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HERON NEWSLETTER

VOLUME 5 NO. 2

SEPTEMBER 1967

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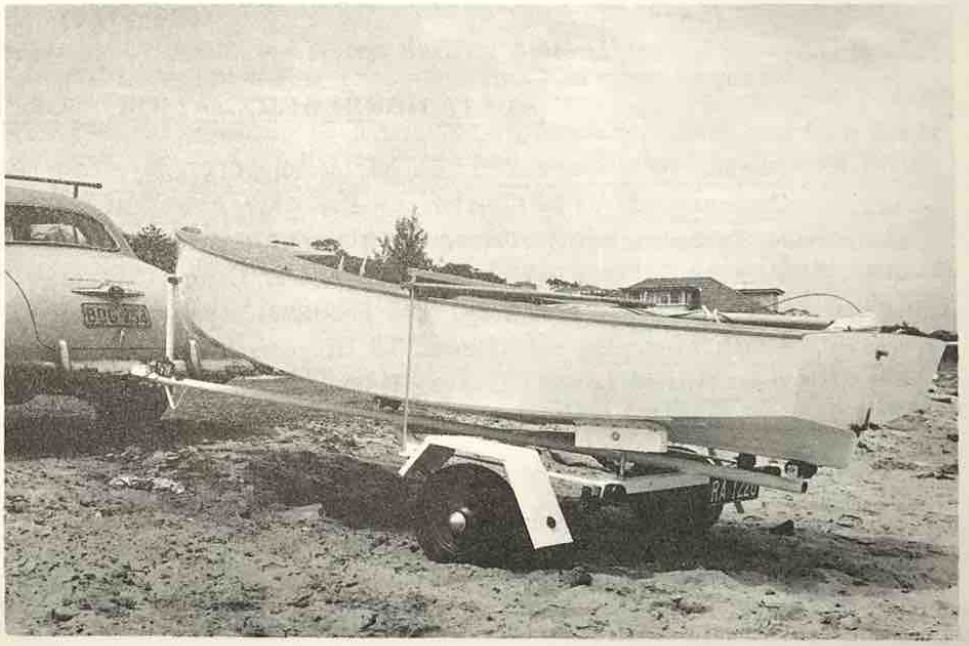

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HERON NEWSLETTER

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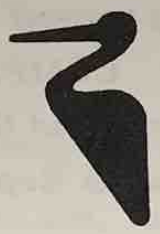

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Phillip Rowe,
9 Rangers Ave.,
Mosman. NSW. 2088
(90-1288)

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(94-2219)	(44-5422)	(46-4834)	(41-7109

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NEXT ISSUE

A new hand on the helm next issue!

Vol. 5 No. 2 represents the 20th issue your current Editor has produced - a task which would have been quite impossible without the continued assistance and cooperation of correspondents round the Commonwealth.

To all of these " Thank you - but the New Editor will need your help too".

DEAD LINE for Vol. 5 No. 3 - Friday 24th November, 1967. Copy to be addressed to:

Phil Rowe, Editor, Heron Newsletter,
9 Rangers Avenue, Mosman, N.S.W. - 2088.

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

U.K. NEWS

We have very little to add to Newspaper Reports on Ian Spies experiences during the 1967 U. K. HERON WEEK at Saundersfoot, South Wales. But for those who did not see the papers these are the results, as we have been advised.

In the six races sailed Ian gained the following places:

11th (Invitation Race) 1st, 1st, 6th, 13th, 31st and 1st (Single Handed Race).

We are not sure of the order in which the placings were gained but overall Ian secured:-

Yachting World Bowl	-	1st
Silver Heron (Championship)	-	2nd
Combined Points Trophy	-	4th
Fernwood Cup (Single handed)	-	1st

You may rest assured that, as soon as we (retiring and incoming Editors) can get our hands on him, a story will be wrung out of "our man at Saundersfoot."

Watch the next issue of HERON NEWSLETTER.

In the meantime, put your hands together for a fine effort on behalf of Australian Heron Sailing! It's good to see that we can do it in small boats, as well as ocean wallopers.

* * * * *

The U. K. Secretary advised by cable that the BROLGA TROPHY was awarded to No. 6327. We await full details of the deed of derring do which merited the award and the name, age and sex of the helmsman involved - but in the meantime, congratulations.

* * * * *

INTER- DOMINION CHALLENGE

It is with some regret that we report a probable delay in the return match with our New Zealand colleagues.

Ken Hawkeswood, the Secretary of the Y. W. Heron Sailing Association of New Zealand, has written to say that a firm decision will be made a few days after this has gone to press.

On present indications, only two crews would be available in January, 1968 and Ken feels that a numerically stronger team is essential to warrant the expense and effort which will need to be put in on this side of the Tasman in organising the Challenge series.

This is, of course a decision for the New Zealanders, but they are assured of a welcome whenever they feel able to mount the considerable effort required of them to bring crews over here.

While on New Zealand topics - AN APOLOGY.

Ron Ackroyd remarked (as N. Z. Secretary) that Harold Searle was very pleased with the caption on the photo of page 7 of Heron Newsletter Vol. 5 No. 1 - but Russell Daniels was not pleased. The point being 4257 is Russell Daniel's boat.

Sorry!

* * * * *

ANOTHER APOLOGY – OR CREDIT WHERE CREDIT IS DUE:

Shortly after the last issue of Heron Newsletter turned up in your mailbox, a plaintive voice on the Editor's phone drew attention to an omission, which is now rectified (as far as is possible). Please add, to page 29, below the caption of the photo of carefree Heron UNSAILING .." Photo, Jo Dearnley, Northwood."

9TH ANNUAL GENERAL MEETING REPORT

On 14th August, 1967 fifty one boat owners and 21 other members and visitors braved a really cold night to visit the Cruising Yacht Club of Australia and take part in the 9th Annual General Meeting.

A further 179 members provided written or oral apologies - most of these exercised their right to record a postal vote.

John Dixon-Hughes was in the Chair. His address, as Retiring President, is reported in this issue (more or less in full, except when shorthand writer Mary Clarke was unable to hear John above the noise of the air traffic from Kingsford Smith).

The Treasurer's figures have been summarised in Pie Chart form elsewhere in this issue and, in comparison with last year showed a safe, though only just stable, financial situation.

Those who have studied the Association Directory on page one of this issue will be aware of how the voting on the Election of Officers went, but for the record it was:

President:	W.J. (Bill) Youll
Immediate Past President:	John Dixon-Hughes
Vice Presidents:	Marshall Hawes, Colin Alderman
Hon. General Secretary:	John E. Shipton
Assistant Secretary:	Mrs. E. Barrett
Hon. Treasurer:	Greg McTiernan
Stores Officer *	Mrs. Mary Clarke
Editor, Heron Newsletter *	Phillip Rowe
Hon. Auditor:	Ron Dorling

* These offices were created by motion on notice before the meeting.
All the Officers were elected unopposed.

In taking the Chair the incoming President spoke briefly on the excellent job of pilotage which John Dixon-Hughes had done during his years of office and thanked the membership for its confidence in his own ability to do as good a job.

The Motions on Notice were disposed of as follows:

a) Re Officers - carried without dissent.

b) Re Increase of Subscription to $4.00 - carried without dissent from the floor of the Meeting and with proxies 130 for, 4 against.

c) Re Reimbursement of Australian Yachting Federation (and State Yachting Authority). Fees and levies paid by Associations and Clubs, produced a volume of discussion and comment both written and from the floor of the meeting. Two amendments were carried - one to delete descriptive matter on the state of Government of Yachting in Australia (which could have been offensive to the Yachting authorities) and the other to reduce the possibility of the Association paying more than once in the case of a member who voluntarily belongs to several Clubs. (Mr. Youll, who carried over 80 proxy votes either as President or personally, cast these proxies to follow the feeling of the floor of the meeting.)

d) Re outhauls for mainsail foot tensioning while under way was carried 28 for, 14 against on the floor and 97 for, 35 against in proxies (Totals, 125 for, 49 against, provided the required 2/3 majority of votes cast).

e) Re Policy on National Championships in defining venue tentatively up to 3 years ahead, as requested by the Australian Yachting Federation was carried - only 3 proxy votes being recorded against.

f) The proposal to bestow a well merited life membership on Neville Theodore Corvisy was - as would be expected - carried.

Prior to closing the meeting at 9.50 p.m. the President spoke of the excellent work which A.J. (Bert) Wright had done during his time of office as Vice President, foreshadowing a motion for the next Annual General Meeting to provide for three elected Vice-Presidents (as well as the Immediate Past President, who was so necessary to provide continuity in the Association Executive). He expressed the opinion that, had it not been for a certain lack of foresight by the Committee, it would have been possible for the Association to still enjoy the fruits of Mr. Wright's advice. The Meeting joined in passing, by acclamation, a vote of thanks to Mr. Wright.

A film of the 1965 Admirals Cup Series, kindly made available by the Rothman's Organisation, with its prophetic commentary on the 1967 Series, followed by supper, rounded out the end of one year's activities and laid the keel of (we hope) another successful year for the National Heron Class and the Y.W. Heron Sailing Association of Australia.

* * * * *

THE PRESIDENT'S REPORT
TO THE 9TH ANNUAL GENERAL MEETING ON 14TH AUGUST, 1967.

It is my responsibility to tell you what have been some of the main events during the year; a most successful year so far as the Association is concerned.

