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HERON NEWSLETTER

VOL. 4 NO. 5 JANUARY, 1967

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---o0o---

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HERON NEWSLETTER

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COVER PHOTO

Port River Sailing Club's opening day 1966 produced this duel between 5341 WATER HEN (D. Pudney) and 5940 PAPER TIGER (G. Ockenden) on Adelaide's Port River.

Photo by courtesy of the Sunday Mail, Adelaide.

Question to John Bernie - "What happened to the other side of the Port River?"

NEXT ISSUE

March 1967 will mark the final issue of the six issue Volume 4 and the last issue before the beginning of the publication policy settled by the Canberra Committee meeting.

This is your Journal - your contributions to it are eagerly sought (by the Editor at least) so if you have any news, views, ideas which you feel are likely to interest, amuse or help the other members... SEND THEM IN!

Deadline for Vol. 4 No. 6 is Friday 24th February, 1967 (or earlier, if there isn't a date line you want to catch).

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

8TH CHAMPIONSHIP REPORT

Reports of the 7th Championship Series in South Australia speak of the excellence of the organisation, the warmth of the hospitality, the abundance of the catering and the wonderful south west wind (which came in two heats late). Throughout is the feeling, "this was the best series we have ever had; it can't be bettered".

Now it is time to write the report of the 8th Championship Series which were hosted by the YMCA Sailing Club of Canberra on Lake Burley Griffin between the 1st and 4th January 1967; the verdict, in a nutshell:-

IT WAS AS GOOD AS ADELAIDE

The programme commenced with a bang (a whole series of them, actually) at the Woolshed Dance at Yarralumla at which the New Year was seen in by a mixed fleet of sub-juniors, juniors and oldies.

The Invitation Race was run in light westerly conditions - which gave competitors a taste of "Canberra Capers" - or "Black Mountain Blues". (The opinion is quite different if you pick - or don't pick - the wind shifts.) It also gave a portent of things to come when it was won by John Weddel, the local junior skipper.

The other races went off like clockwork - on time to the second, with well laid lines speaking of many months experience by the boys in the starter's boat.

Ashore, the YMCA Sailing Club House (completion of which had been raced through for the series) provided an excellent base for the Regatta operations and post mortems.

The Ladies' Auxiliary moved in while the plumbing was still being connected to the sink and fed upward of 400 crews and barrackers each day - twice on several days. Their work behind the counter made contented sportsmen out of the ravenous horde which came ashore after each race.

These two groups - the starters, and the canteen staff are the important people while the sailing is going on. But the months of work which go into the planning and organising of the series are less and less apparent as they are more and more thorough. And it is therefore a tribute to the officers of the A.C.T. and Southern N.S.W. Division of the N.S.W. Heron Association and the Flag Officers and Committee of the YMCA Sailing Club of Canberra that at no time did "the organisation of the series" come up for comment. Notices of Races were there when wanted; letters of acceptance were issued promptly; first-rate sailing instructions were available for quiet study before one left home; a monumental folder of information on Canberra (including the Adelaide protest flag touch) were waiting at the Club House when one checked in; the Hotels, tourist camps and Motels were expecting one's travel stained party.

And the competitors - who make a Regatta - showed friendly rivalry afloat and equally friendly co-operation ashore.

We were lucky with the weather; no resails were necessary; only the Invitation Race was shortened for want of wind; the temperatures were cool; the wind was fickle and there seemed (to most of us anyway) to be an element of chance in how one fared. Still it is difficult to explain, on this theory, why it was that the good skippers won.

There were lessons learned at this Series. One is that sail measurement methods are still not tied down as well as they can and should be; the Management Committee has this in hand. A second lesson is that while it was possible to start 140 boats at the one time (there wasn't a general recall in any of the six starts), there is a great deal of luck in getting a good start.

A third lesson is that if you don't get a good start - even if you are last year's champion, or this year's Champion - you can't work your way through 100 lots of dirty wind.

Some of the competitors who used the Regatta as they should use it - to form a basis for a week or ten days holiday - could do with an hour or two on the I.Y.R.U. Rule Book. And, for that matter, so could one or two of the better known skippers!

And when the Presentation Buffet had been demolished - well almost demolished, for the collective efforts of competitors and supporters was not enough to defeat the caterers - Your President, John Dixon Hughes presented the trophies to the placegetters, thanked, on your behalf, the people who made it all possible and announced that the 9th Series will be organised by the Victorian Heron Sailing Association with Royal Melbourne Yacht Squadron as Host Club.

SEE YOU IN MELBOURNE JANUARY 1968!

LOST OR STOLEN ?

Have you seen a blue suit of sails (Prior) with the number 4483 painted on them in white?

If so, please contact the secretary with details of place and time; this suit was removed, without authority of its owners, the Senior Branch Sailing School (Sea Rangers) at Sandringham and the girls are quite fed up with having an unsailable Heron.

If you are buying a book, a can of peaches (or a boat, for that matter) it is generally quite clear what you are buying.

But it is necessary to read the fine print on the Contract of Sale for a motor car - what do the guarantees really mean? and so on .....

And the same goes for an Insurance Policy - which is all fine print, and which, in many cases, is composed of words and phrases having particular, and, to the man in the street, peculiar meanings.

A friend of the Association has provided the following article to explain...

INSURANCE OF YOUR HERON

It is only natural that Members and owners of Herons and other small craft take a pride in their boat's appearance and condition. Despite all the care and attentive treatment accidents do happen and with them comes expense and inconvenience. For quite a low premium, wise owners can be relieved of much anxiety with the knowledge that they are fully protected for loss or damage to their boat.

On arranging insurance, there are certain questions which, in your own interest, should be considered.

(1) For what sum should you insure?

The sum insured of your boat should be the current market value.

Policies covering small craft are governed by the Commonwealth Marine Insurance Act which provides that "Where the assured is insured for an amount less than the insurable value ..... he is deemed to be his own insurer in respect of the uninsured balance." This means that if you are under-insured you must bear a proportion of every claim e.g. if your boat has a value of $600 but is insured for only $200, in the event of a claim, however small, you will receive $200/$600 or 1/3 but subject to a limit of $200; your proportion of the loss would be the balance i.e. $400/$600 or 2/3 - the amount recoverable would not be as some people believe, the full amount of any claim with a limit of $200. The value of a Heron ranges from $300 to $600 depending mainly on its condition and sails.

