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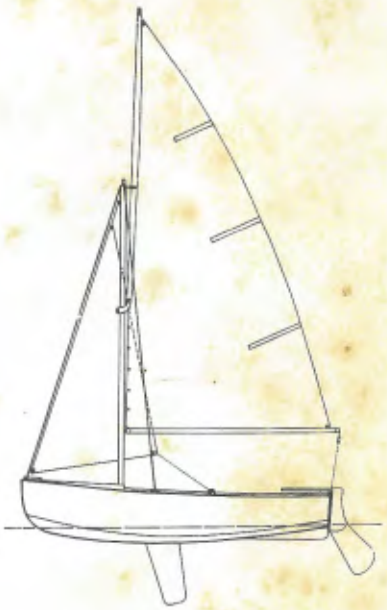

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NINTH AUSTRALIAN CHAMPIONSHIPS

Another Annual Championship Series is over and another Champion has emerged: this time he is not from N. S. W. Peter Sievewright from Brighton and Seacliffe Sailing Club in Adelaide sailed with brilliant consistency, finishing 2nd in each of the five heats but the result was in doubt until the finish of the last heat.

The organisation of the series was, as one now expects for a Heron National Championship, first rate. I am sure the average Heroner takes for granted the organisation which goes into such a series but the fact is of course that no other class in Australia has to cope with such large fleets and numbers of followers. John Coen, Chairman of the V. H. S. A. Sailing Committee recently in Sydney stated that a "Thank you" function conducted at the R. M. Y. S. Clubrooms for those assisting in all aspects of the series required 120 invitations to be issued. There are obviously too many names to mention individually so let us congratulate the Victorian Heron Association and the Royal Melbourne Yacht Squadron for a job well done.

The weather in Melbourne the week before the series was erratic to extreme; dead calms to gale force but it settled down to a fairly steady 15 - 20 m. p. h. There were few of the calamities of the previous series in Victoria.

INVITATION RACE.

A 15 - 20 m. p. h. breeze greeted the fleet which was somewhat confused by the location of start line buoys and the fact that it favoured the starboard end distinctly. The windward mark then turned up in a place where half the fleet did not expect it and this caused a great number of boats to overlay the mark on the first leg of the course thus ruining their chances. Bill Imlay, DEFT, N. S. W. was an early leader from Alec McClure, ALCHERA, Victoria, and Peter Sievewright, KUMALE, S. A. but Peter finally won through in his only 1st place of the series from Bill Imlay and Philip Wise, IMPACT, S. A. During this race Gwen Nelson, whom I hope will not be offended if I describe her as the wife of a novice skipper who has reached retirement age, performed the miraculous feat, for a novice forehead hand, of taking charge of MOON DOGGIE which had been deserted without warning by skipper Alex Seabs. Acting as if were by instinct, she rounded up and hove to while skipper rejoined ship and continued in the race. It is a pity there is no prize for feats of outstanding seamanship.

FIRST HEAT.

Melbourne weather showing definite signs of bad temper and the race was called off.

SECOND HEAT. (Tuesday morning)

The breeze was light - moderate to start and freshened during the race. The starters, having confessed and purged their errors of the invitation race, got the fleet away from a well-laid line which was typical of all the races to follow. Alec McClure, ALCHERA, Victoria, set the pace for most of the race closely followed by Peter Sievewright, KUMALE, S. A., Phillip Wise, IMPACT, S. A., and Mark Ridgway, FLOOKY, Victoria. But in the end it was Mark Ridgway, Victorian Junior, who won from Peter Sievewright and John Shipton, OVERTURE, N. S. W., who had been quietly working his way through the fleet. Ian Spies had a disastrous 17th which gave him no second chances in the remaining heats.

THIRD HEAT. (Tuesday afternoon)

The breeze had freshened to 20 m. p. h. Ian Spies, SNOOPY, N. S. W., showed his form for the first time and was a clear leader early. This race was significant for the number of withdrawals from the race, all for port and starboard infringements, and including Bill Imlay, DEFT, N. S. W. and John Shipton, the latter while in 4th place and looking dangerous. The race settled down into a struggle between Ian Spies, Peter Hekking, FROMA, N. S. W. Jnr., and Peter Sievewright. As they rounded the last mark to make the short work to the finish, Ian Spies led by a couple of boat lengths from Peter Sievewright, but as they closed on the finish line KUMALE appeared to have gained the advantage being to windward but slightly astern. At the vital moment Peter tacked in response to what he thought was a call from Ian going onto starboard. However, Ian held on port tack and crossed the line first with only seconds separating. FROMA finished a close 3rd ahead of J. Elsegood, NICKY, S. A.