It has not been without its trials and tribulations. I think we foresaw this at the last A.G.M. which was a very active one. Activity is a very good sign for the Association and it was carried through the whole of the year. Not quite at the tempo of that meeting perhaps!

The membership has grown as I think we predicted. The proportional rise in N.S.W. has decreased but we have seen the changes occurring in the smaller State Associations we "hoped for", rather than "expected", because nothing can be expected,as far as an Association like this is concerned,without a great deal of hard work.

We hope that our membership will continue to rise, particularly in Victoria and more especially in South Australia. The membership is now over the 2,000 mark and this makes us the largest National Class in Australia by some quite significant figure.

But it is not much good having a large membership if there are few active members and a great many passengers. I think that the size of the meeting tonight, when there is nothing contentious to resolve, indicates that we have, in fact, a very active membership in our Association. Even so, I would hope that the mememembership will become even more active. Over the next 12 months we would like to see an increase in the number of boats that are classified as A or B rather than being just "Heron Class yachts".

The sale of plans has continued at a rate that we would not have expected. Our Treasurer told us a couple of years ago that we could not expect any further increase in funds from sale of plans because of the number circulating in the community - but in fact the numbers of plans sold has remained quite constant. The financial side, on the whole, has been very pleasing and I will explain more to you about this in a few minutes. The Treasurer will have his say later.

The Association has grown throughout Australia and the support of the sailing has continued as we earnestly hoped it would. There is still that friendliness in Heron sailing which, unfortunately, seems to get lost in some other classes. Friendliness in competition is one of things we must strive for in our sailing.

Mentioning sailing we should first think of the Championships. This is the big sailing event of the year so far as the Association is concerned. It was a great series in Canberra and it did much for sailing in Canberra; good competition was experienced and they even arranged a satisfactory range of weather conditions on Burley Griffin. We are very grateful to the A.C.T. and Southern N.S.W. Division and to the Y.M.C.A. Sailing Club of Canberra for hosting the series. It meant a great deal of work for a few people to put on what was our largest series and certainly the largest to be started in Canberra. I doubt if one that size will start again for some considerable time!

The next thing I would like to mention is the New Zealand invitation. This was most important. The crews went from here to N.Z., as you all read in the Newsletter, and competed over a very energetic series. The aim was to wear the visitors out completely but fortunately our team was well chosen and they accredited themselves very well on all counts. Not only did they win the series but I think that they also won a considerable amount of friendship. We look forward to the return challenge.

There have been other representations abroad. Ian Spies has been in U.K. recently and he has accredited himself very well indeed. As far as we can make out he came 2nd in the National Heron Championships in Britain and was placed 4th in the point score, which was taken over 2 races. We understand his placings were: 11th, 1st, 1st, 6th, 13th and 31st (I think they were wearing him down but he did come first in the single handed race). We should compliment Ian Spies on a wonderful performance.

The next Championships are to be held in Melbourne as you know. The fact that they are being held in Melbourne is an indication of the aim of the Association, which is to have the Championships held where we feel that they will contribute most to the Heron movement and where we feel there is ability for organising and maintaining a championship which will be such as to provide good sailing.

The Victorians have shown a tremendous amount of enthusiasm this year as they have over the last 3 or 4 years. Following on fine series in Adelaide and Canberra I am sure that the next series will be keenly contested and well organised.

The next point concerning the Championships, the question of future venues, will be dealt with later on in the meeting. But I would mention that this has been a slight thorn in the side of the Committee for some time. A few years ago when I took office I found that the possible Championship venues had been allocated for 5 years in advance. However, situations change and therefore we have made it our policy to fix National Championship venues only one year in advance. The Australian Yachting Federation has indicated that this is not a satisfactory method from its point of view because it could be possible to have anything up to 6 or more classes desiring to have their National Championships on a certain 3 days between Xmas and New Year or in the New Year weekend on the same stretch of water. This would not be in the interest of sailing and therefore this notice of motion has come up. There seems to be no alternative but to name a provisional venue.

Commenting on the State Associations the President said :

Victorian enthusiasm and the continuing high rate of growth in Victoria is particularly pleasing when one considers that for a large percentage of the year their weather is not suitable for sailing small boats. This is a rate of growth that we would like to continue in N.S.W. but we have not been able to achieve it. In S.A. a high rate of growth, such as would be expected for the first 18 months to 2 years, has continued for over 3 years. The fascinating thing about this is that there seems to be a more intense interest in South Australia than there was in N.S.W. or for that matter in Victoria.

If I seem to be critical of N.S.W. this is not meant to be so. Under Alan Crane's excellent leadership N.S.W. has gone through a very difficult period where quite a large number of our membership is drifting out of Herons into other classes.

We want to bring the family into sailing but do not necessarily feel that they must stay with the Heron. We want to put the family on the water and then we want them to enjoy their sailing whether they stay with Herons or go to the other classes. We must not feel that because somebody drifts from a Heron to other Classes we are inadequate; this can be a great thing for sailing as a whole as it will spread the Heron spirit to these other Classes. N.S.W. therefore has had the drift that has not yet occurred, to any extent, in Victoria or South Australia but which will come. Because of the activity and enthusiasm of the N.S.W. Committee, the interest in Herons in N.S.W. has stayed strong and at the present stage it is showing quite a marked increase. Interest is evident from the clubs which were previously disinterested as far as the Heron was concerned. I think we must congratulate N.S.W. for a steady progress and anticipate more progress over the next 12 months.

Papua-New Guinea and Western Australian membership is relatively small and the distances are relatively great. Their sailing activities are marked by great enthusiasm. The Class, in both these States and in Queensland and Tasmania, is still in a formative stage and until this stage is passed the load falls mainly on a small group - probably only one or two people. For instance in Western Australia Tony Oram carries the major load. In both Papua-New Guinea and W.A. the work is being done and done very well indeed. If this work is not done then the Class is destroyed in that area. We have seen this happen and should therefore praise the activity in these two areas and foster the activity of other small groups of people.

The parent Association is only an administrative body. Therefore it is essential that we have strong State membership and that the States are responsible to the parent Association as well as other members. I did want to impress upon you the importance of the State Associations and that is why over the last few years I have referred to them in my report.

The next item is the question of Committee activity during the year.

We have had our regular meetings and a few extra meetings thrown in. The meeting held in Canberra, which was the only meeting of the year in which there could be adequate representation of the other States, was a very successful one and led to the sorting out of a great many problems which had arisen between the various states and the Committee. These problems were mainly small administrative matters. It is essential for us to continue to hold a Committee meeting at the time of the Championships.

Commenting on finance the President said :

The finance of the Association has not been stable. The Secretary and the Treasurer this year really went into the question of the finances and they came forward with a proposition whereby there can be adequate planning of the finances of the Association. It is not the aim of the Association to gather large quantities of reserves but more that it spreads the finances around. The major problem was that the State Associations were financed under an imprest account system. With this system the States were reimbursed for any expenditure they incurred.

This, of course, meant that there was no real responsibility for the States to plan how tc

spend their money. The parent Association was never sure how much it would be required to hand out in any particular year. There was also no balancing of the requirements of Victoria and N.S.W. against the requirements of Western Australia and the smaller States. The smaller States require a much higher expenditure rate. On the other hand the larger States must know how much they can spend on their publicity and administrative expenses.

This has been dealt with by the Secretary and Treasurer, but the crux of the matter is that as from the present stage the States and the Association know where the money is coming from and how much expenditure will be going out and where it will be going.

The next item is the question of the Measurement Committee. This has been, as it was last year, a problem. It always will be a problem where there is an active membership but the main point is that we want Herons to be the same and we want equal competition. We are not interested in alterations. We are interested in people sailing under equal circumstances in the most friendly atmosphere possible.

The Measurement Committee has worked hard. It has done a great deal to stabilize and maintain the strength of the class. If it weren't for the Measurement Committee over the years and including this year, the Class would have long failed.

However, the Measurement Committee can be congratulated for the work they have done and I think at this stage I could welcome the incoming Chairman of the Measurement Committee, Mr. Edwards, who takes on a difficult job. In evitably the member with a boat to be measured feels a personal grudge, which is taken out on the Measurement Committee as a whole, if the boat fails to measure up. But the Committee must have a standard policy and they must stick to it. On the other hand they must be willing to look into and consider ideas put forward by members. The Measurement Committee must aim for close liason with the Measurers.

Speaking of the future the President said :

The next problem that the Committee is to deal with over the next 12 months is the formulation of a set of Championship Standards so that a club or State Association will know exactly what is expected of it. At the same time the Association will know if a club can meet these requirements. This will be a great help in the planning and allocation of future championship series.

Most problems in the past have been due to inadequate advice to the club holding the series as to what exactly was required by the Association. It has taken many weeks of correspondence before finally a programme was approved.

I would like to thank on behalf of the Association and also give my personal thanks to the Measurement Committee for their work during the year. I would like to thank the State Associations for their work and for the way that they have made it easier for me. I would like to thank the Secretary and Assistant Secretary in particular for the work that they have done and the many hours that they have given to the Association. It seems that if anybody has a problem concerning a Heron they immediately contact the Secretary and Assistant Secretary and expect an answer on the spot. I would also like to thank the Treasurer and Auditor very much, on behalf of the Association, for all their work.

Finally, I would like to thank the Cruising Yacht Club for the use of their facilities - both during the year at Committee level and for this meeting.

