual subscription and $1.40 per annum from each members annual subscription shall be set apart for the journal and be separately accounted for in the Annual Balance Sheet and duly audited.

CONSTITUTION

3. MEMBERSHIP. Membership shall be open to owners of "Heron" Dinghies and others interested in the Class.

The following grades of membership shall exist:-

(a) sole owners;
(b) joint owners, where the ownership is registered in several names but only one subscription is payable;
(c) part owners, where the ownership is registered in several names but subscriptions are payable by each part owner;
(d) life members who shall have been duly elected by a two-thirds majority of the members in Annual General Meeting and who shall number not more than ten at any one time;
(e) non boat owners.

4. VOTING. (i) At General Meetings only those members in grades (a), (b), (c) and (d) may vote; those in grades (a) and (d) shall have one vote and those in grades (b) and (c) shall have one vote 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. Postal votes and proxies in the form of Appendix "B" to these Rules must reach the Secretary 48 hours before the time fixed for the meeting.

5. MEETINGS. (i) The Annual General Meeting shall be held in the first fortnight in August in each year.

(ii) A Special General Meeting may be called by the Committee at any time, on 21 clear days notice to the Members.

(iii) On the written request of not less than ten percentum of the members, stating the purpose of such a meeting, the Secretary shall call a Special General Meeting of Members to be held within two calendar months of receipt by him of the requisition. The requisitionists shall lodge with the Secretary an amount of money sufficient to pay the cost of printing and postage to members of the Notice calling the meeting.

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. MANAGEMENT COMMITTEE. The management of the Association shall be vested in the officers of the Association, the Life Members 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 Association 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.

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

10. ALTERATION OF RULES. (i) 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 be given.

(ii) 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.

(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.

11. 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.

FINANCIAL

12. FINANCIAL. The Annual Subscription shall be payable on the 1st day of August, or on joining. The subscription of members joining on or after 1st April in any year shall cover the period to the end of the following Association year.

Annual subcriptions for the time being shall be

for sole owners	- $3.00
for joint owners	- $3.00 - jointly
for part owners	- $3.00 - for each part owner
for life members	- Nil
for non boat owners	- $3.00

and shall be determined from time to time by the Management Committee.

13. ACCOUNTING. (i) The accounts of the Association shall be made up to the 30th day of June in each year.

(ii) All funds accumulated by the Association shall be banked within 14 days of receipt.

(iii) All payment cheques shall be signed by two members of the Committee.

14. IMPREST ACCOUNTS. The Association shall open and maintain an Imprest Account on behalf of each State Association upon which the officers of that State Association shall be authorised

to draw and which shall be reimbursed by the Association upon presentation to it of an accounting by the State Association of monies expended by the said State Association from the said Account.

15. REGISTRATION FEES. Upon the initial issue of a Sail Number in respect of a Heron Class Yacht in accordance with Rule 16 or upon transfer of a class certificate from an owner to a purchaser as provided in Rule 20 (v), a fee of $2.00 shall be payable by the new owner to the Association.

16. 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.

MEASUREMENT RULES

17. MEASUREMENT COMMITTEE. There shall be a Measurement Committee which shall be appointed by the Management Committee of the Association and which shall operate under the constitution set out in Appendix "A" to this Constitution and Rules; such Appendix "A" shall form part of these rules.

18. MEASURERS Official Measurers shall be appointed by the Management Committee. The Measurers shall adhere strictly to the instructions issued to them by the Management Committee, which may terminate any appointment at its discretion.

19. MEASUREMENT FEES. Upon the completion of a boat for which a sail number has been issued in pursuance of Rule 16 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 circumstances in writing; the Association shall thereupon advise the Owner of the name and address of a 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 20. No fee shall be payable for measurement but the Owner shall meet all reasonable travelling and out of pocket expenses incurred by the Measurer.