FOURTH HEAT. (Thursday morning)

Another fresh breeze proved to be made to order for Ian Spies who led throughout for a clear win. Craig Baxter, PYM, S. A., was placed second for most of the race but pressure from Peter Sievewright and Peter Hekking finally pushed him back to 4th. The first three placings were identical with the race before. Mark Ridgway was placed 4th early but found the pace too hot and slipped to 9th. With Stephen Kretschmer, SWALLOW II, finishing 5th and Rex Dix, AIGRET II, 6th, South Australia took 4 of the first 6 places in this heat and was emerging as a serious threat to N. S. W. 's supremacy in the championships.

FIRST HEAT. (Thursday afternoon)

Another fresh breeze and this time Peter Hekking was the early leader, followed by Mark Ridgway, Craig Baxter and Alec McClure, with Ian Spies 5th, Peter Sievewright 7th and John Shipton 8th. However, as in all races competition in the leading group was always fierce and eventually Peter Sievewright battled through to the lead closely followed by John Shipton and Peter Hekking once again third. However, a victory for Peter Sievewright was to be denied once again as John Shipton lived up to his reputation for snatching last minute victories and won right on the finishing line.

FIFTH HEAT. (Friday morning)

At this stage Peter Sievewright had 12 points with four second places and the only person who could beat him was Ian Spies on 31 points with 4th, 17th, 1st, 1st. In order to win Ian needed a 1st or 2nd provided Peter did not win. A duel was obviously about to take place. Peter Hekking was lying 3rd on 31.1 points with 3rd, 8th, 3rd, 3rd and John Shipton although seemingly out of the reckoning with 99.7 points was actually well in the running if he could secure a good place in the last heat and drop his 80 points for a retirement in the second heat. The stage was set.

The wind blew due east, an uncommon wind in Melbourne, gusty and strong, topping 30 m. p. h. in one gust. From a start laid well off shore, practically the whole fleet, after holding starboard for a while, turned about on to port and headed back out to sea. With them was Ian Spies followed by Peter Sievewright covering. The half dozen boats which went the other way and worked up close to the St. Kilda breakwater had a clear advantage on the fleet by the time the first windward mark was reached. First around was Bill Imlay, DEFT, followed by Rex Dix, AIGRET II, John Sutherland, NELLIE A., Victoria, and Phillip Rowe, ASTRID, N. S. W. However, one might say that this was their moment of glory as it was not long before the main contenders for the series were once again struggling for the lead. Bill Imlay held on to his lead valiantly for about 2 laps but faded in the tight finish to take 6th place; Rex Dix held on to finish 3rd; John Sutherland and Phillip Rowe slipped to 10th and 9th respectively. John Shipton produced another grandstand finish to take first place from Peter Sievewright (5th consecutive 2nd place) whilst Peter Hekking finished a consistent 4th and Mark Ridgway 5th. Eight boats figured in the bun-rush for places on the short work to the finishing line. Alec McClure lost several places in the scramble to take 7th. Ian Spies never quite made up the extra 50 yards which would have given him the chance and finished 8th.

Consistency paid off for Peter Sievewright and he really deserved his victory. John Shipton's first in the last heat gave him 2nd in the series and Ian Spies finished 3rd. The trophy for best Junior was won by Peter Hekking who finished 4th overall. He was closely challenged by Mark Ridgway who finished 5th overall. Rex Dix, an old campaigner from S. A. finished a well deserved 6th. The contest for the Ladies' Trophy settled into a duel between Michelle Smart, Victoria, and Jill Toohey, N. S. W. With one heat to go honours were about even with one capsize each and in the final heat it was a question of Jill having the greater endurance to take the award. Peter Sievewright also won the Visitor's Trophy.

RESULT SUMMARY.

FIRST HEAT.

1	John Shipton	OVERTURE
2	Peter Sievewright	KUMALE
3	Peter Hekking	FROMA
4	Ian Spies	SNOOPY
5	Mark Ridgway	FLOOKY
6	Alec McClure	ALCHERA
7	Rex Dix	AIGRET II
8	John Sutherland	NELLIE A.