I am not standing for office and it is for me a time when I look back over 4 years. I would like personally to thank the members of the Association for what they have given the Association and for what they have done to make it a real friendly Association. You are a group of people who can cooperate and willingly obey and respect the rules of the Association. The members themselves are people who make an Association and I would thank personally all those who have helped over the last four years.

JOHN DIXON-HUGHES

COVER PHOTO

SPARKLING DAYS OF SUMMER ARE COMING !

Our cover photo, from a past season, shows the best of Heron sailing - Father and son crews concentrating on getting the best out of the boat - there are others in front to be overtaken!

But Treasurer Greg never was one to look astern.

Jack Young (North Sydney) Photo.

BUOYANCY EQUIPMENT

An article elsewhere in this issue points out how important it is to have adequate Buoyancy properly fixed in your boat.

To assist members, the Association in the beginning imported English-made equipment.

When the Customs people were unkind in their interpretations, the Association arranged local manufacture - at a substantial saving to members.

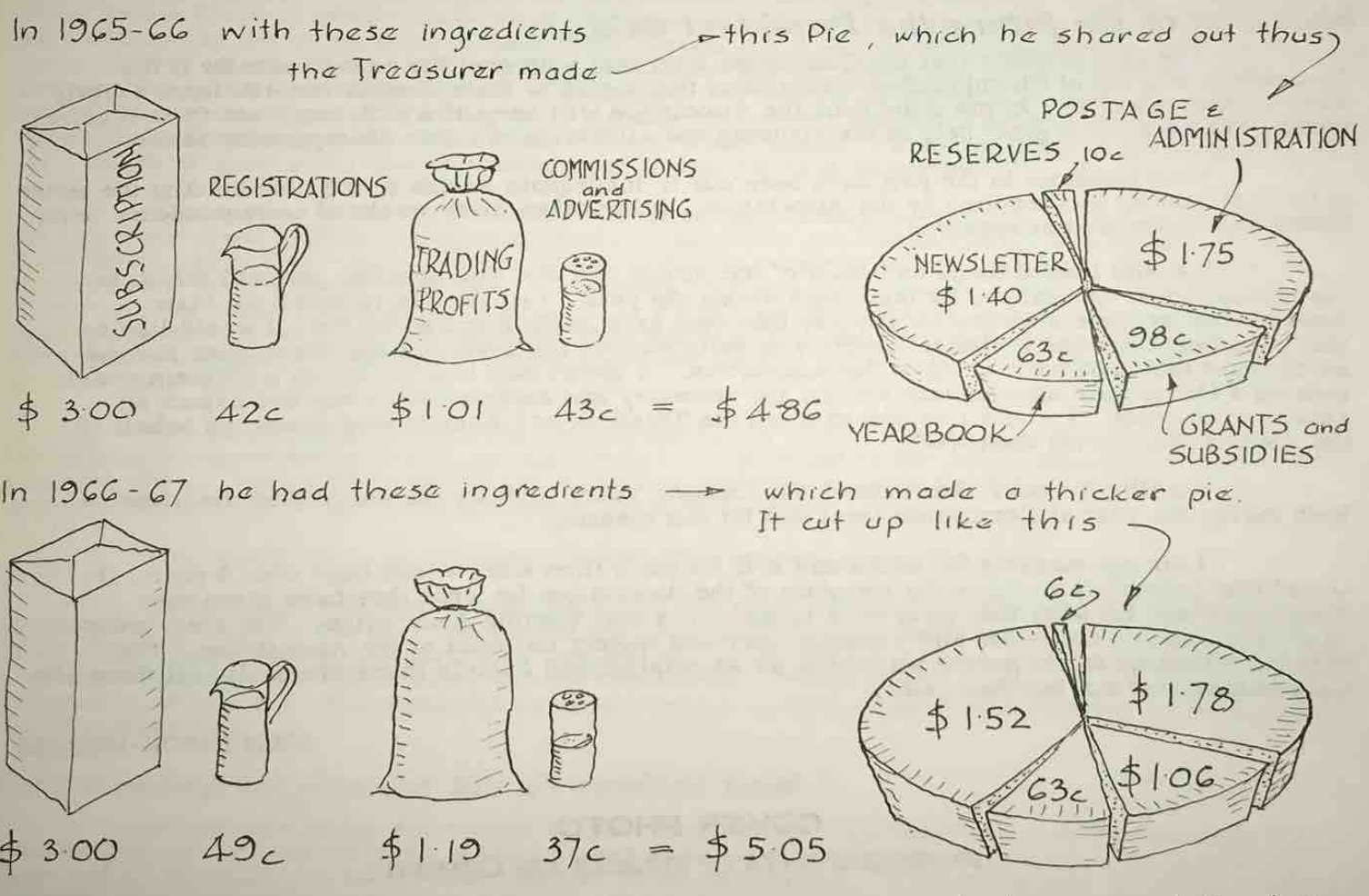
Now we can boast of a further improvement. Our Suppliers have agreed to modify the design of the equipment so as to eliminate the sharp corners on the pillow bags (where small splits first appeared after three or four seasons' service) so as to make the bags even more durable.

More importantly they have also agreed to provide four fixing loops on each bag and to re-position these so that there is practically no liklihood of a bag escaping from its lashing.

AND they have made a reduction in price to such an extent that, despite increases in postage and packaging costs, the Association can still supply at the old price of $11.00 a full five bag set - POSTED to your address.

Fixing Clips and Straps are still $4.00 per set too, and Inflation Tubes 30 cents and Repair Kits 30 cents, are always in stock.

Send your orders to the Assistant Secretary, 18 Brisbane Avenue, Lindfield. Mrs. Barrett can supply leaflets giving advice on buoyancy - including broken kit prices.



Greg isn't a bad housekeeper - but his pies don't leave much for "afters"!

MEASUREMENT COMMITTEE

In accordance with its constitution adopted at the 8th Annual General Meeting, 8th August, 1966, the Measurement Committee disbanded and was reformed on 1st May, 1967.

The new members are:

Chairman:	F.A. Edwards, 53 Lady Game Drive, Killara. 2071. Phone - 49-1847
Secretary:	A. Bentley, 141 Kareena Road, Miranda. 2228 Phone - 524-9789
Members:	Keith Ross and Bill Elliott (with one yet to be nominated)

The New Committee is still feeling its feet (Fred Edwards is the only old hand still on strength) and is concentrating on making itself known to the Measurers.

However we can anticipate advisings to members in general via these pages and members with queries should feel free to contact the Committee (preferably in writing) with any construction or measurement problems they encounter.

The retiring Association President has indicated that the big task of Measurement Committee this year is to follow up the excellent work of its predecessor with a fumble proof method of measuring sails - the current line of action appears to be aimed at giving more detailed advice to Measurers and to assist in the implementation of the decisions of the 1967 Canberra Management Committee meeting.

A WORD FROM THE (NEW BOY) PRESIDENT

Elsewhere in this issue is printed a little bit of modern history - an account of the 4th Annual General Meeting of the Association in 1962.

To read it is, for me, to go back to the beginning of one of my most rewarding periods of activity - one which I put down with not a little regret.

However, for personal reasons - age of family, available time but most importantly, the feeling that I am running out of ideas and that fresh blood is needed to give drive and impetus to your Association, I have handed on the Secretaryship.

Your new executive has all the hallmarks of co-operative and active crew and I am confident that they will do those things which need to be done with enthusiasm and tact - tact which I know was not always present during my 5½ years in office.

I appreciate your confidence in electing me to the post of President - it is an honour which I will do my best to deserve - but I have a difficult task in following, let alone equalling, those who have gone before - John Helmich, Stephen Dearnley and John Dixon-Hughes.

But I shall be trying.

With our good crew I hope to steer a good course.

(At least, I have the confidence of my family. They continually tell me that I am very trying.)

W. J. (Bill) YOULL

* * * * *

TO THE EDITOR

PETER FIELD writes:

"As the then part-owner and helmsman of "Ardea", No. 2278, I had always hoped that the dreadful example, portrayed in the "Newsletter", June, 1967, would have been well and truly buried in the archives, never again to see the light of day. Your "friend of the Association" is no friend of mine!

"If my memory is correct, the occasion was Balmoral Easter Regatta, 1962, and the scene - the Middle Head mark after a run from Balmoral before a 15-20 knot south westerly. A poorly-timed gybe by a novice skipper - both skipper and crew floundering on the floor-boards - "Ardea" heeling to windward - then it was all over in what felt like 0.5 seconds, not 5.0.

"So much for the background. Besides endorsing your own comments about downwind sailing in a Heron, I would like to add a few of my own, arising from this particular incident. They may be useful for the "Newsletter" and cover -

1. BUOYANCY - "Ardea" carried adequate buoyancy but it had never been tested, and "Ardea" had never capsized before. This first test resulted in one large side pillow coming adrift and floating away, making the boat virtually unrightable in the conditions.

   Moral - Make sure your buoyancy is properly fastened - as desribed in a previous "Newsletter" - 1½" - 2" terylene webbing screwed to chines and risers is satisfactory.

2. RESCUE BOATS - Three "rescue boats" were patrolling the course at the time. The first one, carrying the cameraman responsible for the photos, had so many people aboard that it was dangerously overloaded for the conditions. It beat a hasty retreat to Balmoral, after apologies.

   The second boat proved to be underpowered and undermanned for the conditions. To cap it all, her towline was rotten and snapped twice after securing to 2278. She also retired.

   Finally, the regular Balmoral Club rescue launch arrived. Properly equipped and well manned by an experienced crew she soon had things under control, and "Ardea" back on Balmoral Beach.