20. CLASS CERTIFICATES. (i) "A" 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, and which, in the opinion of the Measurement Committee are built fairly to plan and in accordance with generally accepted standards for amateur built craft.

(ii) "B" Class (Restricted) Certificates may also be granted to boats built to the Y.W. Heron Plans which fail to comply with tolerances laid down by the Association or which, in the opinion of the Measurement Committee are not built fairly to Plan.

(iii) "C" Class (Provisional) Certificates shall be granted to owners upon issue of a sail number.

(iv) The Measurement Committee shall have power to withdraw, alter or restore a Class Certificate when there has been a change in the condition of the boat or when re-examination shows that the original Certificate was inappropriate.

(v) 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.

21. ASSOCIATION LIABILITY. When a classified boat is sold the Association does not accept responsibility for faults therein.

22. 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.

23. 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.

24. SAILS. Sails shall not exceed the dimensions on the Official plans and may be of any woven 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. Transparaent panels are not permitted.

There shall not be more than three batten pockets in the mainsail and none of these shall exceed 24" in length, provided the sails measured before 1st September, 1962 where only the batten pockets 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.

25. 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.

26. 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 Chain plates. 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 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 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 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 gaff 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.

SAILING RULES

27. ELIGIBILITY TO RACE. (i) Boats classified "A" Class shall be eligible to compete in all events organised by or on behalf of or under the Rules of the Association.

(ii) Boats classified "B" Class shall be eligible to take part only in races decided on Handicap.

(iii) Boats classified "C" Class shall be eligible to take part only in Club Handicap events, at the discretion of the Club organising the event.

28. CREW. (i) In all races under Association Rules the crew shall be at least two, unless otherwise stipulated.

(ii) One member of the crew must be a member of the Association.

29. BOAT BUOYANCY. (i) 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.

(ii) 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.

(iii) 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 an official 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 no more than twelve months previously to the date of the race.

30. PERSONAL BUOYANCY. An efficient aid to flotation complying with Australian Standard Z 28 "Buoyancy Vests" (issued by the Standards Association of Australia) shall be worn by each member of the crew while racing in all events conducted by or on behalf of the Association.

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

32. 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.

33. TRAPEZES, etc. Trapezes, sliding seats or similar contrivances for increasing the stability of boats shall be barred.

APPENDIX A

APPENDIX "A" to the Constitution and Rules of the Y.W. Heron Sailing Association of Australia, being the Constitution and Rules of the Measurement Committee.

1) The Measurement Committee shall consist of five members including the Chairman and Minute Secretary. The number may be changed at the request of the Measurement Committee and approved by the Management Committee of the Y.W.H.S.A. of Australia.

2) The Measurement Committee will elect a Chairman and Minute Secretary from their number, annually, as soon as possible after the 1st of May and will notify the incoming Management Committee of the Y.W.H.S.A. of Australia.

3) The Chairman shall be a full member of the Management Committee of the Y.W.H.S.A. of Australia ex-officio.

4) The Chairman and Secretary shall hold office for no longer than three consecutive years, but may then serve on the Measurement Committee in another capacity.

5) The Measurement Committee shall nominate candidates for the Measurement Committee to the Management Committee of the Y.W.H.S.A. of Australia as vacancies occur.

6) A Quorum shall be three of which one may be the Chairman.

7) Decisions of the Measurement Committee shall be reported to the Management Committee of the Y.W.H.S.A. of Australia for consideration at its next meeting.

8) In the event of major disagreement between the Measurement Committee and the Management Committee of the Y.W.H.S.A. of Australia, the recommendations of the Measurement Committee shall be submitted to the next General Meeting of the Y.W.H.S.A. of Australia.

9) Every year one member of the Measurement Committee shall retire by rotation, but may be eligible for re-election. The retirement shall occur on the 1st May, the person with the longest service retiring first.

