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HERON NEWSLETTER

VOLUME 4 NO. 6 MARCH 1967

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COVER PHOTO

Wot! South Australia again?

Yes, and this time it is the winner of the Junior Trophy in the 1967 South Australian Championships pushing NICKY - No. 5158 to windward in the first heat at Henley Sailing Club.

Somerton's G. Wilson is in No. 5939 but we aren't too sure who it is on NICKY's transom.

Photo supplied by John Bernie - we suspect by courtesy of the Sunday Mail, Adelaide.

NEXT ISSUE

Back to quarterly issues for Volume 5 of HERON NEWSLETTER. - The experiment at combining all State Association programme details in a six-issue volume in 1966-67 didn't do what was hoped of it - it wasn't flexible enough to get invitations out and to advise of changes of venue at short notice.

So, from now on, HERON NEWSLETTER will be the National Journal with only the important State news and more space for, as they say in another place, "articles of lasting interest."

So send 'em in - the Editor needs them more than ever now!

Deadline for Volume 5, No. 1, FRIDAY 26th MAY 67.

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

EDITORIAL

AUSTRALIAN YACHTING COMES OF AGE

Big news for Australia's wind powered water sportsman in 1967 is the fact that the International Yacht Racing Union, the world controlling body for Yachting and Sailing, has decided to accord Australian recognition in her own right as a Yachting Nation.

Previously, Australia has been represented in Yachting affairs at the international level by the Royal Yachting Association in Great Britain and, in the main, represented very well even if the lines of communication were long.

Each of the State Yachting Authorities, Queensland Yachting Association, Yachting Association of NSW, Victorian Yachting Council, Tasmanian Yachting Association, South Australian Yacht Racing Association and the West Australian Yachting Association corresponded directly with the R.Y.A. in the United Kingdom on matters of rules, appeals and so on.

However, as Australian Yachting took on more of an international character and the various States considered it desirable to join forces or found it necessary to have a forum on which they could talk with each other, the Australian Yachting Federation was formed.

Early, the A.Y.F. was mostly an advisory body the work was still done by the State Authorities. But of late A.Y.F. has been much more powerful and certainly, for the future, it must become an active and efficient organisation so as to form and maintain a fitting image for Australian Yachting.

How does this affect you - the Heron Owner?

The most obvious effect will, of course, be that this new powerful organisation must be fed with funds; these funds must be derived from people for whom the service exists.

"Oh" you say - "not me; I'm not an international Yachtsman'. " Well, no, you are not, not yet. But already our Association has embarked on an Inter-dominion Challenge (See report elsewhere in this issue) and it won't be long before we see competition on a regular basis across the Tasman, and, I venture to suggest, with the Parent Association in the United Kingdom.

But the real bonus for you as a Yachtsman comes from having an organisation in Australia, governing Australian affairs in Yachting, speaking as an authoritative body to any person, public company or Government Department which seeks to destroy, limit or affect the Yachtsman's quiet enjoyment of his chosen recreation.

And what will it cost? Current indications are that about 50¢ per boat will be needed to finance Yachting administration on the Federal (AYF) and State levels - or about 0.1% of the value of your Heron annually. Which is, you will agree, a pretty small insurance premium on the value of your investment in physical fitness, family togetherness, comradeship, getting away from it all or whatever else moved you to sail.

The Association's $3.00 annual subscription was fixed at the 6. th Annual General Meeting, 10 August 1964

Since that time there have been general rises in costs which would warrant some slight increase subscriptions to maintain the service to which you as a Heron Owner are accustomed.

But there are other factors which now demand attention, factors which, if ignored, could lead to a reduction in the strength and ability of the Heron to fill a place in the spectrum of Yachting in Australia.

For instance there is the need to counter by suitable publicity (which costs money) the effect of commercial intrusion into an amateur sport. There are too many people willing to climb onto the wave of Yachting & Sailing popularity in order to make profits by selling at high prices units which are either inferior in design or performance or which do not contain value for money.

With the Heron you can buy plans, select your own materials to suit taste or pocket book and build exactly what you want without abnormal profit margins.

If you choose to buy ready built, this is usually to your order; you can have built in what you want; you can see the workmanship which goes into your boat. There is not monopoly with the Heron - any professional builder worth his salt may be accredited to the Association provided he agrees to toe our line. This free competition between professional builders ensures value for money when you buy a Heron.

If you buy second hand, you have a guarantee of the boat's history being freely available to you and it can be a long history: the Heron is a solidly built durable craft.

So, if, as I suspect will be the case, your Management Committee suggests an increase in subscriptions from $3.00 to $4.00 per annum at the Annual General Meeting in August this year, give the move your support - demonstrate your appreciation of Yachting as a sport and your determination to continue to enjoy it when and where it suits you - help make it possible for Australia to emerge as a Yachting Nation.

W.J. Youll

LEARNING FROM THE OTHER FELLOW

The photo opposite is of Phil Crane (JAMP TOO; No.4964; Middle Harbour Heron Sailing Club) caught for careful study by John Oxenford during the 1966 winter.

It was one of those 25 - 30 knot South Easterly days which produce wonderful conditions for the chap who likes to get a boat going.

And Phil is one such!

Note the crew position for a heavy weather reach - sister Margaret on the forward thawart ready to slide either way.

Skipper well aft and doing the swinging - ready to go even further aft if JAMP TOO shows signs of going down the mine.

You have heard all those stories about a nice straight jib luff? Try this one for size!

With all that wind aft, there is very little one can do about the jib luff - forestay - and still have a mast or chain plates. Some sagging is inevitable.

As for the main - kicking strap not really hard down - quite a bit of curve in the leech of the sail.

Both main and jib well eased, as they should be with the wind a little off of the beam.

Centreboard would have been ½ to 2/3 raised to give a nearly balanced helm.

This is really fun - no need for other boats to give you competition, the wind and the water will give you, your crew and your boat all you need to keep your interest!

But a word to the newcomer to the sport - this sort of weather is for the chap who has sailed a season or so, and only then in either confined waters, (where it isn't far to a lee shore) or on waters where there is someone interested in your welfare, standing by to pick you out if you capsize.

Things happen pretty quickly in a Heron going at the speed Phil has on the clock!

--- o0o ---

STOP PRESS

from Barbara Armstrong, Hon. Secretary of the Papua, New Guinea Heron Association,

"The South West Pacific Heron Sailing Championship will be held at the Papua Yacht Club, Port Moresby during the Queen's Birthday weekend in June.

Local boats will be made available and conditions of racing will be promulgated later.

Interested Queensland representatives are asked to contact Garth Gorton P.O. Box 947 Cairns in time for information to be received in Port Moresby by the 9th April. Those from Papua, New Guinea should contact the 'Secretary Papua New Guinea Heron Association P.O. Box 140 Pt. Moresby.

A limited number of sailors & visitors could be billetted free of charge. Those requiring this Accommodation must also be known by 9th April."

MANAGEMENT COMMITTEE

The management committee of the Association met on 22nd February '67 under the chairmanship of the President, John Dixon Hughes, at the C.Y.C. of Australia.

It was another long meeting at which a variety of topics were dealt with.

The President advised that he would not seek re-election in August 1967 as he was not now in a position to devote to the task the time which he felt should be devoted to it.

The General Secretary also advised that he too would step down as Secretary but would be happy to fill another executive office if the membership desired this.

Neville Corvisy, who has held substantially the same position in the Association for over six years as guardian of measurements indicated later in the meeting that the Measurement Committee constitution required him to resign in May this year while Bob Lock, Measurement Committee Secretary stated that he would not seek re-election.

On the positive side it was decided,

* Annual General Meeting,
  Monday 14th August, at C.Y.C.
  (Subject to confirmation - watch later issues of Heron Newsletter)

* 9th Australian Championships.
  31 December 67 to 5 January 68 at Royal Melbourne Yacht Squadron.
  (Detailed programme still hatching).

* The Treasurer reported a healthy bank balance.

* R. Stewart & Son of Port Fairy, Victoria, were accredited as builders of the Class.

* Mr. Hugh Vallance of 1 Olphert Rd., Vaucluse, was authorised to measure the Class.

* The Secretary reported that a party of twenty (including eight helmsmen) would be going to New Zealand for the Inter Dominion challenge.

---o0o---

SAFETY NOTES.

We heard reports from Jervis Bay which need to be aired.

Highfield levers for instance.