   I would point out at this stage that the other boats were associated with other Clubs - not Balmoral S.C.

   Moral - A rescue boat is a rescue boat, not a sightseer's platform. Besides having sufficient power and stability to allow her to do the job in heavy conditions, her equipment is vital - it can even be a life and death matter.

3. PERSONAL BUOYANCY - The rescue boat inadequacies meant that we spent about 30 minutes in the water. You tire very quickly trying to right a Heron in heavy conditions; without personal buoyancy things could have been serious.

   Moral - Buy an approved form of personal buoyancy and wear it. Don't push it under the foredeck or behind the buoyancy bags where you can't reach it when you need it! "

* * * * *

AND, WHILE ON SAFETY, the Yachting Association of New South Wales (and, we understand, some other State Yachting Authorities) have brought down a set of Centreboard Yacht Safety Rules which require, among other things

PERSONAL BUOYANCY and

TOWING EYES TO TAKE A ONE INCH DIAMETER ROPE

And while on Personal Buoyancy, make sure that the equipment you buy does comply with Australian Standard 228. We have heard that some of the small and medium adult sizes now on the market do not comply.

SOUTH AUSTRALIAN NEWS

It is exactly one year since Australia decided to join the International Yacht Racing Union and already big changes are forecast for Australian yachting. South Australians may be proud of the fact that on July 29, Mr. John Parrington, Chairman of the S. A. Y. R. A., was elected President of the A. Y. F. giving this State a unique influence in a new sphere of Australian Yachting.

Safety is currently a major issue and small boat regulations, as recently submitted to Clubs, are now being considered by the A. Y. F. for adoption on a Federal basis.

The S. A. Y. R. A. census of January 1, 1967 shows 6,133 yachtsmen in S. A., which compares favourably with other States - N. S. W. approximately 22,000 (7,899 affiliated with the Y. A. of N. S. W.), Vic. 13,000, Q'ld. 5,515, W. A. 7,182 and Tasmania 2,560. At the time the census was taken in South Australia the Holdfast Trainer with 239 had the largest fleet, next Herons, 212 and Rainbows 138.

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Progress of arrangements for the THIRD SOUTH AUSTRALIAN STATE CHAMPIONSHIP to be held at Brighton & Seacliff Y.C. over the Australia Day weekend, January 27 to 29, 1968 is such that Notice of Race and Entry Forms will be posted in October.

Mr. Norm Le Cornu (a former Australian Sharpie champion) will be O.O.D. Assistance with crewing of rescue boats, launching and beach duties, traffic control, clerks, etc. will be required from non-sailing Association members.

Suggestions from questionnaires returned by members following the last Series have been summarised and where possible are being incorporated.

Members with unmeasured boats are urged to spread the work load by contacting Measurers early. A list of Measurers will appear in the S. A. Y. R. A. programme soon to be issued through Clubs to all skippers.

Remember B. & S. Y. C. is the venue of the State Title in January, 1968.

* * * * *

KANGAROO ISLAND YACHT CLUB - This club invites members to visit K. I. at Easter, 1968, to sail with the Club at American River. Accommodation is varied - Hotel, Motel, Guest Houses or Private Home. Freight on Herons either by ketch or M. V. Troubridge will amount to approximately $15.00. K. I. Y. C. raced 3 Herons last season and is hoping a further 2 will join the fleet. A group of visitors from the mainland would give local organisers Colin Raison and Brian Woolley and the class a great boost.

If interested (even mildly) fill in the questionnaire on the recent circular and return to the K. I. Y. C., Parndana, K. I., S. A. 5220 and you will receive further information direct.

GOING BUSH? Terry Matthews, 27 Collingwood Street, Pt. Pirie, Liaison Officer, S. A. H. S. A., Port Pirie Division and Secretary, Royal Port Pirie Y.C. invites visiting Herons to a sail with the Club.

Sorry to relate that after a meeting with a car, PORT RIVER S. C. 's Mr. Fix-it (Harry De Gilio) has broken an arm and will be out of action for 4 months. Harry donated his motor-bike to the first chap who enquired about it. Lionel Luders is also on the sick list

With the 1967/8 Opening Day on October 21 most of the boats are getting a varnish and paint. 3 or 4 new boats will be on our register but we will be losing a couple and should start with about 42 Herons.

After a couple of seasons of jumping up and down on the beach Doug Pudney can stand it no longer - this season he comes in as a regular starter. Doug's efforts have meant much to the growth of the River Club.

VICTOR HARBOUR S.C. Opening, on October 28 shows great promise. There will be 12 Herons including 2 new boats from Gordon Shields and J. Forzer. Our Annual Regatta on January 21 offers an open invitation to all Heron folk and on February 11 we will have another Heron Day - visting clubs are very welcome.

The Club Champion John Turner and his speedy machine JOHN D will be at St. Kilda for the Australian Titles.

HENLEY - An Open Afternoon held at the Club House in July was well patronised by prospective Heron types and it was not difficult to sell both the Club and the Heron way of sailing of sailing to those attending.

There was a renewed burst of enrolments in the Club and many telephone calls to the local Heron representative for information on builders and suitable fittings.

Junior members at HENLEY S.C. will be a force to be reckoned with in Herons this season and training sessions are being set up now for such young sailors as Adrian Heard in "Thing One", Chris Ferguson in "Sarli", Mark Reedman in "Irabinna" also Craig Allen, Mark Mussared and John Barrow. It would appear from the list that fathers are being pushed up for'ard, into a new boat or on to the beach.

PHIL HEATH in "Alkira" stole a march on us and tuned his craft on Lake Bonney during the school break.

BRIGHTON & SEACLIFF S.C. sailing season will start with at least 60 Herons on the register - a 100% increase on last year's 30 boats. Quite an achivement for our second year with Herons. FIRST EVENT. A picnic meeting on October 1 at 10 a.m., then a busy season of sailing with the State Championships in January and other Regattas. The winter boat building group is nearly finished and the boats look well. Hurry up, fellows, to be on the water for Opening Day. Ian Snowball, P. Crawford, B. Punke and John McPherson are some of the old skippers coming back into the club with Herons.

Former inhabitants of the bridge - Ron Westhorpe and Rod Kerr - will be on the water this year. Stand by Rescue Boat!

A curtain-raiser of skippers, crews and " widows" of SOMERTON S.C. was held recently at the home of Russ Davies to have a chat about plans for the coming season. A Heron Captain (Ern Wilson) and Vice-Captain (Don Lapthorne) were elected.

State Association President, Dr. Colin Alderman and Hon. Sec., John Keen, were invited and each made worthwhile verbal contributions about Heron activities in general.

It was pointed out that Somerton had achieved the honour of winning the Teams' Race at the last State Championships and this was a great tribute to a club of modest size.

The club-house is taking on a new look with the planting of trees, painting and new window treatment.

Chris Gloyne has a new boat with stacks of foam buoyancy. There is great interest in what is hoped to be improved performance.

Arthur Braddock has a nice little poser in trying to relate body weight and bulk to the cubic capacity of a Heron cockpit. In Arthur's case a marine gremlin gives him a push and to send him over the side when the components of the formula come unstuck. Let us rally around and help solve Arthur's problem before he is tempted to consider another class!

A big subject at Somerton at the moment is where to tack the jib to the greatest advantage. Could we please have some comments in the next Newsletter?

LAKE BONNEY S.C. enjoyed the company of a number of city Heron families for a camping-sailing stay over the recent school holidays.

Two new Herons are well on the way to being ready to line up with us on Opening Day - one built by Ron Stewart of Port Fairy for Trev. Stevens and the other by Mike Wright for Wilf Heuzenroeder, a newcomer to the sport. Trev. Stevens was our Sharpie Champ. for many years and unless his hand has lost its cunning he can well be expected to become ruler of the Heron roost. Incidentally these two boats will increase our fleet to 11.

October 7 will open the WHYALLA S.C. season with a remarkable increase in the Heron fleet. One lone Heron made the first appearance for this class in last year's sail past, but this year will see 12 Herons on the club register.

The appointment of Mal Foubister as a local Measurer will assist to maintain class standards in this growing fleet.

With all these new sailors on the water, advice from more experience crews is very welcome and we would like to see any touring Herons drop in on any Sunday afternoon of the season.

--ooOoo--

VICTORIAN NEWS

The fourth race of the Frosbite Series 1967 was contested on Sunday, 20th August at the Latrobe Valley Yacht Club's Hazelwood Pond. A total of 26 Heroners (3 from the LVYC) attended in overcast weather and an average 5 knot wind. The ordeal of heavy rain between Warragul and Moe was forgotten on the 'pond'. The pains-taking and fine organisation, the efficient but informal reception and the capable handling of the race by LVYC was really appreciated. It will be a pleasure to sail on the 'pond' again some day.

From a crowded start Sepik (L. Murphy), Tuki (N. Ridgeway), Flooky (M. Ridgeway), Pintado (B. Woinarski) and Van Diemen (J. Coen) were first around the "Club House" mark. Further back Tirrike (R. Davies) and Alchera (A. McClure) managed to escape from the bunched fleet.

Beating back the first time Pintado made 'an error' in judgment to fall back 5 places. At the end of lap 1 Sepik held a 1½ minute lead over Tuki but only 20 seconds separated Tuki, Flooky and Van Diemen. Tirrike (21 seconds later) headed Alchera, Liananna (D. Marks), Millewa (R. Ryan), Pintado, Kiemo (M. Taylor) and Opal II (J. Naismith) all of which began lap 2 with only 63 seconds between them.