APPENDIX B

I.....of.....being a financial member of the Y.W. Heron Sailing Association of Australia and owner of Heron Class Yacht No..... hereby appoint.....of.....or failing him .....of.....as my Proxy to vote for me and on my behalf at the Annual/Special General Meeting of the Association held on the.....day of.....19...and any adjournment thereof.

Signed.....this .....day of.....19...

(NOTE :- Instructions to Proxy should be the following form -
"This form is to be used in favour of the Motion (s) on Notice dealing with.....".
against

MORE ABOUT BOOKS

Here is another selection of books on boats - sailing boats in particular. You should have your winter maintenance completed by now, and have free time in the evenings to look to next season's tactics.

SAILING A SMALL BOAT; Commander F. J. G. Hewitt; (Oldbourne Book Co. Ltd.); 108 pages - 8" x 5" - Illustrated - Cloth Bound; $1.50
Commander Hewitt, as Superintendent of the Navy League's Training Centre, writes with authority and with an understanding of the beginners needs. Generally the chapters are good and logically arranged: a word of warning on the "Rule of the Road" - this is not IYRU as set out in this book. The chapter on types of boats, on gear and on Buoyage & Cruising will not be of much use to you. Summary: a worthwhile book for the beginner.

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SAILING: WIND AND CURRENT; Ian Proctor, (Adlard Coles Ltd.) 187 pages - 9" x 6" - Illustrated - Cloth Bound $3.85.
A book for the advanced student; deals exhaustively with Tide and Current; interaction of Tide and apparent wind; Tactics and Tides; Waves and using waves to advantage; waves and currents. The chapters on weather are written for the U.K. readers and need careful interpretation - wind circulation go the opposite way round a cyclone on our side of the equator, and we don't have the regular progression of cyclonic disturbances. Excellent chapter on Wind and obstruction, Thermal winds, gusts and calms; interaction of wind and shore. Don't buy this book until you can sail your boat with the seat of your pants - you will need to concentrate to apply its teaching!

...o0o...

RACE YOUR BOAT RIGHT; Arthur Knapp, Jnr., (Macmillan & Co. Ltd.) 296 pages - 8½" x 6" - Illustrated - Cloth Bound $5.15.
The Author, a successful American Helmsman, writes easily and with authority on a wide range of classes. A good deal of this material is not applicable to small boats in general and Herons in particular. Good chapters on tide, wind and weather; working, reaching, running. Worth reading if it doesn't all apply to you - yet!

...o0o...

YACHT RACING; THE AERODYNAMICS OF SAILS AND RACING TACTICS; Dr. Manfred Curry; (Charles Scribner & Sons) 298 pages - 9½" x 7" - Illustrated - Cloth Bound $10.00.
This is one of the classical books on Yachting and Yacht racing - it is new in its fifth edition. Manfred Curry approached Sails and Sailing with a scientific and analytical mind; the theories set out by him have, in most cases, stood the test of the years and one often "rediscovered" by more modern writers. The style of the book is a little heavy and pedantic (it is a translation from the original German manuscript), but bears close reading by the skilled boat steerer who wants to become a first rate helmsman; it is not a beginner's book.

...o0o...

THE NATIONAL CAPITAL

Included with this issue are several pamphlets which have been provided for distribution to members of the Association by the Commonwealth Department of the Interior.

The Association thanks are due also to the 8th Championship Organising Committee who have made the necessary representations and have delivered the goods both figuratively and literally - by way of the boot of Bill Abbot's car.

Canberra and its surroundings are well worth seeing - as the pamphlets amply demonstrate - so that, even if you don't give yourself much of a chance in collecting the Silver Heron, give a thought to being in Canberra on the 1st to 5th January, 1967 - an entry form for the 8th Championship series is included in this issue of HERON NEWSLETTER.

TO CAPSIZE, OR NOT TO CAPSIZE

The single controversy in the Association during the 1965-66 season was the "Capsize Rule" which calls upon a pickled boat to retire from the race.

The rule goes back to 1960 and since its existence was more widely publicised, it has created a deal of discussion - for there are two sides to every argument.