SECOND HEAT.

1	Mark Ridgway	FLOOKY
2	Peter Sievewright	KUMALE
3	John Shipton	OVERTURE
4	Alec McClure	ALCHERA
5	Frank Allen	SLIPSTREAM
6	Philip Wise	IMPACT
7	Bill Imlay	DEFT
8	Peter Hekking	FROMA

THIRD HEAT.

1	Ian Spies	SNOOPY
2	Peter Sievewright	KUMALE
3	Peter Hekking	FROMA
4	J. Elsegood	NICKY
5	Philip Wise	IMPACT
6	Craig Baxter	PYM
7	Mark Ridgway	FLOOKY
8	J. W. Wilson	STRIFE

FOURTH HEAT.

1	Ian Spies	SNOOPY
2	Peter Sievewright	KUMALE
3	Peter Hekking	FROMA
4	Craig Baxter	PYM
5	Stephen Kretschmer	SWALLOW II
6	Rex Dix	AIGRET II
7	Bill Imlay	DEFT
8	John Shipton	OVERTURE

FIFTH HEAT.

1	John Shipton	OVERTURE
2	Peter Sievewright	KUMALE
3	Rex Dix	AIGRET II
4	Peter Hekking	FROMA
5	Mark Ridgway	FLOOKY
6	Bill Imlay	DEFT
7	Alec McClure	ALCHERA
8	Ian Spies	SNOOPY

FINAL PLACINGS.

1	Peter Sievewright (Winner of Silver Heron and Visitor's Trophy)	KUMALE	Brighton & Seacliff S.C., S.A.	12 points
2	John Shipton	OVERTURE	Balmoral S.C., N.S.W.	19.7 points
3	Ian Spies	SNOOPY	Balmoral S.C., N.S.W.	22 points
4	Peter Hekking (Winner of Junior Trophy)	FROMA	Connels Point S.C., N.S.W.	25.1 points
5	Mark Ridgway	FLOOKY	Black Rock Y.C., Vic.	33 points
6	Rex Dix	AIGRET II	Port River S.C., S.A.	47.4 points
7	Alec McClure	ALCHERA	Black Rock Y.C., Vic.	51.7 points
8	Craig Baxter	PYM	Somerton Y.C., S.A.	53.7 points
	Jill Toohey (Winner of Ladies' Trophy)	KULANI	Woollahra S.C., N.S.W.	214 points

A report on the Championships would not be complete without mentioning the social activities and those responsible for running them. The New Year's Eve Dinner Dance was an all-ticket sell-out and a great success; the barbecue at the Billings' home was as pleasant and informal as they always are, about 250 present (Isn't that rather a large Heron you are building, Keith?); and about 350 attended the Presentation Night. We noticed that the South Australians consumed a lot of champagne and almost exhausted the R.M.Y.C. stocks.

OUR CHAMPION SPEAKS

Current Australian and South Australian Heron champion skipper Peter Sievewright said that seas in Hobson's Bay during the Australian championship series were steeper, shorter and curlier than those experienced in St. Vincent's Gulf, South Australia, but S.A. crews had been able to adapt themselves quite well.

After the invitation race, marks of the course were more visible than before and greatly appreciated. General organisation afloat and ashore was of a high standard and Royal Melbourne were to be congratulated for a good effort. Camaraderie among all entrants impressed Peter. He said, "It was a nice feeling to get intelligent advice and warnings from the official boats." Peter claimed that one of the reasons for his winning was, "I hate losing!"

When asked to quote some of the things that had helped make him a champion skipper, Peter said that:-

(i) He never stops talking to his crew and keeps him (her) au fait with how the race is progressing and what he plans to do next.

(ii) Confidence in the way the boat is tuned. Be sure before you leave the beach that all is well so that adjustments at sea are unnecessary. Peter favours a very simple boat layout and employs only a vang, which he uses sparingly, no tension being applied for windward work.

(iii) His sails were a standard suit from Barry Quin, prominent Adelaide sailmaker.