In lap 2 significant changes were: Tuki's replacement as second boat by (son Mark in) Flooky, Liananna's falling back to 15th position and the appearance of Mandy Too (G. Smith) into 10th place. By now the contest developed around the tussle between Sepik and Flooky for first and whether Julieann (A. Amess) could overtake 14 others to retain her favourable position amongst the winter series leaders.

Working every wind shift (the wind was now at 10 Knots) in the final heat the leaders endeavoured to improve their positions. By continuing on a serious 'break-off' Sepik was overtaken before the last reach for home. Full credit goes to Mark Ridgeway (14 years of age) sailing ex Sprite (formerly owned by J. Botterill) for his 22nd win over Sepik. Final placings were:

	Line		Handicap
1.	Flooky	1.	Sepik
2.	Sepik	2.	Flooky
3.	Tuki	3.	Van Diemen
4.	Van Diemen	4.	Millewa
5.	Tirrike	5.	Tirrike
6.	Alchera	6.	Opal II

The fifth and final race of the 1967 Frostbite is planned to be raced off the Royal Yacht Club of Victoria, Williamstown, Victoria at 11.15 a.m. on 17th September. In the event of unfavourable sailing weather the event will be sailed on 24th September.

Scoring for the Frostbite is based on five (5) races with the best four (4) to count, four (4) races with the best three (3) to count, or three (3) races or less and all races to count.

Progress scores after the fourth race are:

	Line			Handicap	
1.	Alchera	383	1.	Julieann	371
2.	Julieann	376	2.	Alchera	363
3.	Tirrike	363	3.	Tirrike	361
4.	Opal II	353	4.	Millewa	360
5.	Millewa	352	4.	Opal II	360
6.	Kiemo	350	6.	Kiemo	357
7.	Mandy Too	345	7.	Mandy Too	344

SAILING PROGRAMME (Summer) 1967/1968 VICTORIA

Since publishing the 'proposed' sailing programme for 1967/1968 in "The Heroner" in April some changes have been made by necessity. The confirmed programme is:

Date	Event	Location	Time
15th October 1967	First Summer Series	Frankston YC	2 pm
5th November 1967	Family Picnic *(a)	Mordialloc SC	11 am
19th November 1967	Second Summer Series	Somers YC	2 pm
3rd December 1967	Promotions Day	Elwood SC	11 am
17th December 1967	Christmas Picnic	Safety Beach	
31st December 1967 to 5th January 1968	Invitation Race and Australian Championship Series	Royal Melbourne Yacht Squadron St. Kilda	
21st January 1968	Third Summer Series	Beaumaris YC	2 pm
4th February 1968	Family Picnic	RMYS	11 am
18th February 1968	Inter-club Teams Racing (divisional eliminations)	Elwood SC Black Rock and Altona YC and RMYS	
3rd March 1968	Family Picnic	Elwood SC	11 am
9th - 11th Mar. 1968	State Championships	Mordialloc SC	
17th March 1968	Fourth Summer Series	Mornington YC	2 pm
24th March 1968	Inter-club Teams Racing (Final) *(b)	To be decided	
31st March 1968	Inter-club Teams Racing (Reserved) *(c)	To be decided	
7th April 1968	Family Picnic	Altona YC	11 am
21st April 1968	Fifth Summer Series	Westernport Bay YC	2 pm

* NOTES

(a) As this is also Opening Day at Mordialloc picnic events will take place in the morning only.

(b) This day could be used in lieu should unfavourable weather cause the abandonment of sailing on 18th February.

(c) If 'divisional eliminations' are sailed on 24th March the finals will be conducted on 31st March.

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WHYALLA SAILING CLUB'S SCRIBE Don Lee writes

Local Heron owners strive to keep the weight of boats down because of the need to carry fully rigged boats over sand flats left by a receding tide. Some boats are fitted with small handles on the transom to give a more convenient carrying grip on the stern but as yet we have not seen a simple and neat handle for the bow. Have any other owners any suggestions?

NORTH QUEENSLAND HERON ASSOCIATION

It's off-season - why, no one has been able to fathom! With the best sailing conditions and an average temperature of 70 degrees, anyone complaining should swop places with the iceberg mariners of Southern states.

For the very energetic it's a time for painting and repairs, but for the all-year-round sailers, Tinaroo has been the venue of off-season events. During the Mareeba Tobacco Festivities an event for Herons was keenly contested, the handicap winnter being "Vim" (Desley Templeton, a newcomer to sailing). It was a popular win since it was only in April that the Templeton sisters took to the water - literally! They had the distinction then of sailing at least one hundredd feet before capsizing. "Flipper" (the Gortons) scooped the line honours for the day.

Highlight of North Queensland activities was the visit to Port Moresby during the Queen's Birthday week-end. Could have done with more visitors, but those who did go, the Bob Wadleys from Mossman and the Garth Gortons from Cairns, came back with glowing reports of a wonderful time. Hospitality was showered in true Territorial spirit and the only disappointment was the wind - it had all gone to give Brisbane a well remembered cyclone. So the South-West Pacific Heron Sailing Championship earned the name of the "Drifting Championship". It could also have been called the "Glenrowan Stakes" since every race had a fellow called Kelly who was pursued by "the rest". The Wadleys now have a smart silver tray in their cocktail cabinet - it's inscribed for the third place winner of the championship. They intend to add to the cabinent with successes in the Gwen class, but it was thoughtful of them to sell "Bonny Tu" to brother Kevin, who will be a welcome addition to Tinaroos's strength.

A for' ard hand has a hard time in life - one of ours says she has to obey a series of well defined signals - a kick in the rear is the clue to leap up smartly on to the gunwale; a blow to the ear is to come inboard. Sailing in heavy weather recently there was an awful crash (the gaff halyard had broken). Thinking she had erred as usual, she immediately cowered under the seat, only to be gently draped by the sail - a welcome change from the usual rope's end.

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9TH CHAMPIONSHIPS SERIES

ST. KILDA - VICTORIA

31 December, 1967 - 5 January, 1968.

SOCIAL EVENTS

Gala Dinner Dance : Sunday, 31st December 1967

A Gala Dinner Dance will be held at the Royal Melbourne Yacht Squadron from 7.30 pm to 12.30 am. As this is New Year's Eve bookings are expected to be very heavy - numbers are limited to 180 people. Therefore, we ask you to book now, to avoid disappointment. Tickets are $8.00 a double, which covers all costs apart from liquid refreshments. Dress - Lounge Suit - or Reefer Jacket.

Family Barbecue : Wednesday, 3rd January, 1968

A Family Barbecue with dancing, to be held at the home of Mr. & Mrs. Keith Billings, 90 Glyndon Road, Camberwell from 6.30 pm to 10.30 pm. Children of all ages are welcome, as this will be a family affair.

Ticket Costs: Adults $2.00 each; Children (under 14 years) 50¢ each; Children (under 6 years) admitted free.

These prices include for all food and liquid refreshments. Dress - Casual.

Presentation Night Buffet Dinner : Friday, 5th January, 1968

The Presentation Night Buffet Dinner from 6.30 pm to 11.00 pm at the Royal Melbourne Yacht Squadron will commence sharp at 6.30 pm, with presentations to Trophy winners, at 8.00 pm; after which, a band shall be in attendance for dancing till 11.00 pm: again, children of all ages are invited to attend. Dress - Sports Clothes with Tie.

Ticket Costs: Adults $2.00 each; Children (under 14 years) 50¢ each; Children (under 6 years) admitted free.

These prices are all inclusive, apart from the cost of liquid refreshments.

SOUTH-WEST PACIFIC HERON CHAMPIONSHIPS

The South-west Pacific Heron Championships were held at Port Moresby over the Queen's Birthday weekend (June, 1967). The conditions were hot, steamy and still and, as most crews comment, "it was the Heron Drifting Championships".

Visitors to Port Moresby for the Championships were: Garth Gorton from Cairns, N.Q., and Bob and Vonne Wadley from the Mossman Sailing Club, N.Q.

The invitation race, to acquaint the visitors with the buoys, was held on Saturday afternoon and was abandoned when the time limit expired. "Natalie", J. Bartlett was leading, followed by "Scoobie-Do", P. Stansfield at the abandonment.

On Sunday morning the start had to be postponed to allow the boats to paddle to the starting line. Garth Gorton from Cairns, N.Q., in "Hanamoa" sailed well in the unfamiliar waters to come sixth. Line honours went to J. Kelly in "Auka", followed by J. Bartlett in "Natalie", with J. Clayton in "Kekeni" third.

The race on Sunday afternoon went without mishap. "Scoobie-Do" led over the start, but was passed by "Auka". At the finish it was "Auka", with "Scoobie-Do" second, and "Natalie" third. This race was also abandoned because the leader finished three minutes outside the time limit.

The race on Monday morning had only 11 starters out of Sunday's 18. "Auka" was well back for most of the race, and the fleet was led by "Noku". However, "Auka" managed to win, beating "Natalie" by only one boat length. In this race, our visitors, Bob and Vonne Wadley, from Mossman, N.Q., sailed into third position.

The trophies were presented by the President of the T.P.N.G. Heron Association, Ian Morley. The Commodore of the Papua Yacht Club, Captain W. Gibson, presented the visitors with a club pennant and apologised for the lack of wind.