(2) Is there an "excess"?

To eliminate claims of a minor nature insurers often insert an excess in their small craft policies. The effect of this is that:-

(a) Claims below this figure are not paid.
(b) Claims above this figure are reduced by the amount of excess.

You should establish whether there is an excess applicable and the amount of it.

(3) Is insurance cover in force whilst the boat is in transit and at your residence?

Although you may have a Householders/Houseowners policy covering the contents of your home, garage etc. such a policy generally excludes boats. Be satisfied that your policy not only covers your boat in transit on your car or trailer but also whilst at your permanent or temporary residence.

(4) Is the legal liability protection to third parties (other persons) adequate?

Sometimes an accident may occur and, although your boat may sustain only minor damage, it may cause damage to another boat, another person's property or perhaps even bodily injury to some other person. If can be shown that you were negligent, the other person could hold you responsible for the cost of repairs, doctors or hospital fees etc. as well as any legal costs which may be incurred. You will realise that these expenses could amount to a considerable figure. Some policies issued on small craft do not include this indemnity while others do - some limit it only to the value of the boat insured which in view of the value of the Heron, would be far from adequate. It is therefore in your interest to arrange, at a nominal extra premium, an adequate cover for this contingency. A minimum of $20,000 is suggested.

(5) Is racing risk included?

Policies on small craft normally excludes the risk whilst racing but this is one of the main reasons for owning a Heron. An extension to the normal cover can be obtained and, as experience shows that it is while racing that many claims occur, an additional premium could be money well spent, particularly when spars are worth $60 to $80!

(6) Is your trailer covered?

It is possible to have your Comprehensive Motor Vehicle Policy extended to include damage to your trailer. It may be more convenient for you to have this cover included in your Heron policy. This can be done.

(7) Is inter-State cover required?

Check the geographical limits stated in your policy for the use of your boat and make sure that they are satisfactory for your purpose.

(8) Are your protected in the case of personal injury?

Although most people do not anticipate the possibility of bodily injury, this aspect is one which should not be overlooked, particularly if you are self-employed. An injury may mean serious loss of income with heavy costs for medical and hospital attention. Some small craft policies automatically include cover to a specified limit for doctors fees, which have been necessary following injury to the insured during a collision or sinking of his boat, but this may not be sufficient cover for you. Should you desire wider cover, a Personal Accident Policy may be obtained.

As you will note the policy covering your boat is quite flexible and its conditions can be adjusted to meet your personal requirements. It is essential however that you are fully aware of the choice of cover available to you so that you do have an insurance contract giving adequate protection. This has been the purpose of this article.

W. J. DRAPER.

If you have an insurance broker who handles your business you may choose to insure through him. But if you have any doubts, contact the Hon. General Secretary. He can provide full details of cover and premium which apply to Association Members sailing Herons when they insure with the Association's friends.

MANAGEMENT COMMITTEE MEETING

The biggest (and almost the longest) management committee meeting on record took place at the Hotel Ainslie Rex, Canberra on the evening of 3rd January, 1967.

This meeting - which followed the pattern set in Adelaide in 1966 - gave committeemen from states other than N. S. W. their only real opportunity to have a voice in Association management; this seems to be much more productive than writing letters!

Several important policy matters were dealt with and a first-rate exchange of views and ideas took place.

As reported elsewhere, the 9th (1968) Series was allotted to Royal Melbourne Yacht Squadron on the Victorian Heron Sailing Association's Application. The only ones not pleased appear to be the wives of the Victorian Association Officers who wanted a trip to Sydney - where the N. S. W. Association had hoped to welcome them.

The Newsletter is to be published four times per year - to release more funds to State Associations for local news sheets and local publicity.

The responsibility of the National and State Associations were defined more closely.

The situation of Clubs and Organisations with fleets of club-owned boats was examined and a policy defined.

Which - combined with a little routine business - filled the evening rather too well.

WHEN THIS PHOTO FELL OUT OF A LETTER FROM THE SCRIBE OF

BOTANY BAY HERON SAILING CLUB

THE EDITOR'S REACTION CAN BE READILY PICTURED; BUT THERE IS A PERFECTLY LOGICAL REASON FOR PUBLISHING THE PHOTO AND RAISING ONE'S HAT TO THE IRON MEN OF THE CLUB, AND THEIR WOODEN SHIPS.

READ THE "RECIPE FOR A STARTER'S BOAT".

(a) Preparation:
- (i) Take a small keen group of Heron sailors.
- (ii) Form a Club.
- (iii) Results in a need for a Starter's boat.

(b) Ingredients:
Plenty of timber, ply, nails, glue, screws, and a motor.

(c) Method:
- (i) Mix in a few meetings whilst adding a couple of keen, keen Heron-ites with carpentry skills.
- (ii) Stir well to keep up enthusiasm.
- (iii) Add further ideas on costs and working bees.
- (iv) Place into a well stocked workshop.
- (v) Next, add a little outside assistance from suppliers.
- (vi) Stir in a lot of hard "yakka".
- (vii) Allow plenty of time (nights & weekends) for results to mature.
- (viii) Garnish with paint and allow to dry.

(d) Result:
One bright new and shiny starter's boat - 15'6" long by 7'3" beam; half cabin - flared bow - deep vee- fitted with marinised Ford 10 motor - design Hartleys "New Cruisette".

(e) Cost: - Approximately £150.

(f) Launching Date - About a month away.

(g) Conclusions - Well worth the effort.

The Club goes on to say.....

"Very pleasing to see that several of the members of our neighbouring Clubs (Burraneer Bay and Connells Point) have taken advantage of our open invitation, which is still open, to all. You will find us at the eastern end of Ida Street, Sandringham, on Saturday afternoons.

How about the Northsiders putting in an appearance; we can always guarantee an exhilarating day's sailing".

A LESSON IN TACTICS

Notice something peculiar about the two Herons in Barry Turner's photo from the (by now) year old series of the Victorian Championships final heat?

Of course you do - Bill Mackie's OBOE (5194) is pointing way below the course being held by Alec McClure in ALCHERA (5025).

A bit of careful plotting out shows that the difference in heading amounts to about 12 degrees - or that ALCHERA is going to windward 10 boat lengths for every 14 boat lengths she sails, whereas OBOE must sail 18 boat lengths to gain the same ground.