The Committee of the Association has pointed out that the Rule can only be rescinded by the members in General Meeting.

Two motions appear on the notice paper for the 8th Annual General Meeting.

One calls for rescission of the Rule.

The other negates the first by calling for the formal inclusion of the Rule in the "Sailing Rules" section of the revised Rules of the Association.

The Committee is itself divided on the issue and has authorised the two points of view to be expressed by Committeemen who feel strongly on the matter, so that the members can make an informed decision.

AGAINST THE CAPSIZE RULE

Dear Editor,

I feel that the decision to force withdrawal from a race after a capsize was in the early days of Heron sailing, perhaps a wise one. It would no doubt have served as a form of protection against getting into more and more trouble. However, it is my opinion that due to the efforts of an association unique in Australian sailing history, the new members are today given so much information and the results of so much experience that before they even get afloat, their wealth of knowledge should put them in a class well above the beginner of several years ago.

The Association has through its perseverence made available buoyancy bags of superior quality; it has produced new methods of attaching the bags, i.e., the webbing and plastic attachment available at low cost from the Association. All in all the equipment has been vastly improved upon and the new member has been fully supplied with various do's and don'ts from the beginning.

Moreover, most Clubs, and the Association has recommended for some years now that members should become attached to a Club, give lectures and/or demonstrations in handling the Heron. To sum up from this aspect, they are virtually spoon fed.

The unpopularity of this out of date rule is borne out in considering the number of Clubs who although they have not contracted out, have failed to enforce the rule. I consider the failure to enforce does not invalidate but it places the rule in the category of the Act that makes mixed bathing illegal today - that is antiquated to the point of being ignored. Such rules or Acts should be repealed for the sake of a general respect for the law.

The argument of hypothermia has been advanced by a protagonist but when one considers that sailing anywhere in the world is recognised as a sport in which you are liable to get wet by either spray or immersion, it does not follow that we should stop a person from racing or sailing for that matter when he reaches a certain stage of dampness. We can only trust in the person's intelligence to know when he has had enough. He knows the hot showers and warm clothes are ashore and it is surely a matter of his judgement to know that shelter is better than freezing to death. I think if we allowed the risk of hypothermia to influence our thoughts we would have to draw up rules of when to sail and when not to sail according to the air temperature, water temperature and the wind velocity divided by the number of jumpers and spray jackets worn by the crew. No, I can't go along with hypothermia, neither would the boys sailing V.J.'s, Moths, Gwens and so on.

Another protagonist advanced a theory that if the rule was not enforced the built in buoyancy Heron would become completely built in and would be a danger in being so high in the water when capsized it would tend to blow away - this may be so - but can it be said that the rule has been enforced in Club & Regatta sailing - No! and can it be said that the hull has therefore been allowed to develop extensive or completely built in - No!

I am afraid it is difficult to find any arguments in favour of the retention or enforcement of this antiquated rule.

Now that the Association has become of age so to speak, it should consider removing such rules as no longer apply.

(Sgd.) NEVILLE FULTHORPE.

FOR THE CAPSIZE RULE

Dear Editor,

The Heron Class has come a long way since September 1960 when the Capsize Rule was brought in; the 60-odd members then have grown to over 1,600 (June 1966) with more than 1,500 boats registered.

But the basic concepts of the Class have not changed. It continues to grow and function as an introductory class - it is the first boat of probably 75% of new members.

That it can be, and is, raced in close competition is a by-product of ONE DESIGN.

The Class is essentially a General Purpose Dinghy and this is the basis of its strength. Were it to be purely a racing machine, it would not weigh 140lb., it would not be built to last.

Consider the Capsize Rule in relation to.....