The Perpetual Trophy, donated by Captain D. Davis (the Harbour Master), was won by Jim Kelly in "Auka" with two first places. Two tankards, donated by W.D. & H.O. Wills for the winning crew, were won by Jim and his crew, young Douglas Kelly.

The Ansett-A.N.A. trophy for second place went to J. Bartlett in "Natalie" with two second places.

The Trans-Australian Airline trophy for third place went to our visitor, Bob Wadley in "Apetolot". Bob also won the trophy, for the highest scoring visitor, donated by G. M'Cleod.

Although the weather was hot and steamy, and there was some disappointment over the abandonment of two of the four races, all the sailing crews enjoyed competing in this the first South-west Pacific Heron Championships.

Territorians hope that they will have adequate representation at the 1968 series - planned for Cairns, North Queensland.

The T.P.N.G. Heron Association extends grateful thanks to those boat owners who lent their boats to the visitors and to everyone who helped to make the Championships possible.

PAULA STANSFIELD

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CHRISTMAS PRESENTS THAT LAST ALL YEAR

Like one for forwardhand, skipper, husband?

Yes, but you don't think it will work.

It will work all right - just mail $4.20 to the Association Secretary and, regular as clockwork, each month will come through your mail box a copy of Australia's premier sailing journal SEACRAFT.

By the way, it will work just as well if you would like to give yourself a year long present - or just save yourself the bother of going to the newsagent (and of running the risk of missing out) for a wide coverage of yachting, sailing, power boat affairs in Australia, New Zealand and overseas.

The Assistant Secretary has all the details - but you need send only the remittance and the name and address of the recipient. The price again - just $4.20 posted.

NEW SOUTH WALES REPORT

The New South Wales Annual General Meeting was held, as scheduled, on 3rd July, 1967 at its usual venue, the Shell Theatrette in Sydney.

The President, Alan Crane, reported on a full year's activity, the two highlights of which had been the dramatic N.S.W. Championship Series on Jervis Bay, Australia Day Weekend, 1967 and the Jax Trophy Series.

Paul Hopkins had achieved a well earned success in the championships and Cronulla Sailing Club has been successful, after one of the closest tussles in the history of the Trophy with Middle Harbour Heron Sailing Club.

Election of officers saw substantially the same team "in" for another year, the only change was in the post of Secretary, for which Ken Dunstan did not stand again.

So for 1967-68 we have :

PRESIDENT	Alan Crane 27 Astona Crescent Maroubra
HON. SECRETARY	W. G. Brown 116 Tangerine Street Fairfield (72-1869)
HON. ASSIST. SECRETARY	C. Grimwood 82 Richmond Street Wentworthville (635-5870)

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With this issue of Heron Newsletter the N.S.W. Heron Association is publishing its own "N.S.W. News" so that for the interstate Heronfolk the mass of N.S.W. Club chatter is missing.

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But, for the benefit of the outlanders, these are the main events of the N.S.W. Heron Association Calendar 1967-68.

	1967	
Sept.	30th - Oct. 2nd.	Nowra Heron Holiday
Nov.	4th - 5th	Inland Water Championships (Lake Burrendong) and Koonawarra Heron Regatta (Lake Illawarra)
Dec.	30th	Pittwater Regatta
	1968	
Jan.	27th - 29th	N.S.W. Championships (Balmoral)
March	2nd - 3rd	Canberra Regatta
March	9th - 10th	Middle Harbour Regatta
April	6th - 7th	Lake Macquarie Heron Holiday
April	13th - 15th	Balmoral Easter Regatta and Royal Prince Alfred Yacht Club Centenary Regatta
May	5th	Middle Harbour Marathon

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To all who have a Heron and will be travelling, a cordial invitation is extended to take part in any, or all, of these events, or, for that matter, the dozen other club invitation events - at more or less weekly intervals throughout the Season.

If you are coming our way, contact Secretary, Bill Brown and arrange to sail on one or more of the dozens of regular N.S.W. Heron nesting grounds!

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WESTERN AUSTRALIA HERON SAILING ASSOCIATION

Tony Cram did not have much sailing to report to this issue, but concentrated on the Trophy Night and Annual General Meeting.

A rundown on the results of the Season was printed in Vol. 5, No. 1, but this is where the booty went.

State Championship; Consistency Trophy and Metropolitan Trophy	PLOD, 5359, Gil Whetters
President's Cup	ROSSLYN, 5663, Doug Cadd
Wefree Trophy	TESS, 5880, Rev. G. Stanley
Chivers Trophy	JET, 5753, Bill Whittell
Leeuwin S.C. Trophy	THE WITCH, 5797, Owen Johnson
Triers Trophy	LE HERON, 4923, Bill Baker
Dunk Champion	BETSY FIVE, 5546, Tony Cram

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For the uninitiated, the Dunk Trophy is awarded for perpetual but not deliberate competition. It was fabricated by Doug Cadd. It consists of an empty varnish can mounted on a length of steel rod and is furnished with two delightfully carved wooden handles.

The Deed of Gift has not been published, but we suspect that the recipient would prefer to let sleeping dogs lie (or dry out).

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Tony forecasts three more boats at Albany, one building at Geraldton and a standing invitation for Heron folk to visit and sail from Claremont, Y.C. His main lament is that there isn't a reserve of secondhand boats with which to supply an ever growing market.

The Annual General Meeting (held at Royal Perth Yacht Club on 30th July, 1967) was attended by 16 members and families.

The President's report recounted a highly successful season, the most noteworthy point in which was the State Championship Series at Princess Royal Sailing Club at Albany - a well contested and well run event.

Reciprocal sailing membership with Royal Perth Y.C. was outlined by the Secretary and a programme for 1967-68 tabled.

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The Election of Officers saw the installation of the following:

President:	Ray Stubbs
Hon. Secretary:	Tony Cram
Hon. Treasurer:	Don Davis
Handicapper:	Doug Cadd
Y.A.W.A. Delegates:	Gill Whetters, Ted Fletcher
Committeeman:	Bill Baker

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1967-68 STATE CHAMPIONSHIPS are planned for Easter, 1968 to permit country participation

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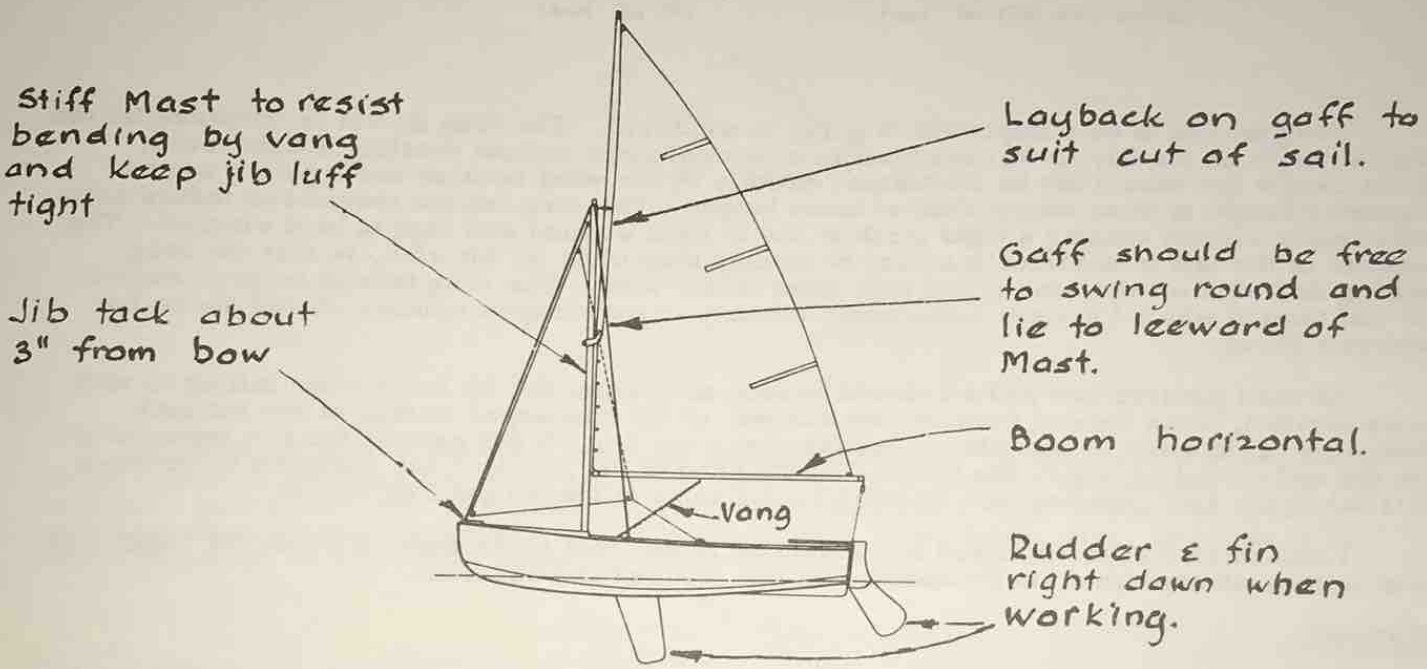
LEARNING FROM THE OTHER FELLOW (NO. 3)

BILL IMLAY has been showing his heels to most of the fleet in recent events: The Editor caught him (on the beach) and obtained the following advice from the master.