OBOE'S crew are sitting out a little more than ALCHERA'S, so she may be a little further off the wind, but the main cause of the difference in heading is that the wind is being deflected by ALCHERA'S sails in an anti-clockwise direction - that is, heading OBOE, and causing her to sail lower.

The postage stamp series below (provided by Bob Pollack), give a case history. The right hand photograph shows Laurie Oxenford in SCAL (5747) and Hon. Gen. Sec. in ANEMONE (4000) both getting good starts in a Middle Harbour Heron Club 1966 winter season race. ANEMONE was to windward and, with the next mark to be left to port, felt quite happy.

But SCAL was just that much further ahead . ANEMONE could have as well started next week. She hung on for some minutes (it was a very light day) but the inevitable happened and SCAL soon had a handy lead of about four boat lengths (left hand photo) which she maintained to the mark.

These are two examples of the classic LEE BOW position and show how it is possible not only to prevent a boat from passing you to windward without luffing violently but that, once the LEE BOW position is established, the following boat will soon be following at a very respectable distance.

The lesson is, get a LEE BOW on your opponent if you can. Sail high, sail carefully, don't pinch and slow her. Or tack before you cross the track of a boat coming up on the opposite hand, even if you can cross ahead of her. But if he gets a LEE BOW on you, TACK AS SOON AS POSSIBLE, unless, as in the SCAL - ANEMONE incident, you can lay the mark, which is only a short distance away.

But even then you have two choices -

Like it or

Lump it.

HERON NEWSLETTER Vol. 4 No. 4 (the last one) showed No. 5044 "GREY GHOST" in pieces gracing the Stand at the Port Pirie Little Boat Show. Here she is again, in her natural element, on the Pirie River, with owner Terry Matthews at the helm.

IDEAS CORNER

CHRIS LLOYD OWEN WRITES - "Enclosed are a couple of photos of gear which may be of use to fill-in a corner. While others may well have used them before, I have not seen them published. They have spread from my boat to others in the Club so they must have some merit.

The first one is for the racing flag halliard. While Ron Greenwood's idea in the last Newsletter is excellent, those without the time, tools and piece of nylon can provide themselves with a more conventional arrangement by using a small, commercially available nylon fairlead. Simple, light and effective.

The other is of the outboard end of my jib-pole. My small boy had considerable difficulty in keeping the conventional jib spike in place while setting the jib pole and when gybing. I found the answer in a nylon "snap fairlead". Once again it meets the requirements of simplicity, lightness and effectiveness.

Thanks and Goodbye - the Rowe Family

In almost every organisation there are a few who either do, or are involved in, everything. In Heron racing in Victoria, Phillip Rowe has not only sailed (and sailed well), but also carried more than his share of sailing administration - and done this well also. Sailing Instructions, racing rosters, handicaps and score sheets, organising venues, marker buoys, time keepers and race results, purchasing prizes, publishing results etc. etc. - you name it and Phillip has had something, or all, to do with it.

As skipper Phillip's aim has been to do his very best in every event and his determination (let us all take a lesson in this) has gained for him more first line honours than most, as well as the State Title for 1965/66. It appears, too, that the title for 1966/1967 could go to Phillip Rowe in Astrid - not undeservedly. To Phillip, and his patient and helpful wife Jannette, we say "many thanks" and good sailing in Sydney. Our loss is indeed Sydney's gain.

SAILING SIMPLIFIED

As if in answer to Bob Roskams' (Queensland Publicity Officers) plea, the following article came to hand in the October, 1966 issue of the W.A. Heron Sailing Association Newsletter.

W.A. Secretary, Tony Oram writes:

There are more able sailors than I who should be writing this, but for the benefit of those who are joining us who haven't done much sailing before, I hope these notes are of some assistance. There are three main points of sailing, close hauled, reaching and running.

Close hauled, the golden rule when sailing to windward is not to starve the ship. Never pin the sails so hard that the boat becomes sluggish, never sail so close to the wind that the sails shiver and cease driving the boat and when going to windward in company with other boats never think they are pointing higher into the wind than you are. They could be trying to fool you.

The object is to sail as close to the wind as possible and still keep the boat moving. Trim. the sails as flat as will make the boat give the best performance and you meet the winds changes by alterations of course. You fence with the wind by using the tiller and if the wind draws ahead, the luffs, of the sails will shake or lift and you must bear away from the wind until the sails fill again. A spot approximately one third the height up the sail luff lifts first and that's your signal to bear away. Let the boat step out and run up into the wind, watching for the lift in the luff, and you'll eat your way out to windward. The faster you sail the boat the higher into the wind she will run. It's a fine line to sail and takes practice. Remember when going to windward rudder blade and centre board must be right down to stop leeway.

Reaching is the fastest point of sailing and can be defined as a course that is not directly before the wind. but the sails are eased out. When the sails are trimmed fairly flat the boat is on a close reach and when the wind is abaft the beam she is said to be on a broad reach. To trim the sails for a reach, when the yacht is on her correct course, ease out the main and head sheets until the luffs begin to shake, or lift. Then haul in the sheets until the luffs cease to shake and then a fraction more to get the best trim. Unless the wind shifts, which it will anyway, you can now sail direct to a landmark or turning mark. However, to get the best out of your boat you should always study the winds direction and trim your sheets accordingly. If the wind draws ahead the luffs will shake you should then haul in the sheet. If the wind draws aft, the yacht will heel but you will lose speed. Ease the sheet and she will run. When reaching never pin the sheets too hard and let the wind flow across the sail. On a close reach the centre board should be about three quarters down and on a broad reach about a quarter down.

Running to sail before the wind, which many believe is the easiest point of sailing, pay out the main sheet until the mainsail is roughly at right angles to the fore and aft line of the boat. Note that the mainsail should be at right angles, not the boom. If you paid out the main sheet until the boom were at right angles, the top half of the sail would be sagging forward and you'd lose drive. Dead before the wind the mainsail may be either to port or starboard but preferably the wind should be on one quarter or the other, the mainsail being on the opposite side. The jib sheet should be trimmed so that the jib will be nearly at right angles to the fore and aft line of the boat. However, when running before the wind the jib will probably be blanketed by the mainsail and will just flap idly. You can then spread the jib on the opposite side of the vessel to the mainsail by using a whisker pole. When running the full weight of the sail is forward and tends to drive the bow downwards. Move aft to balance it and if you're real lucky she may sit up and plane. If she shows a tendency to roll, yaw or swing off course in either direction it is wise to lower the centre board approximately one quarter. Normally when running this would be right up.