SEAMANSHIP - Surely there should be a penalty for being careless or clueless or taking risks? But there is a penalty, say the "Capsize-and-sail-on" crew - you lose five minutes in bailing out anyway, which brings us to -

BUOYANCY - you can get up and sail on with built-in buoyancy in five minutes, but it takes seven or ten with bag buoyancy - as recommended by the Association - which negates the ONE DESIGN idea if "capsize-and-sail-on" is to be permitted. Well why recommend Bag Buoyancy?

Go back to the design of the class - heavily built - General Purpose - made to last. Building in breeds decay - not this year or next year, but long before a boat which can be maintained is used for kindling.

And on reliability - it is painfully apparent when bag buoyancy is ineffective due to leaks - you won't venture into rough conditions with flat bags. But ask Ken Dunstan how effective his built-in "Buoyancy" was at Lake Macquarie.

And on safety - boats can be lost downwind if they have too much buoyancy - ask Charles Le Leu from Largs Bay Sailing Club (S. A.).

MEDICAL CONSIDERATIONS are lightly (and probably rightly) brushed aside by Club members who sail at Cairns or in sheltered warm waters. But the Association needs to guide and advise people who sail in the high, cold, inland waters, in the waters which wash on Southern Coasts - Tasmania. We have already lost one potential member from the effects of hypothermia - loss of body heat occurs in wet clothing as well as from total immersion; if you are soaked and tired after righting your boat - go ashore and take your child crew with you - he will cool much more quickly than you! If your sailing conditions are particularly favoured, you can always have your Club "contract" out of the Rule.

Having thought about this Rule for many years the conclusion reached is this - there are valid arguments on medical and technical grounds for not permitting capsize-and-sail-on; but to rescind the Rule will inevitablly lead to Mark 1. and Mark 11. Herons - the boats without built-in buoyancy will be outmoded; the Class will lose its "General Purpose" character and become just another short life racing machine - and because it isn't a fast racing machine, it will fade.

Do you really want to kill the Rule (and the Class)?

Bill Youll

SOMETHING OF A RECORD

Botany Bay Heron Sailing Club boasts a register of 21 Herons for the start of the 1966-67 season and and at the Club's Annual General Meeting, 19 owners were present but the remaining two apologised for non attendance!

Most of the Club members are newcomers to the sport (which may be the explanation for their keenness) but they are learning new skills - and using old ones - to beg, borrow or steal (but only for essentials) the equipment and knowhow to make the Club a success.

A Club Safety launch will be on the water early in the season and, while not much sailing is being done this winter, planning goes on apace.