These are a really good way of getting your Jib or Gaff halliard up nice and tight BUT DO BE SURE YOU CAN UNDO THE THING WITH YOUR WET COLD FINGERS.

Do not have the type of Highfield lever which requires a pin to be screwed in (and to be screwed out) before you can lower your sails. Use the type with a hook which can be readily disengaged when the lever is released.

You must be able to get the sails off if you are caught out in a sudden squall.

Buoyancy Bag Fastenings

A well inflated buoyancy bag is a wonderful aid to flotation - to getting the boat back on her feet, IF IT IS FIXED INTO THE BOAT.

And it is surprising how much is needed to do just that - FIX it into the boat.

A third lashing round the mid length of the bag is a good safety idea - it prevents the bag "bananaing" out of the normal fixing straps.

VALE KEN BETTS; Boat builder; Friend; Gentleman.

The Sydney Morning Herald, Monday, Jan. 16, 1967

BETTS, Kenneth.—January 15, 1967, at hospital, late of 168 Polding Street, Smithfield, beloved husband of Heather, loved father of Ian and Andrew, fond son of the late Mrs Florence and Mr Norman Betts, beloved brother of Audrey, Norman, Peter and Carol, aged 36 years. At rest.

To those who knew, liked and respected Ken Betts the news of his sudden and untimely death came as a bitter blow.

All of these, and the many others to whom Ken was a name, and something of a legend in his own time, will join with the Association in its expression of sympathy to Heather and her children.

There is no man in Heron affairs who can approach Ken's record of hours of relaxation and fun and competition given to the hundreds of people who have sailed and are sailing in boats which took shape and were launched with Ken's skill and care unstintingly built into them.

NOTICE

The Executors of Ken Bett's Estate wish to advise that the items of equipment listed below are available for disposal as one lot or separately. All items are in good working order and were in use at the time of Ken's passing.

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N. S. W.

HERONS AU GO-GO: Chris Lloyd-Owen writes:

A recent plea for the experts to come forth into print and tell us their secrets has brought little response. I suspect this is partly due to the modesty of our experts. I am no expert but I have no modesty either! But I have gained some local reputation for being able to plane more often than most other boats in the Club, so here are a few ideas on how it is done.

A short boat with a relatively small sail area is not the sort of boat that planes easily. A Heron is a short boat with a relatively small sail area. Nevertheless a Heron will plane quite readily. But it must be helped. Too many people seem to think that it is simply a matter of keeping the boat upright and when the wind blows hard enough the boat will plane. While this will eventually happen, planing will occur much, much sooner if the crew does more than this.

A longer boat like a Flying Dutchman will slip into an effortless plane with comparatively little change of attitude. Our short Heron jumps into a plane with considerable change of attitude and a lot of fuss. The bow climbs up onto the bow wave and sticks up in the air (see the photo of "Grey Ghost" in January Newsletter). It is in helping the bow into the air that the crew -- probably mainly the skipper in most cases - - can make the greatest contribution.

Marginal planing conditions usually involve gusty winds. A boat that is lifted quickly onto the plane will gain yards with every gust. The technique is for the skipper and crew to move aft as the gust hits. They do not move with the cat-like smoothness we usually aim for. Instead their movement must be sudden, even violent. This sudden shift of weight towards the stern helps to lift the bow up and onto the bow wave. The crew then keeps the boat upright (a heeled boat will not plane) and away she goes.

As the gust passes the boat will drop down off the plane. As it does so, it is MOST IMPORTANT that the crew return to their normal positions. There are two reasons for this. Firstly, if the flat transom is in the water it will create a great deal of drag. Secondly, if the bow is left out of the water it will reduce the boat's effective sailing length. And, under these conditions of displacement sailing, length is speed. You can check the situation by glancing astern. When planing, the stern wave is left behind and can be seen curling up three, four or even more feet astern of the transom. As the gust passes and the boat slows down you can see the stern wave catch up with the boat and the transom will become partly immersed. You can see the large mass of turbulent water being dragged along by the transom. You should have moved forward before this happened.

There are two points of sailing on which a Heron will plane - reaching and running. When running before the wind, the boat's speed is determined mainly by the speed of the wind. The crew can do little more than move aft or forward according to whether or not the wind is strong enough to plane. A lightweight boat and crew will plane sooner than heavyweights but the wind needs to be quite strong for a Heron to plane on a square run and a very lightweight crew will not do so well to windward. A compromise is needed here.

Reaching is different. Now the crew can make good use of its weight to keep the boat upright. They will be working continually -- swinging out and aft as the gust hits then moving more gently forwards and in as the gust passes. Sheets will need constant trimming. As the boat speeds up into the plane, the apparent wind will draw ahead so be ready to pull the sheets on slightly. Similarly as the gust passes and the boat slows down, the sheets will probably need easing. Although the jib is much smaller than the mainsail, it is every bit as important on a reach. A jib that is sheeted in too hard tends to hold the bow down and make the boat heel. The sheet should always be eased so that the jib is only just full. This has a very obvious lifting effect on the bow -- just what is needed for planing.

Pointing up in the lulls and pulling away with the gusts will often prolong the planing but don't be tempted too far to leeward of your proper course. Remember always that to plane, the boat MUST be kept dead upright. Ease the sheets and spill some of the wind if you have to but KEEP IT UPRIGHT!

Planing in a Heron is exciting. It may not be particularly fast but it is exciting, especially on a reach. If you don't have a good reach in your usual Club course then talk to your sailing committee. You will certainly have a procession of this leg in light weather, but in a good breeze there is nothing so exhilarating as a small sailing boat planing on a close reach, nothing so exciting -- except perhaps the sound of the winning gun as you plane across the finishing line.

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.

PAPUA – NEW GUINEA HERON ASSOCIATION

The 1967 sailing season in Papua and New Guinea will commence some time in April with the coming of the South Easterly Trade Winds and we expect 20 odd Herons to take the water each Sunday, from the Papua Yacht Club.

Papua and New Guinea Heroners congratulate Brad Hanger on his 6th placing in the Championships in Canberra. Brad has now transferred permanently to Canberra and has taken BILLIE with him so the local Heroners in Canberra and, indeed, throughout Australia will need to look to their laurels because Brad is a really good sailor.

Results of Heron events sailed by the Papua Yacht Club during 1966 season were:

T.P. & N.G. Heron Association Championship	- F. Rennie in Guba
Season's Points Score (Handicap)	- John Clayton in Kekeni
Season's Points Score (Scratch)	- Keith Rodda in Non-U
Rodda Trophy	- Brian Bodsworth in Non-U
Watkins Trophy	- Ian Morley in Seri
Judge Gore Trophy	- John Clayton in Kekeni
Walpamur Trophy	- Jan Rennie in Guba

It seems that there is little likihood of a full blown Australian Championship Series being allocated to the T.P.N.G. Association as the Association's policy is to give as many as possible a start in the Series each year. Most of the competitors like to make the Championship Series week an excuse for selecting the annual holiday venue. This aspect would be lost, in the main, if Port Moresby for instance, were selected.

However, quite a different spirit attached to the idea of a North Queensland T.P.N.G. exchange, or for that matter, for participation by the Southerners if a Series for their winter period could be arranged.

Following discussions in Canberra and Cairns Frank Rennie reported on the prospects of interstate visitors coming to Port Moresby to try out the South East Trades.

So explorations are currently under way for a Series in Port Moresby this June, with the organisation of such a get together practically certain in 1968.

Watch for further details!

* * * * * * *

One who will be greatly missed from the Papua & New Guinea Heron scene is Frank Rennie who "goes finish" from Port Moresby on 1st March being transferred to Perth.

Frank was the pioneer of the Heron in Port Moresby building and sailing 3363 MANU in 1963 followed by 4422 GUBA in 1964. He sailed in a borrowed boat in the Y.W. Heron Australian Championships at Adelaide and again, in GUBA, at Canberra: he took out the T.P. & N.G. Heron Association Championship sailing GUBA in 1966.

Apart from his sailing prowess Frank was the first Chairman of the T.P. & N.G. Heron Association when it was formed in 1964 and has been our official measurer for some years.

Very few Heroners in Port Moresby have not, at some time or other received friendly counsel and advice from Frank whether in sailing matters or Heron construction.

Frank's departure will leave a gap in the Heron ranks in Port Moresby but we have little doubt his name will soon appear in "Newsletter" among supporters of the Heron in Western Australia.