1. RIGGING

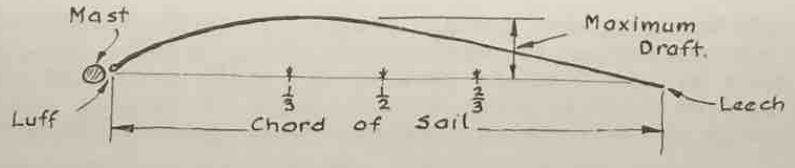
The mast should be as stiff as possible while as small in diameter as permitted. One way I have seen to do this is to fibreglass a minimum diameter mast. The stiffness is to resist bending loads imposed by the boom vang and the gaff jaws to preserve sail shape and to prevent over-slackening of the jib luff. The smallness is to minimise aerodynamic turbulence at the luff of the mainsail.

The mast should be nearly upright, varied only to allow the boom to be horizontal when the boat is rigged and sailed as below. Jib tack seems best about $1\frac{1}{2}$" forrard of the plan position.



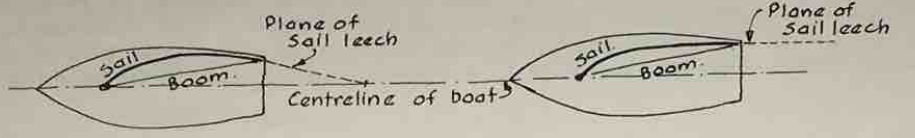
If the mainsail was cut for the gaff to lie parallel with the mast, the halyard should be tensioned to do this. Holt's design shows some gaff layback and if the sail was cut for layback, the gaff should lay back. I believe in either case, that the gaff should be free to rotate about the mast so that the gaff lies to leeward of the mast when working and reaching, reducing the projected area presented to the wind and thus reducing drag and turbulence in the "slot" between mainsail and jib.

Luff tension in the mainsail will not increase or decrease the maximum camber or fullness of the sail but will only control its position on the sail. The luff tension in the mainsail should be adjusted to maintain the point of maximum camber when sailing at a distance between one-third and one-half of the sail chord aft of the mast. Wind pressure in the sail tends to move the point of maximum camber aft when sailing so the adjustment should put it slightly forrard of the desired position.



Foot tension will control the sail camber. A taut foot will tend to give a flatter sail while a slack foot will give a full sail. The foot tension should be adjusted in combination with the adjustment of the boom vang tension so that the sail is flatter for hard weather and fuller for light weather but without a tight leech in any weather.

A tight leech is one in which the plane of the trailing edge of the aerofoil, if extended, would converge astern of the boat with a linear extension of the keel. The after third of the sail should lie no closer than parallel to the keel.



Tight leech - Plane of after part of sail, if produced, meets centre line aft of boat.

Satisfactory leech - plane of sail does not meet centreline aft of boat.

Vang tension is very important in going to windward. The vang should be hardened for the wind strength on the day so that mainsail twist is minimised without creating a tight leech. Twist cannot and should not be eliminated entirely by the vang because the apparent wind at masthead height is more abeam than at boom height. The vang tension required to reduce twist sufficiently without causing a tight leech is low in light weather and high in hard weather. The pressure in the sail is less when reaching or running than when on the wind, so that the vang tension desirable off the wind is less than when on the wind. The vang tension helps to control jib luff tension which I believe (admittedly contrary to some expert opinion) should not be bar taut in a Heron.

Jib lead position fore and aft should be such as to allow the jib leech when sailing to tend to be parallel, when viewed from the lee quarter, to the overlapped surface of the mainsail showing as wide a slot as possible. I believe that a bar taut jib luff narrows the slot undesirably but the luff should not sag to the extent that the head of the jib shows any tendency to lie more parallel to the keel than the foot, causing backwinding of the mainsail by the jib.

I also think that the mainsail luff should be laced close to the mast to widen the "slot" and to eliminate an aerodynamically undesirable gap between sail and mast.

2. SAILING

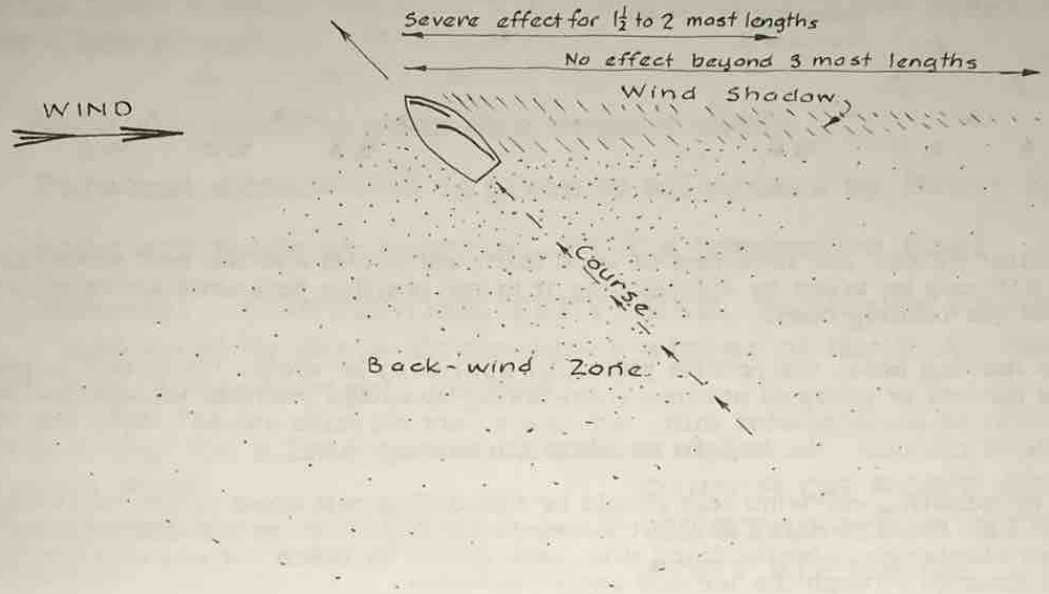
The boat should be sailed to windward and off the wind when not planing with its forrard hand and helmsman close together to keep weight away from the ends and so positioned that she is on her design waterline. Burying the bow is almost as bad a fault as burying the transom.

The mast should be kept nearly, but not quite, upright. Ideally, the plane of the sails should be vertical as any departure from this reduces pointing capability and wastes sail effort in downthrust or uplift according to whether heeling to leeward or to windward. The plane of the jib makes an angle with the mast because the clew is sheeted away from the mast so if the jib is to be vertical, the boat must heel slightly to leeward. I think an accurate enough procedure is to try to keep the lee floor at the centre thwart horizontal. Both crew members must use their weight at all times to meet the boat's attempted departures from this best angle of heel. In hard weather this means unrelenting effort in swinging (toe straps are essential) and in timing the swinging so that the weight is applied as the puff hits, and before, not after, the boat heels. The helmsman should "feather" into puffs sufficiently just to contain the heeling moment equal to the maximum righting moment obtainable by swinging. Initial feathering should be by pointing and ultimate "feathering" by mainsheet easing, followed by instant re-trimming of the mainsail as the boat accelerates bringing the apparent wind ahead and reducing the heeling moment. Cnly if "knockdown" puffs are about should preparation be made to ease the jib.

Fin and rudder should be right down going to windward and the fin should be lowered off the wind only enough to prevent leeway on reaches and rolling on runs. Fin positions can be found only by trial and error for your boat and crew weight in the particular conditions of wind and sea. Every effort should be made to make the boat plane in marginal planing conditions using the very good technique of Chris. Lloyd-Owens recently published in Heron Newsletter.

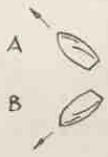
3. SOME OF THE TACTICS

The first essential is to sail in clear wind. This means that a boat should never remain in another boat's wind shadow or backwind zone. When on the wind, the wind shadow extends about three mast lengths directly to leeward while the backwind zone is a large sector of a circle of three mast lengths radius situated between the after edge of the wind shadow around astern of the boat and ahead to a line drawn to windward of the bow in a direction perpendicular to the boat's course. One should tack if necessary to clear wind as soon as possible after the start and try to maintain it through the race.



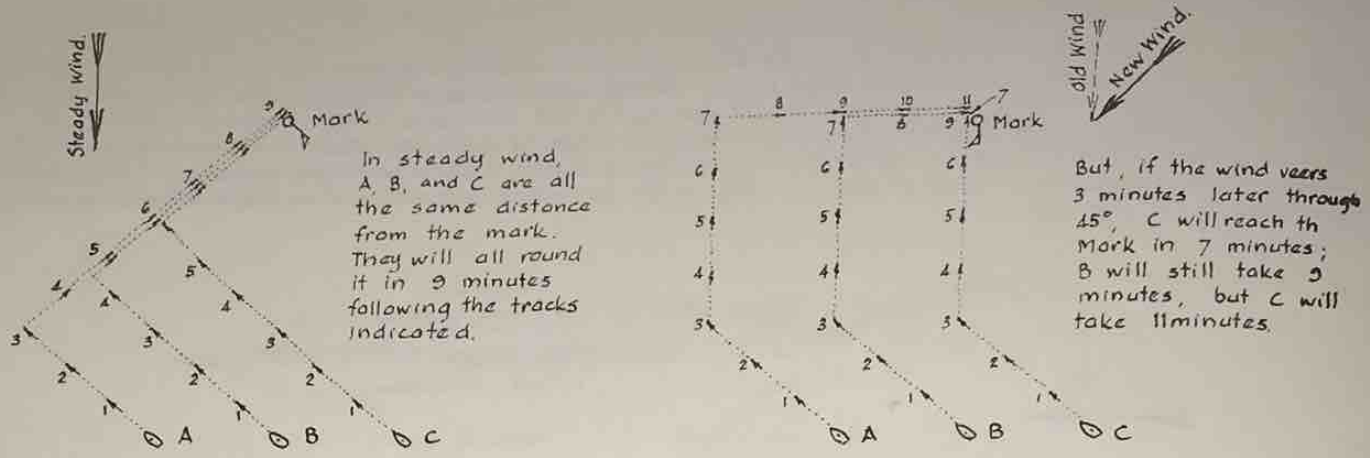
As all winds shift in direction about the nominal direction, the tack which allows the boat to lay closest to the direction of the windward mark should be sailed. The skipper should sail to be free to tack at any time to benefit by a favourable wind shift. This means maintaining sufficient room around obstructions such as points of land, other fleets, etc., so as not to be forced to sail an adverse tack to clear an obstruction.