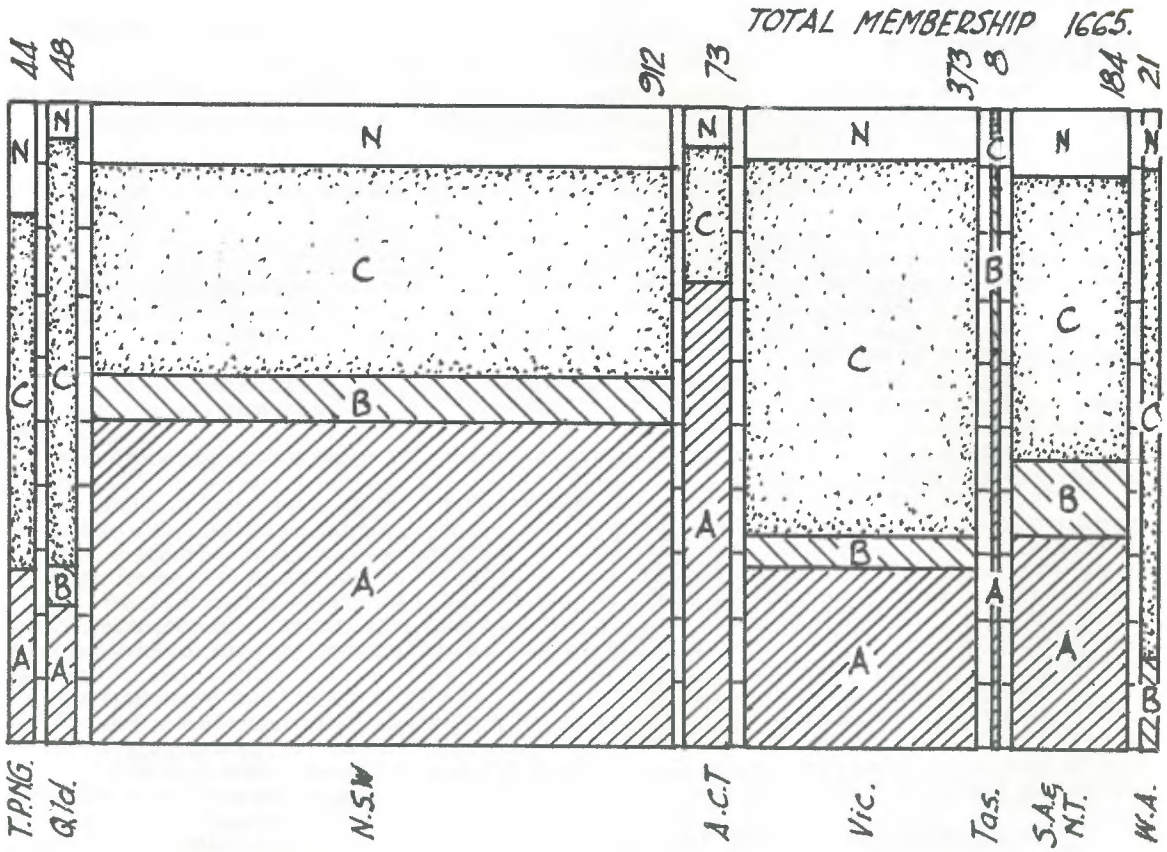
Want more details? Phone or write to Ian Casburn, Secretary, Botany Bay Heron Sailing Club, 33 Scott St., Kogarah (35 3211 - daytime only).

Genial Frank Rennie - T. P. N. G. Measurer - now rides a motor scooter (rather than the family Mercedes). Doesn't seem to have had an adverse effect on Frank's sailing as he gained three first places in the recent T. P. N. G. Championships.

WHERE ARE THE HERONS ?

Toward the end of May 1966 it became necessary to do a count of members of the Association and of the classifications of the registered boats.

Results of this survey are summarised below (and are of course well and truly out of date already - 55 new sail numbers were issued in the six weeks ended 21st June, 1966 alone!)



MEMBERSHIP DISTRIBUTION & BOAT CLASSIFICATION at May 1966

Trends which show out are that N. S. W. and the A. C. T. still have the major weight of numbers (rather more than twice Victoria's strength) but that South Australia has made magnificent gains in the last twelve months.

There has been steady growth in Queensland, but the scatter of population along that State's enormous coastline has, so far, prevented the explosive growth which characterised expansion in N. S. W., Victoria and S. A.

Over twenty boats in one year makes West Australia's progress twice as rapid as the original growth in N. S. W.

T. P. N. G. has surprised everyone (including themselves) in their rapid growth - it may be that Herons do well in the hot sun or that they hold their value, making a saleable (as well as a sailable) item on the non-indiginee's eventual transfer out of the Territory.

We know that there are more than eight Herons in Tasmania, so a little pressure in the right quarter by the Tasmanian Heron Racing Association could produce a dramatic change in the slim bar on our membership graph for the Apple Isle.

On Boat Classifications, it is interesting to see that more than half the boats have been measured, and that 90% of these comply with the Association's tolerances.

Of course, we could take the pessimist's view and say that nearly half the boats have yet to be measured; but one should not overlook the fact that a "C" class boat can be no more than a heap of timber in someone's garage - or even less. These recent registrations can't be measured yet!

However, there is need for owners to make the effort and let the Measurers do their stuff - (and let the Association know the strength and purity of its fleet).