* * * * * *

Another keen Heron sailor, Tom Dixon, departs Papua and New Guinea in May after 27 years residence. Tom has been Chairman of the T.P. & N.G. Branch since March 1966 and its first Secretary under Frank Rennie's Chairmanship in 1964. He built and sailed 4163 PEPITA in 1964 and 5135 LAHARA in 1966, he appeared to derive a lot of fun and satisfaction whilst sailing even if he met with little success.

Tom will settle in Brisbane and we may see him, or his 13 year old son Pat, featuring among the Brisbane Heron folk later in the year.

VICTORIAN NEWS

The State Championship. This is the most important item of news since the last publication. Because of unfavourable weather the series took from 13th November to 30th January to complete and even on this day there was some doubt about beginning the heat.

Strong SW winds on Saturday afternoon continued throughout the Sunday and had not abated by the time the 5th and final heat began at 10 a.m. on Monday. The average strength was right on the maximum allowed for Herons on Port Phillip Bay with gusts well into the 30s. The "peace and quiet" of Lake Burley Griffin over Christmas and New Year was no training for the exceedingly tough conditions at St. Kilda on 30th January, 1967.

Nevertheless, 30 Herons out of the 59 entered for the series set out for the starting line but some never made this distance: the rescue boats had a busy day fathering the 18 which capsized or retired. Philip Rowe in Astrid made certain of the race by clearing well out in front and clinched the Championship for the second year in succession.

The heat results were Astrid (P. Rowe), Tuki (N. Ridgeway), Penny (B. Proven), Touche (John Grieve), Alchera (A. McClure) and Jullieann (A. Amess).

The final tally for the 1966/1967 State Title was: Astrid (0 points), Penny (23.7 points), Touche (25.4 points), Alchera (34.7 points), Jullieann (45.7 points) and Hornblower (T. Evans) (48 points).

Inter-club Teams Racing. Twelve teams, each of 4 yachts, entered for this season's teams competition. The elimination races took place on 5th February under delightful conditions with a division racing at Elwood Sailing Club and a division racing at Altona Yacht Club. Six teams raced at each location and this meant 5 races per day per team. The results were Black Rock No. 2 team winning at Elwood and Altona No. 1 team winning at Altona.

Clubs taking part this year were:

in Altona division

Royal Melbourne Yacht Squadron
Altona Yacht Club (No. 1 team)
Elwood Sailing Club (Nos. 1 and 2 teams)
Black Rock Yacht Club (Nos. 1 and 3 teams)

in Elwood division

Victorian Ladies Yacht Club
Albert Park Yacht Club
Altona Yacht Club (No. 2 team)
Elwood Sailing Club (No. 3 team)
Black Rock Yacht Club (Nos. 2 and 4 teams)

Divisional winners raced off at St. Kilda on Sunday 19th February for the right to challenge the 1965/1966 trophy holders. Under confusing, and often frustrating conditions with winds ranging from 20 knots to about 2 knots an interesting race ended with Altona as provisional winner. However, protests heard on the 22nd February upset this result and Black Rock will sail off against R.M.Y.S. at St. Kilda on Sunday 19th March.

Picnic Events. The first picnic for 1967 was at Somers (Westernport Bay) and the details have been published already in the Heroner for February. Briefly, the placings were Pintado (B. Woinarski) first; Tuki (N. Ridgeway) second and Jullieann (A. Amess) third.

The most recent picnic was at Mordialloc Sailing Club on 12th February. The lovely sunshine and 12 Knot sea-breeze attracted only 19 Heroners in the morning and 26 in the afternoon but all enjoyed their racing nevertheless. The results were:

Morning events

Juniors	Tuki	(M. Ridgeway)	Seniors	Seaspray	(Ted Carlson)
	Pintado	(Lin. Woinarski)		Half Yani	(N. Reid)
	Hornblower	(Jill Evans)		Ruthless	(F. Wareing)

Afternoon event

Line honours	Alchera	(A. McClure)	Handicap	Apalie	(J. Mathews)
	Tuki	(N. Ridgeway)		Tuki	(N. Ridgeway)
	Apalie	(J. Mathews)		Jullieann	(A. Amess)

Coming Activities. Never an idle moment with a picnic meeting at Black Rock Sailing Club on 5th March, the teams competition challenge (i.e., finals) against Royal Melbourne Yacht Squadron at St. Kilda on 19th March and another picnic meeting at Elwood Sailing Club on 2nd April.

N.S.W. CHAMPIONSHIP TITLES

The N.S.W. Championship titles were held on Jervis Bay at Huskisson on the Anniversary week end 28th to 30th January 1967. The Nowra Sailing Club acted as hosts and did a commendable job both on the water and socially. To the ladies Committee go special thanks for those welcome hot cups of tea after the races. As the Nowra Clubhouse was some 25 miles away, Len Jennings and his many willing helpers on the Sailing Committee migrated to Huskisson and pitched their tents and were on hand to look after the visitors. And this they really did.

The weather for the week preceding the titles had been unpleasant - overcast with drizzling rain. However, on Saturday the sun came out and a moderate nor-easter made for a very enjoyable race. Many skippers had trouble with the problem of a strong south easterly swell and north easter winds and found themselves left well behind! Paul Hopkins from Cronulla in WAP fought for the lead with Ted Rice from Koonawarra Bay in FELICE and only on the last leg did he take charge to cross the line for first place. Ted Rice was disqualified for infringement of a sailing instruction and this allowed Ian Spies from Balmoral in CRAFTY into second and young 14 year old James Cook of BYRA Club in ENDEAVOUR to take third placing.

By the second heat (Saturday afternoon) the nor-easter had freshened considerably and combined with the swell to make conditions very uncomfortable. 49 boats started but after the first lap only half of the fleet remained. Paul Hopkins in WAP took the lead right from the start and was never headed. The placings were the same as for Heat 1.

Heat 3 was sailed on Sunday morning in a very light easterly with overcast conditions and drizzle. This race was most interesting as the lead position changed frequently. Our National Hon. Sec. Bill Youll headed the fleet for a couple of legs. However, young 13 year old Malcolm Greenwood from BYRA skipper of Barracuda took the lead on the last two legs and went on to win convincingly from Frank Allen from Balmoral in Slipstream with Bill Youll from Middle Harbour in Anenome third.

On Sunday afternoon the sensational fourth heat was sailed. 48 boats went to the line in a very light easterly zephyr. After about 1½ hours the boats had only completed half the course. The Sailing Committee decided to shorten course so as to obtain a result. The shorten course signal was hardly given when over the hills from the South west came the "grand-daddy of all busters" with gusts estimated at 60-70 knots.

The leading boats headed by Bruce Mackie from Woollahra sailing MITGARDE were about 100 yards from the line when it hit the fleet. 10 boats managed to cross the line - how we will never know, possibly only by sheer determination, because none of these managed to get ashore without capsizing. Bruce Mackie in MITGARDE won the race from Frank Allen in SLIPSTREAM second and Paul Hopkins third.

It was obvious that no more boats could finish to Alf Settrie skipper of the committee boat (a 40 foot trawler, fortunately) cut his anchor rope and began to rescue the 96 people in the water. The first concern was the young forward hands but it soon became evident that no person could stay in the conditions. At first many skippers wanted to stay with their beloved Herons but the committee insisted that they abandon their ships. A call was then made for assistance from other trawlers which were moored at the wharf. Within 5 minutes all five trawlers in the bay were manned and under way to help in rescue work. Then appeared on the scene 2 Naval Rescue boats from the nearby Naval Station and they also assisted. Herons and their crews were now spread over a very wide area and the rescue fleet worked ceaselessly for about 2 hours searching and taking crews aboard. When it seemed that all the crews had been picked up all boats proceeded for shore to check. Within 30 minutes of landing all crews had been accounted for and also no injuries were reported except for a bruise here and there.

No words of gratitude would be sufficient for the marvellous work done by the trawler fleet, headed by Alf Settree, which averted serious and possibly fatal incident.

All boats were finally accounted for at about 9.30 p.m. on Sunday night. Once again our most grateful thanks to the beachcombers who went to the lee shore some miles away, pulled the boats from the surf and lifted them high and dry and stowed the gear preventing further damage.. (The most severely damaged boat was back at it in the Jax Trophy two weeks later!)

The greatest lesson learned from this unfortunate incident was that the insistence of the Sailing Committee that personal buoyancy be worn by all crew members and that buoyancy in all boats be up to Association standards was not just another of those "old fashioned" rules.