A word of warning - never be caught with the wind on the same side as your mainsail which is called sailing "by the lee". This could bring on an involuntary jibe and at best you'll capsize. At worst you'll break a spar or mast.

If you do go in at any time, make sure your buoyancy is in and fastened to the boat, you're wearing personal buoyancy and if for any reason you can't stand your boat up and get her sailing again, STAY WITH HER. She's easier found than you are.

"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.

Pre- start jitters - A scene repeated five times on Lake Bu

8TH CHAMPIONSHIP SCORE SHEET

THE INVITATION RACE was sailed in light north-westerly conditions - probably the most trying of Lake Burley Griffin's airs. Some people liked it: Warren Clakre was heard to say, "First time we ever tacked five times without changing course".

A shorten course signal was missed by Rex Dix, Brad Hangar, Frank Allen and Phil Rowe so we had:-

1	4159	John Weddell (J)	THE SAINT	A.C.T.
2	6199	Paul Hopkins	W.A.P.	N.S.W.
3	5353	John Botterill	SPRITE	VIC
4	5189	Malcolm Greenwood (J)	BARRACUDA	N.S.W.
5	5923	Brian Woinarski	PINTADO	VIC

Light northerly conditions prevailed for HEAT 1. The Saint, starting in the middle of the line got to the north buoy first and was never headed to win by 4 minutes 10 seconds. Second place changed several times and at the finish it was:

1	4159	J. Weddell (J)	THE SAINT	A.C.T.
2	6199	P. Hopkins	W.A.P.	N.S.W.
3	5731	L. Cawsey (J)	WENDAL	N.S.W.
4	4143	P. Lawson	KUMA	N.S.W.
5	5147	L. Murphy	SEPIK	VIC
6	5763	Miss J. Toohey	KULANI	N.S.W.
7	5896	B. Hangar	BILLIE	T.P. & N.G.
8	5743	A. Deed	SHERYL	S.A.
9	5661	G. Dowthwaite	LYB	A.C.T.
10	6131	G. Robertson	JANNI	S.A.

By Monday afternoon a brisk westerly had set in. The joggle set up by the vertical walls at the Lotus Bay - Hospital Peninsular end of the course made an uncomfortable start for HEAT 2 but only three minutes separated the first four placings at the finish. This was probably the best race from the spectators' point of view; placings changed often. 1st round the order was, Hanger, Mackie, Ferguson, Rowe, Spies, Zinnack, McDougal and Cawsey. On the 2nd round it was Ferguson, Hanger, Cawsey, Hopkins, Rowe, Mackie; on the third, Ferguson, Cawsey, Hanger, Mackie, Hopkins, Greenwood; At the finish it was:

ley Griffin in January 1967. PHOTO (AND ON PAGE 13) RALPH WESTEN

1	5674	C. Ferguson	TINKER BELLE II	N.S.W.
2	5731	L. Cawsey (J)	WENDAL	N.S.W.
3	5896	B. Hangar	BILLIE	T.P. & N.G.
4	5955	B. Mackie	MITGARDE	N.S.W.
5	6199	P. Hopkins	W.A.P.	N.S.W.
6	5505	I. Spies	CRAFTY	N.S.W.
7	5189	M. Greenwood (J)	BARRACUDA	N.S.W.
8	6100	R. Dix	ARGRETT II	S.A.
9	5743	A. Deed	SHERYL	S.A.
10	6107	W. Zinnack	PENQUIN	S.A.

This was Wendal's hour - a 3rd & a 2nd gave her lead - and with two juniors there the oldies began wondering why there was a Junior Trophy.

A cool change on Monday night produced a light South Easterly on the lay-day: this held for HEAT 3 and suited The Saint which started in the middle of the line and sailed away - to win by nearly EIGHT MINUTES! Course 3, sailed on an easterly, makes the work along the long leg down the middle of the West Basin, a square run north westerly along the Hospital and a reach south west by Springbank Island and is the best of the courses which can be set. But still the wind varies greatly in strength and direction and it takes an attentive skipper to sail it.

Brad Hangar was too slow to respond in this heat and was luffed out. At the finish it was:

1	4159	J. Weddell	THE SAINT	A.C.T.
2	5763	Miss J. Toohey	KULANI	N.S.W.
3	5955	B. Mackie	MITGARDE	N.S.W.
4	3921	F. Allen	SLIPSTREAM	N.S.W.
5	5189	M. Greenwood	BARRACUDA	N.S.W.
6	5703	W. Imlay	DEFT	N.S.W.
7	5505	I. Spies	CRAFTY	N.S.W.
8	5743	A. Deed	SHERYL	S.A.
9	6131	G. Robertson	JANNI	S.A.
10	6207	K. Storey	WILLI	N.S.W.

HEAT 4 was "The mixture as before" early, but a shower of rain brought in a strengthening south easter late in the race causing some casualties in the close company further back in the fleet. But, out in front it was Cawsey, Deed, Robertson, Imlay, Toohey, Weddell and Spies, first time round;

Cawsey, Deed, Inlay, Robertson, Weddell, Spies and Ferguson, Second time round and, at the finish, (two minutes from 1st to 4th).

1	5743	A. Deed	SHERYL	S.A.
2	5703	W. Imlay	DEFT	N.S.W.
3	5731	L. Cawsey	WENDAL	N.S.W.
4	4159	J. Weddell	THE SAINT	A.C.T.
5	6131	G. Robertson	JANNIE	S.A.
6	5674	C. Ferguson	TINKER BELLE II	N.S.W.
7	5505	I. Spies	CRAFTY	N.S.W.
8	5109	M. Greenwood	BARRACUDA	N.S.W.
9	6199	P. Hopkins	W.A.P.	N.S.W.
10	5025	A. McClune	ALCHERA	VIC.

It was the same south easter for HEAT 5 and the, by now, familiar course. But there were still surprises. Sheryl, a clear leader by 200 yards was chased, caught, and capsized by a 20 feet diameter willi willi halfway along the second work thereby gaining the hard cheese award for the series. Three minutes 18 seconds separated places one and five in what (to your scribe) was the most enjoyable of all the heats. (Remarkable how a good start improves ones demeanour.)