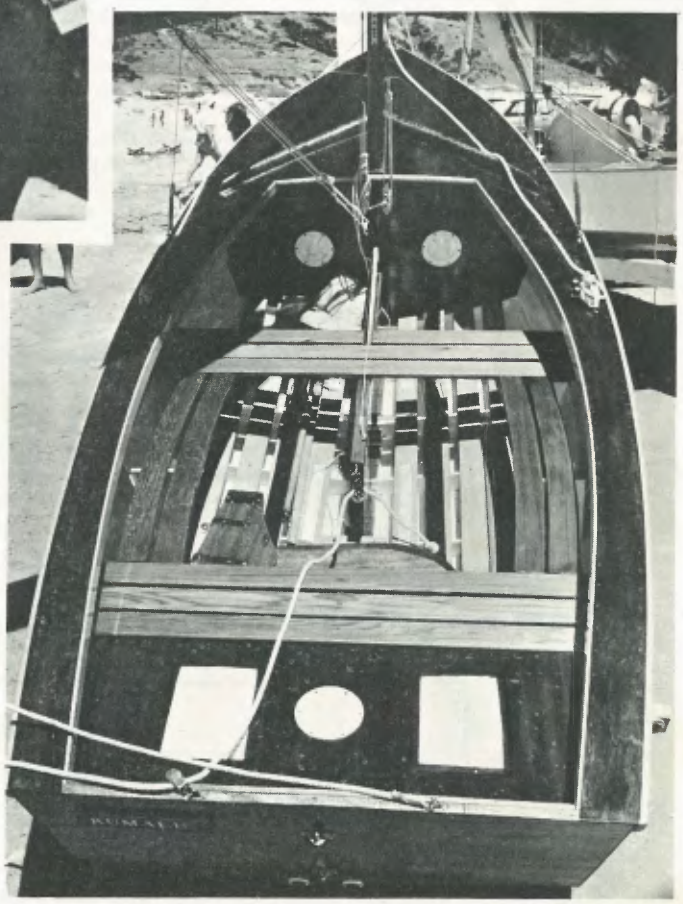
(iv) A busy year round sailing programme with plenty of keen competition allowed him to be at top performance for the national series.

On the South Australian championships over January 26, 27 and 28, which he won comfortably, Peter said he was surprised he did as well as he did in such light conditions. His advice to crew under these circumstances was, "if you do have to move then do so slowly."

During this series he found that the bow fairly well down suits the Heron. He kept his rudder blade down all the time and had the centreboard up for gybing. Tack of the jib was well forward and lacing on the main "not tight". Both sail sheets were adjusted constantly.

A little background on Peter is that he has been sailing all his life in big and small boats. He has sailed in Southern Myth in four Sydney to Hobart classics.

Peter lives at Kingston Park, on the high cliffs overlooking the Brighton and Seacliff Sailing Club of which he is a member and spends his business life convincing people of the virtues of a certain famous Australian motor car.



Above: Peter Sievewright, 1968 National Champion and his Heron KUMALE at right.

Peter uses no special gimmicks. Spots on dark woodwork are salt spray.

TENTH ANNUAL CHAMPIONSHIPS (and Later Venues).

At the meeting of the Management Committee held in Melbourne it was decided that the 10th Annual Championships would be held in N. S. W. Subject to satisfactory arrangements being completed it is anticipated that the series will be conducted at Woollahra Sailing Club. The decision to hold the series in N. S. W. was a unanimous decision being the 10th Anniversary and it was thought that many members would enjoy the opportunity to sail on Sydney Harbour.

As the series will be sailed during the week, the harbour will be free of other yachts and pleasure craft. The list of hazards to intimidate the faint-hearted will be reduced to: Manly Ferries (4 per hour), Hydrofoil (stops from 35 m. p. h. in no distance at all), Overseas and coastal shipping (check the movements in the morning paper before you start), and Flying Boats (the air control rings the club 10 minutes before landing time).

The following map gives the area where the races will be conducted.

The N. S. W. Secretary, Bill Brown, will be pleased to hear from anyone who will be needing accommodation for the series. Please mention the type of accommodation you would prefer and the number in your party. Certain kinds of accommodation such as caravanning and camping present special problems in the Woollahra area of Sydney, but armed with early advice of your requirements suitable arrangements can probably be made.

The Eleventh Championship Series will be held in South Australia but no venue is yet nominated. The Tasmanian Association was invited to explore the possibility of holding the Twelfth series in Tasmania.

TWO SERIES

OR PRESIDENTIAL PONDERINGS.

January 1968 has been, for me, a most interesting and instructive month, for I've had the chance to observe, at close quarters, two of the major Australian National Heron Championship series and to see, in an unaccustomed and uninvolved way, our skippers, crews and boats in action. And action there was in plenty.