The fifth heat was scheduled to be sailed on Monday morning but the southerly wind was still blowing very strongly and the seas were quite high. The Sailing Committee decided to cancel this heat.

Final placings for the series were,

1st	Paul Hopkins	(Cronulla)	WAP (6199)
2nd	Frank Allen	(Balmoral)	SLIPSTREAM (3921)
3rd	Bruce Mackie	(Woollahra)	MITGARDE (5955)
4th	Ray Cottrell	(Balmoral)	NEO (5151)
5th	Ian Spies	(Balmoral)	CRAFTY (5505)
6th	James Cook	(BYRA)	ENDEAVOUR (6223)

To the Nowra Sailing Club we say thanks for a series well organised and for a most enjoyable and event packed week end.

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JAX TEAMS RACE TROPHY. The Interclub teams race series for the Jax Trophy was conducted over 8 sets of races. The first four heats were held on the Double Bay course and the second four with the Middle Harbour Club as hosts.

The series aroused much interest and good competition. Twelve Clubs entered teams. After the first four heats (held in October 1966) Cronulla and Burraneer Bay both had 4 wins each with Woollahra, Balmoral and Middle Harbour Clubs each with 3 wins.

During the second series of heats held on 12th February 1967, all these Clubs had to race one another. The competition became even keener when, at lunch on the second day (after 6 heats had been raced) the progressive score was Cronulla, Burraneer Bay, Woollahra and Middle Harbour all even with 5 wins each.

The two races in the afternoon were full of interest and after a closely contested final heat the results were Cronulla and Middle Harbour even with 7 wins each. This meant that to arrive at a winner a count of points was necessary and the Cronulla team was declared the champions for 1966/67.

The final placings were,

1st	Cronulla	7 wins	182½ points
2nd	Middle Harbour	7 wins	170 3/4 points
3rd	Woollahra	6 wins	157 3/4 points

All the events were keenly contested and the team spirit displayed by all clubs added another credit to the already long list enjoyed by the Herons. All Clubs will be looking forward to next season's Jax. Trophy Series.

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N.S.W. CLUB REPORTS

BALMORAL SAILING CLUB'S news on this occasion is mainly with future events in mind. We have the Easter Regatta coming up and hope you have all entered. Judging by the various sub committee meetings going on, this year's Regatta should be our best ever. A barbecue will be held on the Saturday night. Cooking facilities will be provided also refreshments, chips, nuts, etc. but please bring your own food and utensils. Afterwards a dance in the football hall will be conducted and for those who prefer, films under the trees. Afternoon tea will be served each day after the races and prizes will be presented on the Monday afternoon. We look forward to seeing visitors from all parts of the state.

Looking further ahead, we have just learnt that the N.S.W. Championships for 1967/68 have been allocated to us in conjunction with Middle Harbour Club. Meetings will be starting shortly to ensure that every aspect of this important event is handled without a hitch. More news about this in later issues.

Many Heron types will know our grand old gentleman Germain Murdoch who has been so active in running our launch and conducting races. He recently had a spell in hospital but we are pleased to report he is about again and no doubt will be watching activities at our Easter Regatta with unfailing interest.

Race results to date:-

1966 Summer Point Score	4310 Stampede II	D. Gordon	1st
	5151 Neo	R. Cottrell	2nd
	5843 Sue-Vic-Gal.	R. Springhall	3rd

Heron Championship	5505 Crafty	I. Spies	3 points
(3 best races - 1 to go)	5050 Chance	J. Shipton	8.7 points
	3921 Slipstream	F. Allen	15.7 points

BAYVIEW YACHT RACING ASSOCIATION won the Teams race with Palm Beach, for The Duffield Trophy and so holds the trophy for the second year in succession. This race has been successfully raced over two heats this year (one at each Club) and our members are already looking forward to next season.

Malcolm Greenwood with "Barracuda" already appears to have the fleet championships sewn up with 3 straight wins and only 2 heats to go.

At Easter this year BYRA will run a three day event for various classes of small boats, including invitation races for Herons. Our own Herons will be sailing point score races on at least two days. So please come along and sample the delights of Easter weather at B.Y.R.A.

The ladies committee assures us the canteen will be well stocked. If you are interested, contact Alan Nimmo (40-7088) as soon as you get this issue of Heron Newsletter.

A marathon race with a difference - stopping for lunch half way - this was the idea tried recently by CONCORD - RYDE SAILING CLUB. The Herons were planning to race from the Clubshed near Ryde Bridge to Greenwich and back. Food was the problem. A 10.30 start was likely to see them home exceedingly hungry for a very late lunch. Alternatively, attempting to eat lunch during the race was obviously dependent on the weather. So the decision was made to stop for lunch.

This decision turned out to be a very welcome one when the starters found themselves facing quite a fresh south easterly on the day. A strong outgoing tide helped them to windward but also caused a nasty chop which made things very wet. After the long hard beat down the river the crews were very glad to be timed past a suitable buoy by the official launch and to land at a nearby reserve for lunch. Here some of the crews were met by the rest of their families and all joined in the picnic.

With the crews rested and refreshed ready for the hair raising ride home, the fleet was started in the order in which they had finished the trip down. Gwendolyn (Len Hedges) had led all the way down with some excellent windward work and so was first away up the River. Before long however, Rufus (Chris Lloyd-Owen) showed her planing ability and went to the front for the rest of the race. Handicap gave a win to Departjabel (Peter Loxton). All crews eventually dragged their boats ashore for a very welcome cup of tea at the Clubshed.

KOONAWARRA BAY SAILING CLUB's scribe, John Willard, of 54 Murray Rd., Corrimal, writes ...

This season, with four additional Herons bringing our fleet to a total of 12, has provided some very close and competitive sailing at Koonawarra. The point score leaders at the moment are:

"Poseidon" (W. Raithel)	46 Points.
"Bernadine" (J. Burns)	44 Points.
"Udgie" (J. Redpath)	41 Points.

And, as we sail enthusiastically until the Lake freezes completely, there is still time for even a "low scorer" to be a danger.

Ted & Judy Rice showed our colours at the NSW Championships, in "Felice", and although not lucky enough to take home a trophy, certainly showed that it takes more than a "bit of a blow" to capsize a Koonawarra man. Better luck next time, Ted.

Arrangements are well in hand for our Annual Regatta at Koonawarra Bay on Sunday 26th February.

We now boast a reliable and "beamy" rescue launch, and launching facilities have been improved. Beach entries, as usual, are welcome. Competitive Heron racing is assured.

We cordially invite visitors to sample both our lake and hospitality, any time they are down Wollongong way. Our course is situated at the end of Kanahooka Road, Dapto, and we race each Sunday at 1.30 pm.

From the shade of Bunnerong Power House, KYEEMAH YATCHING CLUB's Commodore, Tom King, writes:

Comments of - "a good long course" - "true wind" - were heard from visitors from Cronulla

and Connells Pt. on Feb. 5th 1967. "Captain Kirkwood" (better known as Bill Stafford) and Forehand Terry Elvin, in Wanda May, took the line honours from a field of fourteen Herons. It was pleasing to welcome Stan Wymer "Trident; W. Mulhearn "Jyllyn"; L. Cawsey "Wendall", and Fred Hall "Penyhant".

Only the brave were at the helm on 22nd Jan. for 3rd heat of Club Championship, as the Bay was quite choppy, although the wind was not consistent. Ooley Dooley just scraped in ahead of Jenellen with Bronwyn 2 in 3rd place.

We are still not sure about Jeff Ball, "Valkerie" - was that little white bubbles trailing him when he came in 1st on 8th Jan. There was a good N. Easterly blowing which suited the flyers. Bronwyn 2, 2nd and Nimbus 3rd.

There has been a protest against the Starter for viciously striking the junior assistant whilst attempting to rope start an outboard motor - Watch that elbow Micheal.

Also it seems that Bill O'Brien will go to any extreme to win - whilst giving undivided attention to this task, he neglected to notice a cool breeze from another direction - do e'm up next time Bill.

Unusual comment dept. - While capsized in the middle of Botany Bay, full of water, young forehand to skipper - "Gee dad - just like our swimming pool at home".

For details of dates and starting times contact Tom on 779359.

LAKE MACQUARIE YACHT CLUB'S Heron fleet is divided into senior and junior divisions, both groups racing concurrently. It is always a battle to see who will "get the gun". For some time the seniors have had it pretty much their own way, but lately two juniors, "Sasha" (Terry Carruthers and Mark Basil) and N.A.I.K. (Neil and Ian Kelso) have been turning the tables.