1	4143	P. Lawson	KUMA	N.S.W.
2	5505	I. Spies	CRAFTY	N.S.W.
3	5938	J. Grieve	TOUCHE	VIC
4	5896	B. Hangar	BILLIE	T.P. & N.G.
5	5731	L. Cawsey	WENDAL	N.S.W.
6	4964	P. Crane	JAMP TOO	N.S.W.
7	6199	P. Hopkins	W.A.P.	N.S.W.
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10	5703	A. W. Imlay	DEFT	N.S.W.

And in the final accounting:-

1	THE SAINT	(1, ~~22~~, 1, 4, 9 = 23.0 points)	J. Weddell (J)	A.C.T.
2	WENDAL	(3, 2, ~~50~~, 3, 5 = 24.4 points)	L. Cawsey (J)	N.S.W.
3	CRAFTY	(~~10~~, 6, 7, 7, 2 = 40.7 points)	I. Spies	N.S.W.
4	W.A.P.	(2, 5, ~~11~~, 9. 7 = 41.0 points)	P. Hopkins	N.S.W.
5	SHERYL	43 points	A. Deed	S.A.
6	BILLIE	59.7 points	B. Hangar	T.P. & N.G.

So, hats off to our first Junior Champion and his even more youthful crew - sister Gail.
Lewis Cawsey and little brother sailed almost as well.
Ian Spies had the assistance of son Michael.
But to Paul and Andrew Hopkins goes the moral victory - their worst place was eleventh and they clearly take the biscuit for consistency.

QUEENSLAND HERON ASSOCIATION NEWS

FLAK shot down the opposition in the Yeppoon-Emu Park ocean race on Sunday, 6th November 1966, to take home the G. Hoskin's trophy for handicap.

FLAK is skippered by Frank Mearns and was crewed this day by Frank's sons, Alister (11) and Jim (7).

The Yeppoon-Emu Park race is something of a marathon for the Heron - 12 miles, and so is the round trip from Monto, FLAK'S port of registry, to Rockhampton - 340 miles.

---oo0oo---

Herons were "with it" again on the 13th November on Kepple Bay - the Rockhampton Morning Bulletin had this to say -

> "This little ship at no time during the race was under duress and took the high seas and gusting winds better than any boat yet sailed on Keppel Bay".

The ship - Jack Simpson's WINGS, which finished third in the T. Jarman Trophy.

1968 AUSTRALIAN NATIONAL HERON CHAMPION – JOHN WEDDELL

SAILING NO. 4159 "THE SAINT" ON LAKE BURLEY GRIFFIN; CREW, GAIL WEDDELL

MEASUREMENT COMMITTEE'S HALF PAGE

Since the distribution of the new measurement form in the last Newsletter, I have received a number of letters from members of the Association who are in the process of building boats, and who are worried about the minor changes in some measurements and the introduction of a few entirely new measurements. I would like to try and clarify the attitude of the members of the Measurement Committee to the new form and to the classification of boats in general.

Our whole purpose in drawing up this new form was to enable us to maintain more efficiently, the ideal of a one-design class, and to give us a better "picture" of each boat, so that we can determine if it is built fairly to plan.

The Association has no room for the "improver" - and indeed, a boat which measures correctly in every particular can be refused an "A" classification if, in our opinion, deliberate advantage has been taken of the tolerances allowed to try and change the design of the boat.

However, we do appreciate the difficulties of the genuine amateur builder - having each built at least one Heron ourselves - and we also realise that many of you are in the process of building boats which you have been checking on the old measurement form. Our intention is certainly not to penalise the amateur builder by the introduction of the new form, and, especially in the first few months, our attitude will be a tolerant one. Remember that all decisions on classification are made by the Measurement Committee. The Measurer can only make a recommendation.

So, if your boat has been measured and you find that some measurements do not fall completely within the tolerances allowed, please wait for a decision and advice from the Measurement Committee. Do not attempt to put things right immediately by making sweeping changes. You could be putting yourself to a lot of unnecessary work!

R. Lock, Secretary,
Measurement Committee.

VICTORIAN NEWS

THE STATE CHAMPIONSHIP. Last issue published a calendar for the 1966/1967 Championship : this issue will record the facts. Despite our gloom concerning small entries we are now happy to report a record 59 entries and it is doubtful if any other class in Victoria can dispute this for a Championship series.

Heat 1 at Elwood was abandoned in the face of big seas on Port Phillip Bay whipped up by a constant 35 knot westerly.

Heat 2 at Mordialloc was blessed with a clear sky, a 15 knot sea breeze (generally from the south for those who do not sail on Port Phillip Bay) and mixed with the slight to moderate seas, an occasional big swell all the way from the Rip. A total of 55 Herons started and all but 7 finished. Astrid (P. Rowe), Quinta (J. Carter and Penny (B. Brown) got clear away at the start and, excepting for Ricci (K. Bullen) in lap one, were never seriously challenged. A sudden drop in the wind, followed soon after by a switch to th S.E. in the final lap, caught many napping and some positional changes resulted. Final placings were:

Astrid, Penny, Quinta, Junior II (J. Harney), Uira (M. Hawes) and Touche (J. Grieve).

Heat 3 was at Black Rock at 10 a.m., the day was overcast and the wind light from the S.W. 50 Herons finally got away after one general recall and at the first weather mark Uira had a useful lead. Following her came Pintado (B. Wionarski), Alchera (A. McClure), Quinta, Van Diemen (J. Coen) and Astrid. In the fading and fickle wind most lead boats lost position but with Pintado now in front, the 3 hour time limit rule was imposed and the race abandoned.

Heat 4 also at Black Rock got away at 2.30 p.m. in a less than 5 knot southerly with 54 starters. Van Diemen was first to the windward mark from Astrid and Alchera, and had moved further to the front by the end of lap 1. She was disqualified soon afterwards for passing on the incorrect side of the (start) mark on the second lap. Another drift race seemed likely before a freshening 8 knot breeze developed for the final stages. Many bad "drifters" made up lost ground to make the final positions : Astrid, Junior II, Touche, Sprite (J. Botterill), Julliann (A. Amess) and Alchera.

Heat 5 was to have begun at St. Kilda at 10 a.m. but the incessant heavy rain with no wind at all caused a postponement. At 1 p.m. the host club, influenced more by an unfavourable forecast (for continuing nil breezes etc.) than by observation, declared against sailing. This heat will now be held on 30th January 1967.