Both series attracted 80 odd starters, but there the similarity began to disappear. The Australian Series, at St. Kilda was sailed, as is reported elsewhere, in 15 to 20 knot winds - with quite a few chunks of more solid stuff. And, of course, on Port Phillip's renowned seas. The New South Wales Series, at Balmoral had, in the main, much quieter conditions - both as regards wind and wave. But, with five races in three days it was quite as tough a series.

During both series I was impressed with the sportsmanship and tenacity of the helmsmen. But at the same time I was not a little depressed - particularly with the New South Wales series. At St. Kilda tenacity was manifest in the way in which the crews stuck at it in quite frightening conditions, pressing on to complete the leg - the heat - the Series - regardless of what Jupiter Pluvius sent along. Sportsmanship was exemplified by the number of chaps who bore away, hauled down racing flags and came back to the beach as the result of fouling another competitor or clobbering a mark. There were few protests and those that did proceed were of a form where outside adjudication was desirable to clear up the matters of fact associated with the incident.

As an aside, the term PROTEST has, to me, an unfortunate and undesirable overtone; perhaps our yachting lawyers might give consideration to renaming these hearings as "Enquiries" - and give skippers the right to "call for an enquiry" rather than to "protest".

The St. Kilda Series was sailed by the top boats from most States but I believe that all skippers realised that the wind and sea were the main competition. They recognised that, provided they could master the wind and sea, they would have a good chance of a place in the Trophy schedule. This was sailing at its best and it won, from the old hands, like the Officer-of-the-Day for the Series, John Crosbie (a former President of the Victorian Yachting Council and Olympic Yachting Team Manager) many expressions of approval and compliments on the fleet's seamanship.

Now why was the New South Wales Series depressing?

Well, the tenacity was there, but a surprisingly large proportion of skippers pressed on regardless, not against the wind and wave but rather against the rules by which they had undertaken to abide. The sportsmanship was there - in quite as high a standard as at St. Kilda for many skippers. But a depressingly large proportion bluffed, browbeat and barged their way into situations which were quite unnecessary and which lent a poor odour to the Series. Nothing stinks like a rotten skipper who has had his hull cracked.

One of the major business machines firms has a motto in the form:

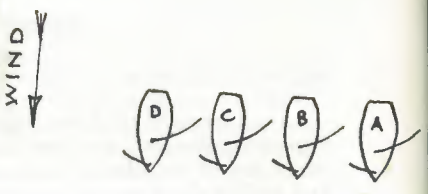
THINK

Those of you who wish to win races fairly couldn't do better than follow this motto.

However, it's quite clear that many who took part in the New South Wales Series had a motto which went like this:

PLAN AHEAD

There was a surfeit of protests during this Series, but, from my observations (from a launch near half the marks in three of the five races) these represented only a fraction of those which should have been lodged - particularly at leeward marks.



If you find yourself in the position of Boat A in Figure 1, you have only one chance of capitalizing on the opportunities which do occur at a mark.

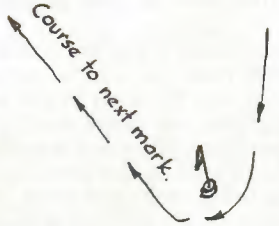


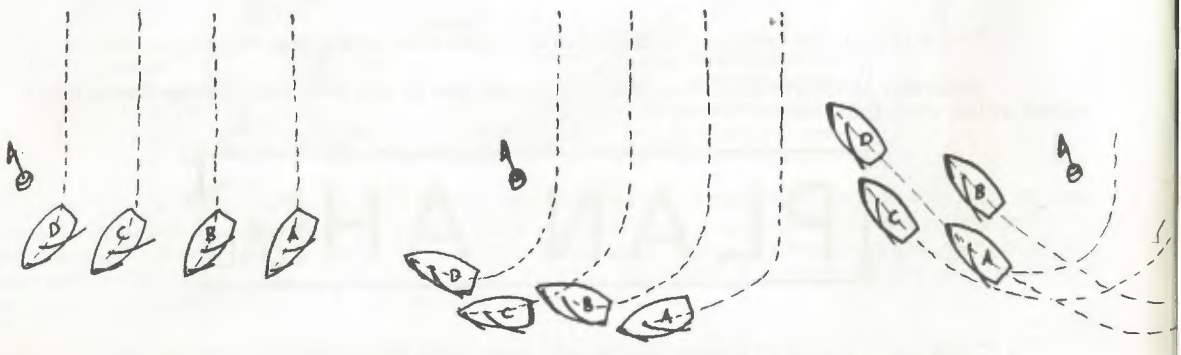
FIGURE 1.