Latest success at these juniors was their 1st and 2nd respectively, (some minutes ahead of the first senior boat) in our recent "Long-Lake" race.

Other juniors who are sailing well and consistently gaining places include Stephen Brown (Greste), David Byron (Gay Pied), and Darryl McKinnon (Hot Toddy) and Mark Longworth (Scorpio).

Charlie Fisher has come back from his round of the championships full of ideas for a new light-weight boat which he intends building during the winter. In the meantime he is not neglecting "Dorian" which is a consistent place-getter in the senior division.

PORT HACKING OPEN SAILING CLUB now has a register of 30 Herons with 20 plus regular starters.

Ron Arundell and Dennis Kirby are well on the construction road and hope to join the racing shortly.

And on racing, two junior skippers sailing VITESSE and CELESTRIAL shook the championship leaders in the fourth heat by filling 3rd and 4th places behind MISTAKE and MERRYWEATHER.

But placings to date are,

MISTAKE, M. Kirby first, KALOO II, K. Ross second and MERRYWEATHER, A. Bentley in the third spot.

DON'T FORGET the Heron invitation race on Sunday 2nd April, 1967. The start will be at 1.30 p.m.

SECRETARY KEITH ROSS on 5228029 can give you all the details of the day and the Club, if you would like to join us.

WANTED: (by the Snails Bay Sabot Sailing Club) HERON'S TO SAIL WITH THE CLUB.

Club Secretary, Mrs. Mary Bourke, of 18 Gow St., Balmain (phone 82 2730) points out that the Club is well situated to cater for Herons in the Lane Cove - Hunters Hill area. Good launching can be had at the ramp at the foot of Charlotte Avenue, Woolwich.

From the ramp, it's only a mile or so to the Club's stamping ground in Snails Bay.

Who are the Snails Bay Club members taking orders from their teen age son?

It's not as silly as it sounds - he is a skilled Sabot skipper and is teaching his parents to get the best out of the family Heron.

WESTERN SUBURBS AMATEUR SAILING CLUB has appointed:

Mr. Jim Wyllie
49 Cross St.,
Baulkham Hills,
(Phone 639 4149) as Heron Captain. Jim fills the post formerly held by Charles Grimwood and will be pleased to hear from keen racing men (and their families) who want sailing on Saturdays on the ever interesting River.

WYANGALA SAILING CLUB'S REGATTA held on Wyangala Dam 11th & 12th February, 1967, attracted ten Heron entries in a total fleet of sixty, so Herons easily qualified for a Class start.

The Invitation race was won by 4584 PHALANGER, C. Johnson, Bathurst..

Places were filled by 5375 OOLOO, C. Hitchens, Wyangala
4847 TERN, J. Lane, Burrendong.

The Central West Championship for Herons (run on the Sunday) saw OOLOO in first (local boy made good!) Bathurst's PHALANGER, in second place and another Burrendong boat 3896 SAMBO, T. Samuels in the third spot.

All in all, the visitors found it well worth the trip - make a note for next year!

(EDITOR'S NOTE: Tom Samuels, from Dubbo, has been in and out of my mail bag for nigh on four years now, and it is a real pleasure to see his name in a prize list - congratulations, Tom!

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QUEENSLAND NOTES.

Heron activity has been rather quiet in the Brisbane area lately, and the main fleet sailing with the HUMPYBONG YACHT CLUB at Redcliffe has been somewhat depleted. However, with the Christmas holidays now over, we anticipate renewed interest. Points score at Humpybong to date is:-

Helga	72	Bee Jay	56	Cheapy II	9
Pepita	127	Kay Marie	121	Leander	7
Heather Lynn	119	Annabelle	29	Vector	0
Janus	106	749	38		
Twill	95	Dusty	12		

Six Herons competed in the QUEENSLAND YACHTING ASSOCIATION'S Head of the Bay races on 18th February at Sandgate. Line honours were taken by Heather Lynn (Alan Robinson) who beat Janus (Clive Marshall) into second place by 3 seconds. (How much closer can you get after 2¼ hours racing?) There was a tussle for third place between Pepita (G. Pickers) and Twill (Bob Roskams) with the lead changing several times. However, in the last leg, Twill managed to get away and finished third by just over a minute. Handicap placings were the same for the first three.

In the November newsletter it was mentioned that the ROYAL QUEENSLAND YACHT SQUADRON was adopting Herons, and hoped to assemble a fleet to sail at Manly this season. Unfortunately, this project appears to be falling through, and in spite of some early publicity by the Squadron the fleet has not materialised. Anyone interested should contact the R.Q.Y.S. Secretary.

A lone Heron (Twill) is sailing on the Brisbane River from the BRISBANE SAILING CLUB at Bulimba Point, and would like some Heron company. The Club now arranges an Intermediate class race for Graduates, Flying Ants and Herons, with a reasonable length course. Races are on Saturday afternoons.

In the north, a FAR NORTH QUEENSLAND DIVISION of the Queensland Heron Association has been hatched.

Laurie Garnaut has the chair, Garth Gorton does the work and Tom Palmer talks about it.

Tom Palmer provides this rundown on doings at the TOP END.

Newell Beach. 30th Oct. 1966. (to help launch the Mossman Heron Club)

Boats taking part were: BONNY TU (R. Wadley - Mosman) CHURINGA (R. Brennan) VIM (Pam Plath) FLIPPER (Garth Gorton) EDITH ALICE (Helen Garnaut) and TANGARA (Tom Palmer) all of Cairns.

After a series of 3 short races VIM emerged the winner with FLIPPER 2nd and EDITH ALICE 3rd.

TINAROO 18th Dec. 1966. at the invitation of the Tinaroo Heron fleet ("Ooroo" - owner Jack Pont)

Tom Palmer in "Taringa" annexed the "Gold 'Eron" trophy - a prune tin very nicely trimmed with wire 'andles - a perpetual trophy. Tom has now scratched his name on it with a nail.

A novelty event was the "Le Mans" start with the skippers doing a 50 yards sprint to their boats - Jack, who is built for strength not height, succeeded in crashing through the floor boards in his enthusiasm.

The Christmas period found four Heron families camped at Tinaroo with good breezy weather to add to sailing zest.

Have you ever had a ladies (greenhorns) skipper race - try it! Ours proved hilarious.

The second mistake was in getting husbands to crew as this led to near-divorce conditions. Jean and Ted Leach had differing views on which course "Jean" should round the first buoy; Von Brennan has since decided "Churringa" heeled over most of the way because Von's leg was "frozen" to the main sheet. "Flipper" and "Taringa" racing for home rounded the last buoy together and then proceeded to go round in circles. Pam Palmer says she must have been "over steering." Heather Gorton suggested that as "Flipper" had drifted back near the buoy they may as well go round again but all that could be heard from the crew was a strangled "No, no!"

One boat arrived - finally - with the crew huddled in the cockpit; he had his head in his hands and we never did work out whether he was laughing, crying or just frightened.

PORT DOUGLAS

Three races, the last two in boisterous conditions were sailed for the Douglas Shire Travel Assoc. Trophy. MWINGO (J. Pershouse) of Mossman won the trophy with VIM sailed this time by Gerry Fogarty of Cairns 2nd and TANGARA (Tom Palmer) of Cairns 3rd.

Cairns Amateur Yacht Club News.

The only trophies decided so far this season for club racing have both been won by JEAN the oldest boat in the fleet.

The "Marine and General Fibreglass" Trophy was won by JEAN with TED and CAM Leitch at the controls.

The recently concluded Junior (11/16 years) Club C'ship was also won by JEAN with CAM and younger brother BRUCE doing the honours.

In the seasons aggregate point score for handicap racing TANGARA (Tom & Judy Palmer) leads JEAN (Ted & Cam Leitch) with VIM (Pam Plath & John Fogarty) 3rd.

The Club C'ship is being conducted in 5 heats (4 to count) throughout the season. Allowing each to discard their worst performance. To date TANGARA is leading JEAN with VIM again third.

CHURINGA is leading in the H'cap event being run in conjunction with the C'ship as well as in the R.G. (Garth) Gorton Trophy.

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Culled from a recent issue of Balmoral Sailing Club's Journal "NOR'EASTER"

WHY IS A SHIP CALLED A "SHE".