One is permitted now to speculate and the situation after two heats with one to go is interesting. Phillip Rowe in Astrid with nil points has a good chance of retaining his title won in 1965/1966. In the event of him being poorly placed in the final heat some of these may take the honours:-

Junior II (with 11 points), Touche (12.4), Penny (18), Alchera (24-7), and Vira (28 points).

---oo0oo---

Some lessons learned from the State Title series are repeated here that others may profit from them. Sputnik (R. White) lost places in Heat 2 when her skipper relaxed too soon into a cigarette. Sprite (J. Botterill) and Tassie Too (W. Hudson) could not start in Heat 3 (happily abandoned) because rudder components were missing. Van Diemen (J. Coen) missed a likely first placing and a chance for the title by failing to read the course instructions properly for Heat 4. Quinta (J. Carter) likewise gave away a chance for the title on a breech of the Port and Starboard rule. Penny (B. Proven) thought that Heat 5 was an afternoon event : fortunately he has a chance to amend this oversight when the resail takes place. Six starters in Heat 4 failed to sign the race declaration sheet and, regardless of their line places, gained points as "non starters" only.

Picnic Event

A gusty morning (43 knots was recorded) and the recent spate of Sunday sailing deterred many from attending the Association Picnic at Altona on 11th December. Nevertheless approximately 20 Herons arrived in the morning hopeful for a sail.

After lunch the wind fell away to a mere 7 knots (still North to N.W.) but already all but 8 Heroners had gone home. First away was Gandalf (Tom Jones) but she was recalled for being over the line: nevertheless she regained and held the lead for two laps. During the race the fleet grew less and less in number when both Red Witch (S. Rutter) and Sujuru (L. Ericcson) hit the same mark and retired and, with a change of wind to the south, Pee Wee (Jim Grieve) capsized. The remaining five now closed up and the results were Touche (John Grieve) first, Gandalf (Tom Jones) 10 seconds behind second and Kayos (K. Robertson) third.

Christmas Picnic

At the time of writing plans for this annual activity at Safety Beach on 18th December were being finalised. Father Christmas should arrive by Heron with toys for children under 13 years; there will be ice cream, lollie water, novelties etc. for all (even those over 13 years).

On the sailing programme prizes are to be awarded to stern chasers off the beach, relay teams races, rigging and racing and so on. Crews should include at least one child.

Early 1967

The early part of 1967 promises another interesting Heron programme, i.e. :

23rd January	-	picnic at Somers.
30th January	-	final heat State Championship at St. Kilda.
* 5th February	-	Inter-club teams races at Elwood and Altona.
12th February	-	Mordialloc picnic.
25th February	-	(Saturday night) barbeque at Keith and Joyce Billings house.
26th February	-	V.Y.C. Regatta at Chelsea.

* Note: Alternative date is 19th February.

---oo0oo---

HANDICAPPING

The club official who is on the wrong end of every argument and discussion is the Handicapper.

Nothing to it in a one design class you say?

May be!

TOM SAVAGE, BALMORAL SAILING CLUB's Bogey Man has a new twist to the old problem, and if results mean anything it is a good twist.

The Club's old system was to dock 3, 2 or 1 minutes from handicap for a win, a second or a third, respectively.

This system has its problems when the scratch or near scratch boat has a success and also with the rapidly improving back marker.

So Tom's plan is to handicap on the first six placings docking a fraction of the handicap ¼ for first 1/5 for second then 1/6, 1/8, 1/10 and 1/12 for sixth place - all to the nearest whole minute.

After three starts the boats which are not yet finishing in the first six have their performance reviewed and are given handicaps equal to their average time behind the scratch boats.

Proof of the system? The Point Score is wide open - no boat has finished in the first six more than once and corrected times between first and last boats are very close indeed.

Balmoral Club, or Tom Savage, 40 Earl Street, Beacon Hill, N.S.W. (40 8590) will be pleased to provide further details if you or your club are interested.

---oo0oo---

FOR THE EXPERIENCED HELMSMAN

Tony Oram is a tiger for punishment it seems; a footnote to his last letter is:-

"After I had pulled out of the race last Sunday (Tony was one of the pickles on 11th December at Royal Perth - Ed.) I dropped off the forward hand, not Elizabeth on this occasion, and took "Betsy 5" out single handed to give the breeze a whirl. She really flew literally as she was airborne on three occasions, but I didn't capsize. One up, the Heron is a totally different boat and really starts to live. It was plain hard work getting to windward and on a tight reach she was off and planing, a real thrill and really sailing.

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SOMERTON - Registration is topping the 20's and going from strength to strength. Graham Luders still appears well on top although Craig Baxter in PYM made a brief appearance and led the field throughout. The club championship seems to be moving into an area of tactics. A deputation from the Club to the Brighton City Council recently met with a good reception and the council proved very helpful and are interested in helping us with our Clubhouse project. Make a note that sailing clinics are held on Sundays at 10 a.m. for approximately one hour.

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See next issue of HERON NEWSLETTER for a full report.

WESTERN AUSTRALIA

TONY ORAM'S EPISTLE THIS ISSUE RAN TO OVER THREE PAGES SINGLE SPACED FOOLSCAP ALL OF WHICH SHOULD HAVE BEEN PRINTED — BUT SPACE .....

Lake Queerearup Regatta 12th-14th November

This was a beauty and got quite a write up in the local papers. We went down in convoy with an H. M. A. S. Leeuwin truck leading the way festooned with sails, boats and bodies, all of which arrived safely. Half way to the Lake we stopped for a cuppa at a road house in the middle of the wheat belt to be met by an excited ex New South Welshman P. Palmer Sail No. 3661, delighted to see Herons on the move and coming to sail with us once he gets sett led into his home. There's no telling where these Heronfolk turn up!

The success of the weekend was due to our generous hosts Bill and Dorothy Young and the happy Heron spirit. 15 boats congregated on the Lake, 10 from Perth, 4 from Albany and Bill Young's "Frisky". When Bill agreed to house the Heronfolk on their Woodanilling farm (renaming it "Heron's Roost" for the occasion), they expected about 4 boats, received 14 complete with a support force of 50 bodies and 2 dogs. Feeding was cafeteria system and sleeping saw bodies everywhere, wool sheds, garages, shearing sheds, you name it and there was a body.

This was the largest Heron fleet ever to sail in W. A. and for the first time Albany and Perth boats have sailed together. Whilst the racing was keen and one Protest was lodged, the Heron spirit was very evident and the Regatta took the form of a family re-union.