All other things being equal "A" is on the better tack. She is sailing more directly to the mark.



All of us trail in races most of the time so it pays to examine the effect of a wind shift upon the relative positions of equally fast boats. One way to gain because of a shift is to try to sail a course which lies to windward of the course being sailed by the leader. If a 45° lift occurs, the boat previously trailing will then become the leader by 1.4 times the distance his course was to windward of the previous leader's course, provided he is not overstanding the mark after the shift. This is so regardless of how far the trailer was behind the leader before the shift and provided the shift equally affects both boats.

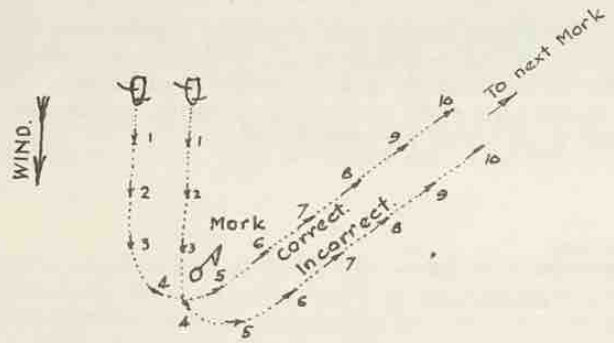
For this procedure to produce an assured benefit, the wind shift has to be predictable, which is difficult but not impossible, and there is a reasonable statistical probability of being right. When a wind is shifting cyclically or more frequently in one direction, the fact is observable and a wind shift in a particular direction can be sailed for without a high risk of error. It is better to attempt this, if the boats concerned are of equal speed and pointing capability and other factors do not override, than to trail and hope.



In familiar waters, the locations of wind shifts are known and the best advantage of the known wind shift can be taken by approaching it in the position described above with respect to the position of the leading boat.

For the leading boat, the reverse philosphy applies as he should try to sail to prevent his most pressing pursuer or group of pursuers from taking up such a position in anticipation of what he estimates will be the next wind shift. Of course, not all shifts are 45° shifts but whatever the magnitude of the shift, the benefit trends as above.

Marks terminating off-wind legs should be rounded to pass close to the mark after coming on the wind. This tends to delay any fast-accelerating boat from penetrating through the back-wind zone and blanketing. While doing this, care should be taken not to pinch too high as the fast boat will then go through the lee and apply backwind.



At marks and at finishes the boats tend to congregate and tactical encounters requiring the use of any legal techniques of attack will occur. These are of course backwinding, use of right-of-way and blanketing in that order of effectiveness.

When forced to use these measures by uninvited proximity of other boats, one should do so with gusto (and also accept their use by others with at least well-simulated equanimity), but races are not won by relying solely on aggressive tactics. By far the greatest gains are made by sailing the boat efficiently and by reasoned use of windshifts.

Be grateful for your luck when your tactics succeed, because when events do proceed as anticipated and are not upset by uncontrollable factors, that is luck. Don't be shattered by your errors - nobody is error-free and nobody wins all the time. If you've lost distance by error don't give up - the other will probably err before the finish.

I believe one should sail to try to win at all times or, if that is not possible, to beat the boat ahead because unless this is done, the best 20% of the sailing is lost. To try to win does not mean to expect to win - no one can enjoy the sport sailing only in the expectation of winning.

The most reliable satisfaction is that of having tried one's utmost and thereby helped to make a real race for oneself and for the other competitors.

* * * *

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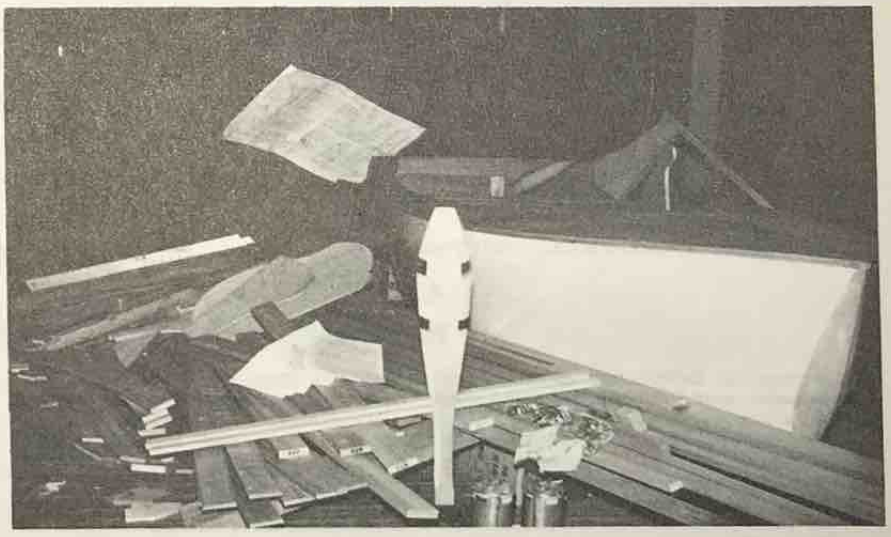

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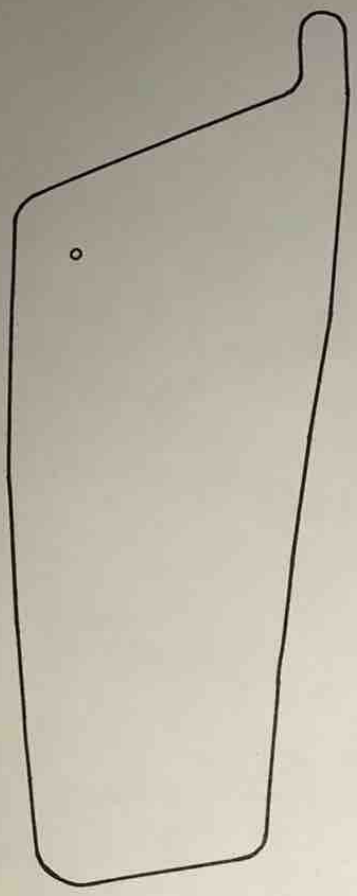

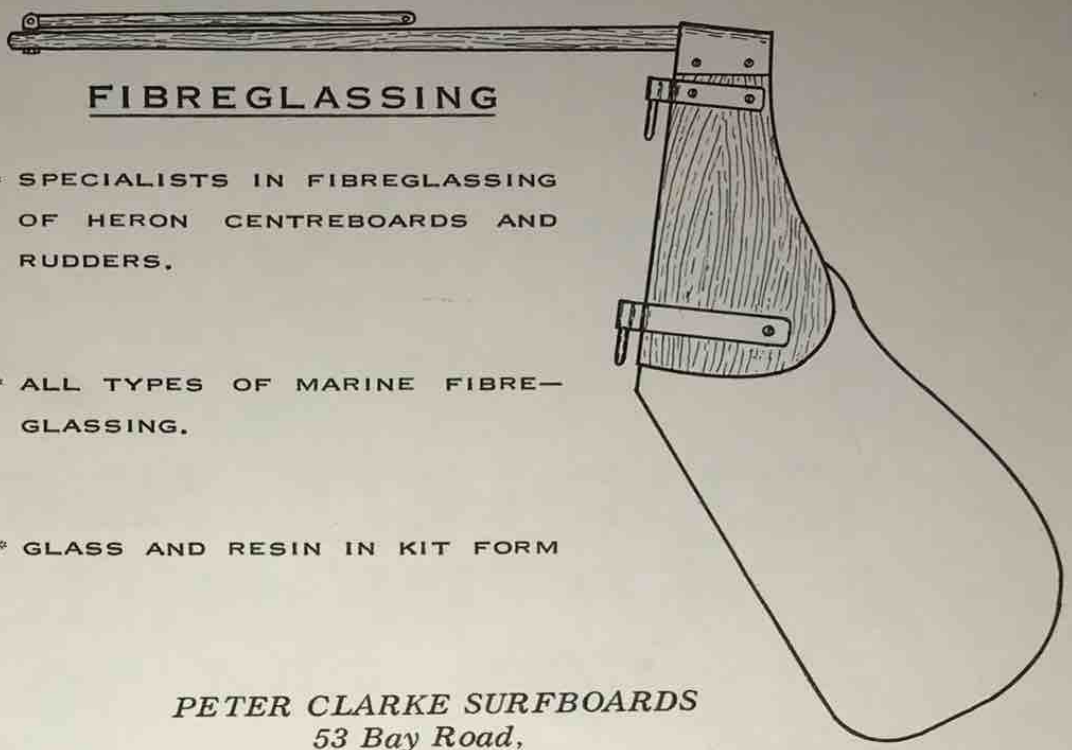

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