A ship is called a she because -
There is always a great bustle about her
Because there's usually a gang of men around her
Because she has a waist and stays
Because she takes a lot of paint
To keep her looking good
Because it's not initial expense that breaks you
It's the upkeep
Because she's all decked out
Because it takes a good man to handle her right
Because she shows her topside, hides her bottom
And when coming into port
Always heads for the buoys.

LOOK MUMMY — NO TEETH!

The title of this article has its origin in the story of the small boy riding his new two wheeler cycle round the block.

On completion of the first circuit he calls to the proud parent:

"Look Mummy!"

at the end of the second circuit,

"Look Mummy - one hand!"

at the end of the third,

"Look Mummy - no hands!"

and on the fourth,

"Look Mummy - NO TEETH!"

What has this to do with sailing?

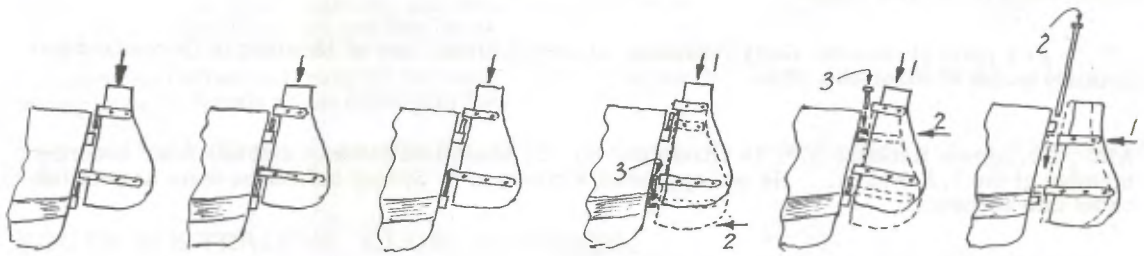
Well our spies tell us that there are a lot of the "Look Mummy - no hands!" type of skippers round at the moment and that these types run a distinct risk of being turned into the NO TEETH variety by irate crews of club safety launches who are fed up with fetching rudders which have drifted away from capsized boats.

Unlike some other classes, the Heron has a flip up rudder blade so that the boat can be sailed right onto the beach under full control.

THERE IS ABSOLUTELY NO REASON FOR FAILING TO FIX THE RUDDER STOCK TO THE HULL SO THAT IT CAN'T FLOAT AWAY, IN AN EMERGENCY.

The official Heron drawings provide for a pintle on the bottom of the transom and a gudgeon at the top with matching gudgeons on the bottom of the rudder stock and a pintle at its top.

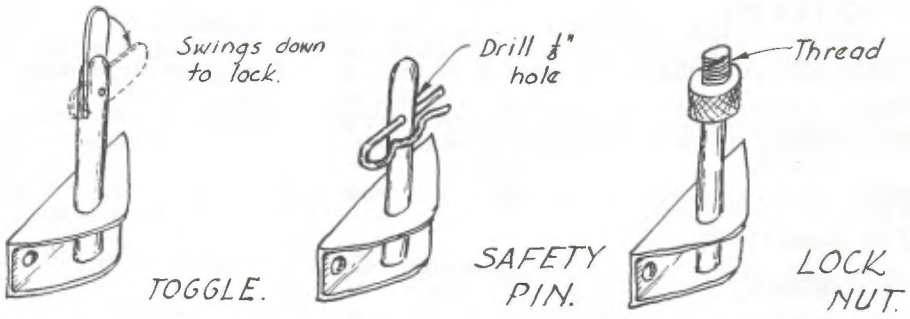
But there are five other ways in which the gudgeons and pintles (with or without separate pins) may be arranged to provide a practical hinge on which the rudder may swing.



Plan Design | Top Pintle inverted | Bottom Pintle inverted. | Separate bottom pin. | Separate top pin | One long Pin

Nearly all of these suffer the same drawback - the rudder stock can (and often does) jump off the pintles with a resulting loss of control (boat), loss of face (skipper), loss of temper (crew), and in extreme cases, loss of teeth.

The simple little spring clip device, mentioned in HERON NEWSLETTER Vol. 3, No. 1, screwed to the transom so that it springs out and locks the lower gudgeon down is generally all that is needed, though Bruce Mackie (Mitgarde) lost a place in the 7th Championships in Adelaide through the failure of one such clip to lock.



RUDDER PINTL
MODIFICATIONS
TO LOCK THE
GUDGEON AGAINS
ACCIDENTAL LOS

Three "positive" gudgeon locks are:-

1. Knurled nut screwed onto a threaded gudgeon (the nut may work off),
2. a toggle lock let into the end of a pintle (may be difficult to assemble),
3. a safety pin passed through a hole in the pintle.

If you use a loose pin with a gudgeon on both transom and rudder stock the gudgeons can be arranged to embrace one another, fixing the rudder (provided the pin cannot escape!)

The four gudgeon and long pin set-up is quite satisfactory from the point of fixing the rudder but can be the very devil to assemble with the boat bobbing about in the water.

And if you do go in for loose pins or nuts TIE THEM ONTO THE BOAT!

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SOCIAL NEWS

Members of the newly formed Far North Q'ld. Division recently entertained Mr. & Mrs. Frank RENNIE (GUBA) of Port Moresby to lunch at the Imperial Hotel. Frank and his wife were returning to their home after having competed in the recent national titles at Canberra. It was decided, as a result of Frank's suggestion, that steps should be taken to organise a Far North Q'ld v. Papua-New Guinea match in the near future.

As a point of interest, Gerry Pershouse, a South African, now of Mossman in Queensland was formerly owner of Heron No. 31.

Also .....current National G.P. 14 champion, Mr. G. Manefield of Mt. Gambier, is an honorary member of the S.A.H.S.A. He was appointed a measurer by Sydney before the State Association came into existence.

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SHOW THE FLAG!

LAPEL BADGE

CAR BADGE

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

SOUTH AUSTRALIAN NEWS

The biggest recent Heron event in South Australia has been the State titles at Henley Sailing Club on January 28, 29 and 30.

This concentration into one week-end was a departure as, previously, the heats had been spread through the season.

Reports so far are that the new idea was well received - it certainly resulted in good country representation - and the committee looks forward to the results of a mailed-out questionnaire on the subject.

The organising committee for the State titles was a combined one (S.A. Heron Sailing Association and Henley Sailing Club) chaired by the Commodore of Henley, Rex Collings.

As on previous occasions, the John Keen touch was evident in many places and resulted in peak efficiency and satisfaction for competitors.

Some months before the event the Port River Sailing Club offered their water and facilities in the event of a "blow-out". The offer was gratefully accepted but very few (if any) thought the need would arise.

There were 96 nominations for the series and conditions, for the first heat, were ideal on the Saturday afternoon. J. Elsegood in Nicky (he won the junior trophy) finished ahead of Rex Dix in Aigret II and Peter Sievewright, "hot" Brighton skipper.

Sunday dawned and it was blowing! It was 25 to 30 knots off-shore and the O.O.D. decided that such a large fleet could place strain on rescue arrangements - it was a decision appreciated by the majority. Then swung into action Operation Transfer. As the boats arrived at Henley they were re-routed to Port River.

Seventy Herons faced the starter at 11 a.m. in a fairly confined area - if any jostling took place it was probably not intentional. A south-easterly hooted along the river and 28 survivors battled over the finish line. A great race was won by Largs Bay skipper Stephen Kretschmer (ultimate winner of the title) from Graham Luders and I. Smith, both of Somerton. Two heats had been set for this day but the weather-toll had been heavy and it was decided to sail two heats at Henley the next day (Monday) instead of one. Conditions on Monday were great, with Peter Sievewright (Brighton) winning the third heat and Stephen Kretschmer the fourth. The first 6 placegetters for the series were:-

Stephen Kretschmer (Largs), Peter Sievewright (Brighton), Rex Dix (Port River), G. Wilson (Somerton), J. Elsegood (Largs) and Graham Luders (Somerton).

Then there were:- First lady, Peggy Luders (Port River), First Country, J. Turner (Victor Harbour) and First Junior, J. Elsegood (Largs).

A teams' race, run in conjunction, was won the the Somerton team (G. Wilson, G. Luders, C. Gloyne and I. Smith) from Largs Bay and Port River.

A most valiant effort was made by the ladies of Henley when they were faced with the job of transferring enough victuals across country to feed all hands.

Competitors and officials are warm in their praise for the way the ladies handled a major organisational emergency.