Three of the four Albany boats had only just been completed and had not been fully rigged or tuned prior to the Regatta and they all performed like masters. Another Austin sailor from Albany, Val's sister Janet in "Whirlwind" has the master's touch and it is an education to watch these two girls sail a Heron. On their home course and with tuned boats the State Championship could have an Austin label this year.

Four races were sailed on Invitation on Saturday afternoon two heats on Sunday (the second one being a real heat, with not much wind and 92^{O} temperature) and a third heat Monday morning.

An unusual Y shaped course is sailed by the Club,each leg passing a central buoy - the invitation race must have been a necessity!

A summary of the race results is:-

Invitation Race: (light to moderate breeze). "Betsy 5" (A. Oram) "Plod" (G. Whetters), "Wefree" (D. Davis) - City men all the way.

First Heat: After a sail past in excellent breeze "Plod" played fox to the hands with the rest of the fleet, but on handicap it was "Whirlwind", (Janet Austin), "Plod" and "Bonjour" (Sabina Croney) - the Southern maids made good.

Second Heat: "Ariadne" skippered by Perth trier Dave Haskett out drifted the rest which, apart from "Plod" and "The Witch" (Owen Johnson), were rounded up by the crash boat.

Third Heat: Had 15 - 18 knot winds with exciting sailing. "Plod" and "Whirlwind" were engaged in a match race 300 yards clear of the fleet when both were swatted flat by a willy-willy. That left "Betsy 5" with fastest time and handicap placings to "Wefree", "The Witch" and "Frisky" (local boy and host Bill Young) in the last paying position.

Katanning District business houses presented trophies for all racing including aggregate trophies for consistency in the three heats - "Plod" and for fastest time - yes, you guessed it the Whirlwind Secretary from the west in "Betsy 5".

---oo0oo---

Back in Perth:

The Wefree Trophy on 27th November was sailed in 20-25 knot conditions with minor mishaps on a new course - missed marks in the haze and not enough water on sand banks - ask "Betsy 5", "Jet" and "Rosslyn". Results:- "Tess" (G. Stanley);"Wefree" (Chris Davis) and "Betsy5" (A. Oram) and fastest time.

Sailing Day 11th December was a howler - gusts to 40 knots and a fleet of eight hopefuls. Two pickles; two broken gear; then there were four. Wefree (Chris Davis) 1st and fastest then Rosslyn (D. Cadd) and Presto (R. Stubbs) was the finishing order.

ROYAL PERTH YACHT CLUB SEEMS TO HAVE ALL THE THINGS NEEDED FOR HERON SAILING, AS THIS STUDY OF THE BEACHED FLEET (BY JOY FALLS OF APPLECROSS) AMPLY DEMONSTRATES.

N.S.W. CLUB REPORTS

KYEEMAH YACHTING CLUB.

WHERE DO WE SAIL:	In the S.W. Shade of Bunnerong Power House.
WHEN DO WE SAIL:	Every 2nd Sunday at 1.30 p.m. (recommencing 1967 - 8th January).
WHAT'S THE COMPETITION LIKE:	Pretty keen - with Commodore King and Starter Langer flagging them in Jenellen and Ooley Dooley battle for line honours, with "Pot hunters" Bronwym 2, Serina and Nimbus not too far aft.

Newcomers we would like to welcome are David and Mary with "Jibaroo" who are having a little trouble starting off, and Jeff and Jeff Jun. with Valkerie. This sailing is a little trying to Jeff, being an ex speed contender, is tempted to conceal a hotted up Corvet engine in the Buoyancy tank - which would be reasonable but the Starter has pretty good ears.

The Championships are well under way, with Jenellen leading Ooley Dooley and Nimbus third.

We had a very pleasant visit from Members of Middle Harbour who provided some very fine competition. The conditions suited the local boat but the visitors succeeded in taking 2nd.. Bill Brown, 3rd .. Nev. Corvisy, 4th .. Frank Buckley. Now that these Gentlemen have had a taste of our course, we feel that next time the competition will be even keener.

May we extend the compliments of the season to all Seafarers, and hope to see some new faces in the new year.

LAKE MACQUARIE YACHT CLUB numbers continue to increase; present indications are that we should finish the season with the greatest number of boats since the group's inception.

Latest enthusiasts to join include Ian Potts, sailing "Pitch-n-Toss", a boat well known to Sydney-siders, and Pat and Jim Layton with their new Heron "Lord Jim". Jim has painted his new craft in distinctive "Elvina Bay" style and indications are that "Lord Jim" will emulate her 16 footer namesake's sailing record.

On the debit side, former Heron stalwarts Cec. and Val. Villa have acquired a Bluebird, which they race regularly. They are expected to provide as much keen competition in the larger boat as they did in their Heron "Gossip".

The Morley's, John and "Ollie", gave everyone a sailing lesson in the second heat of the club championship, when their "Hilde" was the only boat to finish the course. The rest of the fleet were flattened by a "southerly buster" but "Hilde" weathered the initial blast and sheltered in the lee of Belmont Park for an hour before continuing on to the finish.

These "breezes" seem to be a regular feature of Lake sailing this season, but we have yet to encounter another like the "daddy" of them all, which blew out the State Championship fleet last season.

Results to date bear out the efficiency of handicapper Ron Brown, as placings have been well spread throughout the group. Some of these are listed below:-

Second Monthly Point Score.

Juniors.			Seniors.		
1.	Graken	- Graham and Karen Watson.	1.	Gossip	- Cec and Val Villa.
2.	N. A. I. K.	- Neil and Ian Kelso.	2.	Lou C.	- Lou and Graham Collin.
	Monsoon	- Ian and Bruce Coulin.	3.	Pyrrhic	- Darryl Mannix & Bruce Watts.
3.	Sasha	- Terry and Mrs. Carruthers.			
	Capto.	- Ellen Beveridge and Jan Sandford.			

Third Monthly Point Score.

Juniors.			Seniors.		
1.	N. A. I. K.	- N. & I. Kelso.	1.	Dorian	- Charlie & David Fisher.
2.	Monsoon	- I. & B. Coulin.	2.	Pyrrhic	- D. Mannix & B. Watts.
	Sasha	- T. Carruthers.		Tinkerbell Too	- Clarrie & Peter Ferguson.
3.	Greste	- Stephen Brown & Annette Haining	3.	Lou C.	- Lou and Graham Collin.