STOP PRESS

VICTORIAN HERON ASSOCIATION A. G. M. elected Marshall Hawes as President with Alex McClure and Phil Rowe as V. P. 's. The Barker family will comprise the Secretariat - Malcolm getting the title and Lynette doing the work. Jack Arscott can't have absconded with any funds last year - he is being entrusted with the Association finances again this year.

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SOUTH AUSTRALIAN HERON ASSOCIATION reports a most colourful and successful Boat Show (July 6th to 12th) when five fully rigged and one part built Heron Hull provided the strongest class representation. Henley S. C. will host the 1967 SAHA Championships on January 28-29-30 - a chance for the country boys to show how good they are. Pam Braddock (Port Augusta) has been seen casing the joint. Rex Dix and Alan Leigh reckon the wind in Adelaide is better than Canberra - but either can provide Camping-in-Canberra information.

...o0o...

FROM THE DEEP FREEZE, Rod Viney, Secretary of the TASMANIAN HERON RACING ASSOCIATION reports that the 1965-66 Championships were decided on February 12-13 at Lindisfarne Yacht Club in distressingly light conditions.

Rod himself, sailing SUSY TOO ran out winner with Peter Brown (PHYLLIS) and Sue Featherstone (FEATHERS) in the placings. In the Handicap Section NIMROD - A. Pearce, FEATHERS and PHYLLIS - separated by only 60 points took the trophies.

JAY, TEMPEST and OZONE - which prefer the heavier weather were beaten by the light condition and it is proposed to spread the 1966-67 series over several weekends to get fairer and more varied racing.

Rod and his crew are thinking of Canberra for January '67 provided they can borrow a boat.

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U. K. HERON WEEK 1966 may have an Australian Crew after all if the frantic enquiries by the Linn family of Strathfield N. S. W. bear fruit; Miss M. Linn and Mr. R. Nicholson, two of the joint owners of 5812, now in England are planning to "give it a go".

LATE NEWS FROM THE CLUBS

KOONAWARRA BAY S. C. Champion for 1965-66 is Ted Rice's FELICE, with John Burns' BERNADENE and Fred Wrigglesworth's JOMADA next in line. John Redpath's UDGIE got into the point score act, which was won by BERNADENE with FELICE in third place.

The Club now has its own safety launch and with the N. S. W. Championships only next door on Jervis Bay, members are out to have their boats tuned really early this Season.

UDGIE was seen recently in a cold Southerly calibrating a patent log - it reads from "SLOW" to "FLYING" in numerous stages.

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CONCORD RYDE S. C. directory for 1966-67 is
President:- Steve Murphy ('phone 73-1001)
Secretary:- Vic Bear
9 Regent Street, Ryde ('phone 80-3249)
Heron enquiries will be dealt with by Chris Lloyd-Owen - 'phone 73-1894.

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LAKE MACQUARIE YACHT CLUB'S Trophy night is scheduled for 30th July with the Annual Ball the following Saturday 6th August. A meeting of the Senior and Junior Heron owners on 13th July fixed the programme for 1966-67. New course-markers tried out in the latter part of last Season have been adopted - makes it easier for the girls to find the buoys.

SAILS

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

Small Dinghies
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Large Ocean Racing Yachts.

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

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Please note new address

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Sydney's only Heron SPECIALIST.

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

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Enquiries welcomed from country and Interstate.

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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.
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198 Princes Highway,
Cnr. Tantalbon Avenue,
Arncliffe.

Phone 59-1135

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.

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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.

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

ROLLY TASKER SAILS

HEAD OFFICE: 256 STIRLING HIGHWAY, CLAREMONT, WEST AUSTRALIA
BRANCHES: N.S.W.: 40 MARKET STREET, SYDNEY/VIC.: 243 BAY STREET, BRIGHTON/QLD: SCOTT STREET, HAWTHORNE/S.A.: 17 ROBE STREET, PORT ADELAIDE.