SOUTH AUSTRALIAN CLUB REPORTS

ROBE - It was a long time ago but pleasant memories still linger with those who took part in our Xmas and New Year regatta. Up to 10 Herons competed each day and among those prominent were Mrs. C. Heard, Miss D. Rowley and Messrs. R. Seamark, C. Heard, M. Rowley, M. Huntley, J. Hardy and S. and A. Heard.

SOMERTON - We are just over halfway through a very interesting season. Hardly a week goes by without a new 'Heron' being welcomed to the club. Herons not away during the holidays appreciated a race being organised by Brian Kohler.

Graham Luders is still proving his ability by winning almost every race, although the margin is decreasing as the fleet improves. Chris Gloyne and Russ Davies are having some great tussles, both boats being fairly even. Brian Mutton and Bill Brassington are improving every week and showing their sterns to more boats.

After unceremoniously leaving his boat recently Arthur Braddock was seen with a fair area of netting on

board. With winds gusting to 35 mph, events on novelty day were somewhat curtailed but the day was not without incident. Russ Davies' boat was holed almost before it left the beach and Anita was a little sorry that George Wren had sticking plaster handy. She is still showing off her bruises. Often lately we have been asked about protests and rules. If you feel that any boat has erred, whether it affects your boat or not, lodge a protest. It is possible that all protests will be heard immediately after the race whilst events are fresh in the minds of all concerned.

So co-operate and declare immediately you hit the beach for this will also assist in early race results.

We have missed Ivor Smith this season, apparently business and family commitments have prevented him from finishing his boat.

BRIGHTON AND SEACLIFF - Congratulations to Pete Sievewright on his performance in the State Championships. Peter finished in second place and was very unlucky not to take out the championship.

Ken Flint has now got his boat afloat and has put up some very good performances in his first few races. We also welcome Jay Bakker, who recently launched his new boat. Mike Lockyer who has had a full time measuring new boats has now got "THE SHREW" on the water.

We look forward to seeing Bernie Phillipson in the line up when he buys a suit of sails and sells his outboard.

Full marks must go to Eric Edwards one of our new "old" skippers who never stops reading and talking sailing, tides and tactics and has improved his performance in a most spectacular manner since the beginning of the season.

Many enquiries are being received regarding another group building scheme and in order to find out how many people are interested in such a scheme, it is suggested that you contact Les Brown, 'Phone 96 3648 or George Doughty, 'phone 79 5869.

If there are enough people keen to form a group, a meeting will be held at the Club as soon as possible to discuss details.

BARMERA (Lake Bonney) - Since last report there have been mainly fair winds and fine sailing on Lake Bonney.

Kevin Dunstone has launched "Les Girls". Built by Mick Wright, she looks a real hustler. Kevin and his For'ard Hand, Milton Hallam, are two shrewd looking sailors from Heavy Weight Sharpie days. We expect they will show us a trick or two.

We hope that the Spriggs twins, Trevor Stephens and young Ken Hardwick will also launch new Herons before the end of the season.

We believe there are Heron fans among the Royal Air Force Members at Edinburgh Airfield. They will have a Holiday Camp at Barmera shortly and we hope to welcome them to our number.

The apricot season and other factors prevented local Heron folk from taking part in the State Championship, but perhaps next year we will show our mettle.

Russell McGowan managed to get to Canberra for the Australian Championships and performed quite well considering he had no time to investigate local conditions. Easter will be on us shortly and with it the Lake Bonney Regatta. When sailing conditions have deteriorated elsewhere, Easter at Lake Bonney is usually perfect for yachtsmen. It's a wonderful time to visit Barmera, too, as the town is in "Carnival" for the period. We can guarantee good sailing and a good time if you visit Lake Bonney at Barmera during Easter!

VICTOR HARBOUR - This season saw the beginning of Herons at this Club and the first few starts presented some minor difficulties in handling. Liz and Ron Cooper in their boat, Victory, proved that the Heron is almost unsinkable as they capsized 3 times within the first hour after starting in their first race. However, gaining knowledge and a certain amount of skill the hard way, 10 boats are now being sailed regularly at the Club. The President, Mr. Dave Turner, has been the main driving force in getting the class started. Under guidance, Dave and a band of young enthusiasts built 6 boats on Mr. Turner's farm at Inman Valley. Dave's son, John, took 9th position in the State Titles and was first among country contestants.

PORT RIVER - A challenge from Largs Bay Sailing Club was taken up on Sunday, Feb. 19, to try out teams' racing and, thanks to their organising ability and co-operation, was a great success.

Port River and Largs fielded two teams of four boats and racing was keen and interesting in

ideal conditions. Spectators virtually had two races to view simultaneously and all parties involved agree that the technique is worth developing.

The River raced 37 Herons on Feb. 18 which, after Holdfast Trainers, is the greatest number of boats in one class to start in a club race in South Australia.

In the club's recent Long Race trophy winners worked hard for their "pots" with the possible exception of Lionel Bradbury in SHARLI. Off Outer Harbour Lionel hauled in as nice a snook as you could wish to see.

A couple of yachties have been fined recently for cutting across the bows of steamers but they were not from Port River Sailing Club who shepherd their fleets by radio when ships cut across a course.

Club meetings lately have been held in the rooms of the Port Adelaide Sailing Club and the facilities and atmosphere there are greatly appreciated. Thanks from all members to Lionel Luders and Wadlow's for past favours.

The GLENELG Heron fleet is slowly increasing in strength with several new boats joining the regular half dozen during the past few weeks.

New skipper A C. Patton has named his boat AYR after a village in Scotland and where he was born. Both he and his crew, G. Marrett (who is now building his own boat), have been introduced to sailing by their sons in Holdfast Trainers.

Bob George and Max Holt in DEBBIE, and Dick and Rosalie Penrose in QUAHLEE still cautiously consult the Weather Man before setting out to sea - in gentle breezes only!

Jan and Marek Rohozinski (GUNNGAROO) are our youngest Heron crew, and with their light weight and increasing skill are showing their stern to some of the more mature members.

While Martin and Derrick Rowley are in San Fransisco, Don Thorpe has been at the helm of U-BUTI, and has given Ian White some stiff competition in Club races. The Rowleys are managing to combine Sailing with Science at Berkeley University, and recently cleaned up the fleet on San Fransisco Bay in something a bit bigger than a Heron.

Our team in the S A. Championships had their ups and downs - literally. Don Thorpe (with Stephanie Penrose in QUAHLEE that week-end) was finally convinced that it is possible to pickle a Heron off the wind. Ian and Anne White (CHARADE), Kingsley Ratcliffe with the White's son Chris (TARANA), and Robin Penrose skippering U-BUTI with the Rowley girls were the Club's other representatives.

With almost 20 Herons sailing each week at SOMERTON, racing has been very interesting and of a good standard. Reg Ellard has maintained his excellent handicapping system and both line and handicap results have been very close.

Craig Baxter has a stranglehold on the club championship as he has yet to be beaten. Graeme Luders is still doing well but the two big improvers have been Ern Wilson and Kerry Hall. Both these skippers seemed to gain a lot of inspiration from the State titles and were instrumental in Somerton winning the teams' trophy. This was gratifying as it shows the depth of talent within the club.

The O.O.D. has had the westerly buoy shifted 6 feet and sprayed with repellent paint so that Russ Davies can avoid it in future.

The Somerton tradition of skippers leaving their boats mid-race is still being carried on -- no names please!

Good looking feminine for'ard hands are becoming the fashion and surprisingly seem to make Herons faster.

---ooOoo---

SHACKLE ONTO THIS ONE !

This issue's tall story comes from the revered Victoria Association President who writes,

> "Sailing at St. Kilda last Saturday, and in a comfortable first place after two rounds, the weather shroud parted at the chain plate - broken shackle. Stephen, holding the shroud at the time managed to keep the mast up until I tacked (22 mph southerly). To my amazement he produced a spare shackle from his junk pocket and proceeded to attach it. Result, lost only 2 places."

Marshall went on to say that the moral of the story is to have shackles X-rayed before use. This is of course quite unnecessary - all one needs is an alert, active, well found forward hand.

WESTERN AUSTRALIA

Following the pattern set by some of the eastern States the West Australian Association held its 1967 Championship Series on the January long weekend. Fifteen entries - 7 from Albany, 6 from Perth and 1 from Queerearup made the largest fleet yet in W. A.

Princess Royal Harbour has very potent easterly winds but over the course set for Herons the sea did not blow up very much. There was a sizeable chop & planing conditions were the order of the day with boats skipping from wavetop to wavetop and - capsizing.