Club Championship - Second Heat. - Hilde - John and Ollie Morley (Only boat to finish the course).

Club Championship - Third Heat.

Juniors.		Seniors.	
1.	N. A. I. K.	1.	Tinkerbell Too.
2.	Sasha.	2.	Pyrrhic.
3.	Monsoon.	3.	Lou C.

WARATAH REGATTA

Over forty Herons enjoyed a "harbour jaunt" in a light East to South Easterly breeze, in the 1966 Waratah Regatta conducted by the Woollahra Sailing Club at Rose Bay.

The event was full of interest as hundreds of centre-boarders were sailing approximately the same course, with short intervals between the start of each class.

The lead was closely contested throughout by Slipstream, Kuma, Crafty and Bully Too. Final results -

Line Honours		Handicap	
1st Kuma	P. Lawson (Balmoral	Slipstream	F. Allen
2nd Slipstream	F. Allen "	Kuma	P. Lawson
3rd Bully Too	K. Dunstan "	Mitgarde	B. Mackie (Woollahra)

WYANGALA SAILING CLUB NOTICE OF REGATTA (as it affects Herons)

1. Entries are invited from yachts to compete in the Annual Regatta to be held at Wyangala Dam.

2. The programme will be as follows:-

Saturday 11.2.1967
Sunday 12.2.1967 } 10.00 a.m. Combined Handicap - All classes.
Sunday 12.2.1967

3. The above programme may be varied and in general, separate divisions will be sailed for classes having six or more entries.

4. Races shall be sailed under the rules of the Y.A. of N.S.W. except as amended in the sailing instructions.

5. Trophies will be awarded for first place in each division of each race.

6. Closing date for entries is Monday, 30th January, 1967 at 8.00 p.m.

7. Other Entries setting out class, name, number or sail identification skipper, club and club handicap are to be forwarded to the Secretary, Wyangala Sailing Club, Wyangala Dam, 3W, N.S.W.

8. Entry fee of $1.00 per yacht for the series should be forwarded with entries.

9. Sailing instructions will be issued at the boat shed on the day of the race.

10. A pick up boat will be available but the wearing of life jackets is recommended.

ACCOMMODATION

Arrangements have been made for the use of the Wyangala National Park dormitory which has bunks for 22 persons and cooking facilities. Blankets and food should be brought. There are also good camping and caravan facilities at the park. There are three motels and a number of hotels in Cowra, which is approximately 30 miles from the Dam. For further information please contact R. O'Leary, Wyangala Sailing Club, Wyangala Dam, 3W, N.S.W. or telephone Wyangala Dam 10 or 19.

R. O'LEARY,
HON. SECRETARY.

Editor's Note: The WYANGALA SAILING CLUB'S regatta is not a scheduled or recognised event for the N.S.W. Heron Association, but, as this weekend coincides with the second round of the Jax Trophy in Sydney a visit by some Sydneyites should be feasible.

The storage behind the Wyangala Dam has filled following the rains recently on the catchment and there is good water and good organisation for the asking.

When Herons were first introduced to CONCORD-RYDE SAILING CLUB less than two years ago, a target was set of at least 16 boats on the Club Register. This would give about twelve regular starters and provide good racing. This target has now been passed and good, close racing is certainly the result.

The Club appears to have captured much of the original spirit of Heron sailing. Most boats are family affairs and the main object is to have an enjoyable Saturday afternoon. The discussing of ideas and theories while rigging and the post mortems over a cup of tea after the race add greatly to the friendly atmosphere. Of course when afloat the racing is taken reasonably seriously as this is part of the proper enjoyment of the sport.

As racing is on Saturday afternoons (most metropolitan clubs race on Sundays) visitors are fairly frequent and always welcome. They will find that river sailing is often energetic, sometimes frustrating, but always interesting.

OYSTER BAY Sailing Club has issued an invitation for Southern Sydney Sailors to try their water and hospitality. Herons are the most numerous class in their mixed fleet and, with a few more starters, class racing is on the board.

For further details contact E. Hatch, of 7 Georges River Crescent, Oyster Bay. Phone 528 8621.

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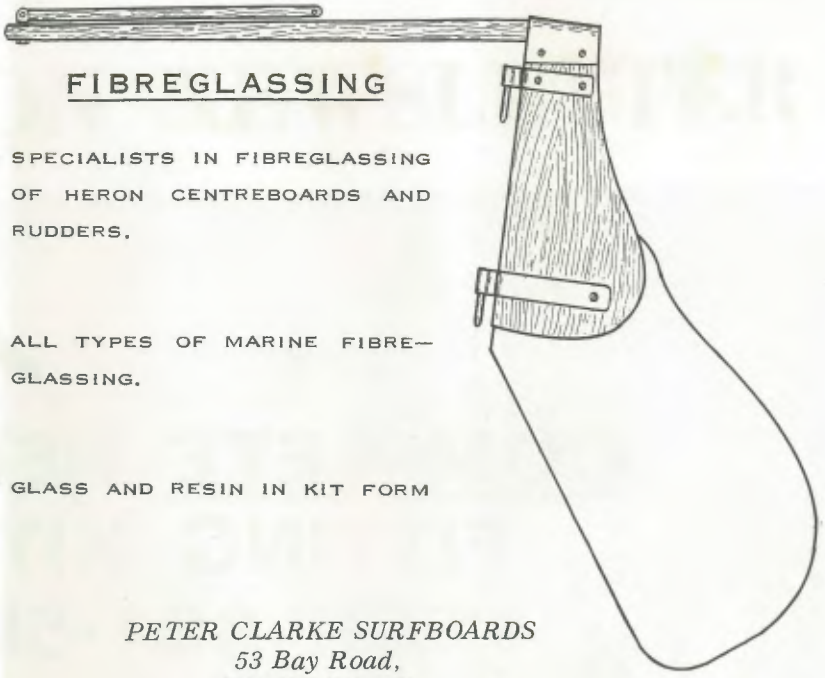

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1 Tiller Hood	1.47	1 Jib Halyard Block	.90	1 set of Buoyancy Bags	15.00
1 Tiller Extension Swivel	1.87	1 Mast Step Plate	1.25	1 Rudder Sheave 1" x 5/16"	.35
2 Bridge Eyes (on Tuck)	.50	2 Small Hyfield Levers (Jib and		2ft. of shock cord	.30
2 " " (Chain 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		TOTAL PRICE	$93.99
		fittings	1.80		

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