The first heat on the Saturday afternoon was sailed in the best conditions of all, 15 to 20 knot winds and everybody had a good start. First home after some really close sailing were-

4943	-	"Whirlwind"	-	Miss V. Austin
5359	-	"Plod"	-	G. Whetters
5957	-	"Makara"	-	Miss V. Bosworth

Sunday (29th) saw a 30 knot wind in the morning increasing to 35-40 in the afternoon. Both PLOD & BETSY 5 reefed mains and lost nothing in performance by doing so. The morning race saw 4 finishers and the afternoon race saw three. It's worth noting that 3 classes of Catamarans, Gwens and Cruisers had had enough in the mornings sailing and decided to give away sailing in the afternoon when the first three Cats launched, disappeared down wind with one float up. All Heron crews gathered and decided that they would give it a try with a fleet of crash boats following behind. In the morning race all but the four finishers capsized in the early stages of the race. By the afternoon race the crews were getting the measure of the wind in spite of its increasing strength and the last boat to go was the Navy's "Winjan" just 25 yards short of the finish line. The third place getter, "The Witch" made it to 25 yards the right side of the finish line and then she too went in. That left "Plod" and "Betsy 5", with their reefed mainsails the only two afloat to return to the beach. The result of the mornings race was -

5359	-	"Plod"	-	G. Whetters
5956	-	"Firebird"	-	Miss J. Austin
5957	-	"Makara"	-	Miss V. Bosworth

By Monday (30th) the whole fleet had the measure of the conditions and all starters finished in winds of 20 - 25 knots. Reefs had been shaken out of the mains and it was an all or nothing finish for "Betsy 5" and "Firebird". "Plod" got clear of the fleet early in the race with all the remaining contenders tightly bunched and having good tactical racing. (The previous three races had been a case of survival not tactics.) "Plod" stayed out in front of the fleet and at the last turn for home "Firebird", Janet Austin was round first, followed by "Khyber" "Betsy 5" and "Winjan". The final leg was a beat with "Firebird" leading "Betsy 5" over the line by 15 yards followed by "Khyber" and "Winjan".

The overall result of the State Championship gave it to "Plod" and the table of points lost, deducting worst performance is as follows

5359	-	"Plod"	-	G. Whetters	-	No points lost
5956	-	"Firebird"	-	J. Austin	-	14 points
5546	-	"Betsy 5"	-	T. Oram	-	16.7 points
5957	-	"Makara"	-	V. Bosworth	-	24.4 points
5787	-	"The Witch"	-	O. Johnson	-	34.7 points

PICNIC DAYS

7th January - Cockburn Sound is a magnificent stretch of water for yachting, but for larger boats than Herons in the South West wind, gusting to 25 knots, that was blowing on the day. However, 8 boats braved the elements but only 3 finished. Only one boat capsized the others pulling out because of broken gear, rudders and involuntary close acquaintance with turning marks. The final result saw the three remaining boats finish as follows -

5359	-	"Plod"	-	G. Whetters
5878	-	"The Witch"	-	O. Johnson
5753	-	"Jet"	-	W. Whittell

Only 6 starters contested this first heat of the Metropolitan Trophy, principally due to very poor weather conditions. All boats finished and once again "Plod" came over the line first. The result -

5359	-	"Plod"	-	G. Whetters
-	-	"Khyber"	-	G. Pavett (Navy)
5878	-	"The Witch"	-	O. Johnson

12th February - the venue for this day was changed from Lake Jandakot to Royal Perth due to a shortage of water in the Lake. Our biggest Metropolitan fleet yet faced the starter when 12 boats crossed the line. Everyone finished and from the comments all enjoyed the larger fleet sailing because it keeps the faster boats in contention.

Line honours went to Gill Whetters in "Plod" and on the handicap reshuffle a very rapidly improving "The Witch" took out first place. Owen Johnson is getting very keen doing a round trip of about 70 miles to join us on our sailing days. The final result was -

5787	-	"The Witch"	-	O. Johnson
5546	-	"Betsy 5"	-	T. Oram
5663	-	"Rosslyn"	-	D. Cadd

---oo0oo---

TASMANIAN HERON RACING ASSOCIATION

Just before the Tasmanian fire day laid waste such large areas of the Apple Isle's capital and its surroundings, we had a cheerful letter from Harry Hewer - father of the owner of Australia's oldest Heron - DEE KAY.

Our hope is that Harry, and all the other Heron folk in Tasmania are still cheerful. Harry's news covered the following items:-

There are now seventeen Herons on the Lindisfarne Club's register - including the Queensland migrant - Maureen Dwyer's SHAMAL, No. 5308, from Cairns.

Good attendances have been notched up at Club Pennant races while much bigger fleets have attended most Regatta's.

Rod Viney, in SUSY TOO, won at Dover (27/12/66) and Cygnet (31/12/66 - fleets of 5 Herons in each case.

Four boats started at the Huon Regatta (Shipwrights Point) on 2/1/67 where DEE KAY was successful.

DEE KAY also had a good weekend at Sandy Bay where S. Hewer was first over the line against fifteen Herons on both the 28th & 30th January, 67 but a protest, lodged by TEMPEST on the first day, is still to be heard.

Fourteen entries were in hand when Mr. Hewer wrote for both the Royal Hobart Regatta (11 & 14 Febrary 67) and for Bellerive on the 18th February.

This season is showing far greater interest in the Heron than has been evident for many years and there a high hopes for a fleet of 20 at Lindisfarne by the end of the year.

Good progress indeed in the face of the very firmly entrenched local Tamar Class, which has somewhat similar capabilities to the Heron.

---oo0oo---

BANDITS (NO ARMS)

We have heard of these odd, skilled or lucky fellows who can regularly get more out of a Poker Machine than they put into it.

But the story, out of Canberra, at the time of the 8th Championships, has us with well stretched credulity.

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I'll bet the Leagues Clubs round Sydney are glad the 9th Series will be in Melbourne - and that Terrible Two, John and Jack, will be doing ARABesques on Hobson's Bay rather than Balmoral Bay.

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

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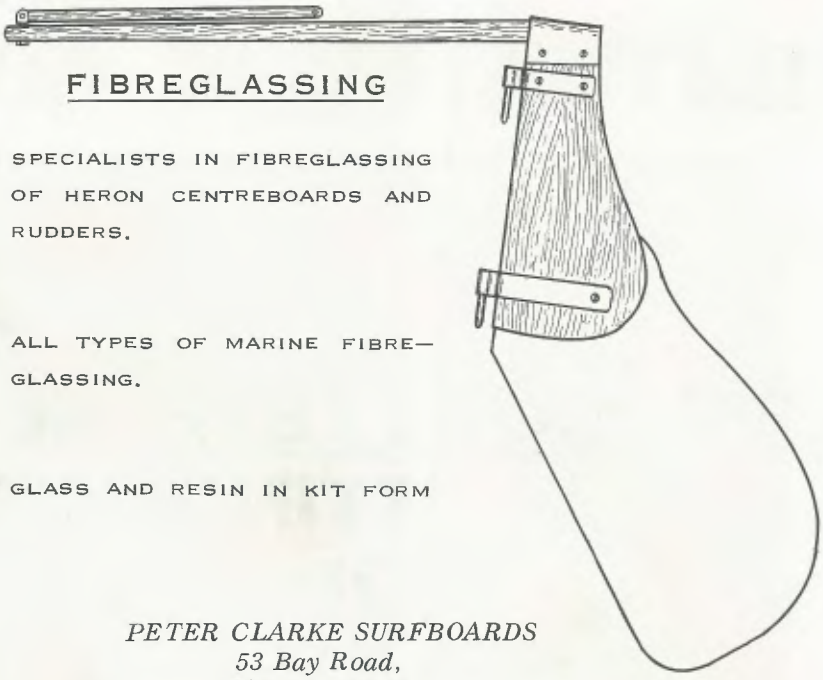

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2 " " (Chain Plates)	.45	1 End Boom Fitting	2.45	1 set of stays - stainless steel	6.95
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2 Side Stay Adjusters	1.80	3 tangs (gaff and boom vang)	5.28	1 turnbuckle (forestay)	2.46
2 Sliding Eyes and Cams (jib sheets)	10.45	1 vang pulley set	.90	Terylene Jib and Mainsheets	10.10
1 Bow Plate (Jib Rack)	1.50	1 Nylon Whisker Pole-set of fittings	3.45	2 Blocks (Mainsheet)	1.80
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