FIGURE 2

To round up as in Figure 2 is to force the inner boat on to the mark or another boat and produce a protest in which you must be rubbed out (Rule 42. 1 (a)).

A tangle like this will be resolved by the disqualification of "A" — probably after D has holed C and C has pulled B's mast down.

To steer a straight course rounding up when the inner boats have gone (Figure 3) is to be safe (and last).



(a) (b) (c)

FIGURE 3.

To bear away, sheet in, slow your boat and, at the crucial moment, harden on and shoot across the sterns of the inner boats (Figure 4) is to have the chance of coming out first. But IT IS A GAMBLE - and if you gamble and lose - GO HOME. DO NOT PRESS ON REGARDLESS of the Rules.

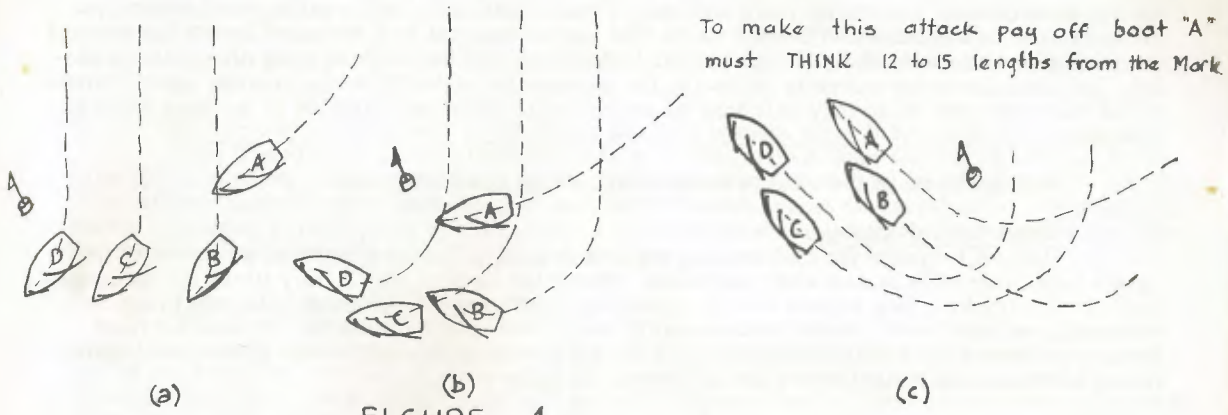


FIGURE 4

Port and Starboard are words which have been known to confuse the best skippers. I suspect that some of the newer skippers may not even have heard them. I recall one series, some years ago when there was an incident involving two of the then top skippers.

"P" was a big, forceful, thrusting chap who sailed hard, sailed well, but was always prepared to play the whistle. (I think he came from one of the open boat classes at a time when their rules were quite simple, consisting of one line: "Don't be found out". "Q" on the other hand, was one of nature's gentlemen - really gentle, but really a man.

"P" was making a port hand start in the race in question while "Q" was on starboard. Eventually there was a resounding thump as "Q's" bow ground into "P" about the chain plates. "Q" was of course just as wrong as "P", in that a collision had taken place. But back on the beach "Q" was heard to say "I simply had to hit him, otherwise he just wouldn't have understood".

Which brings me to the main questions in this article:

"How readily do you understand?

Do you know and sail to the Rules?

Do you play the whistle?"

Sailing is a sport.

Sports are only as good as the sportsmen who take part in them.

It's not enough to sail your boat well, you must know and sail by the Rules if you are not to wreck it for everyone.

Bill Youll.

SOUTHERLY GALES

When visitors arrived in Melbourne for the National Championships they heard many stories about "that day" the first Saturday in December. Melbourne's bayside fleets took to the water in conditions of placid tranquility and in face of the barometer reading having fallen ominously. Of course the obvious followed in the form of a violent squall which reached over 50 m. p. h. Many gallant rescues were performed. Many boats of all kinds were damaged beyond repair after being pounded against breakwaters and J. R. Botterill & Son, well known Heron boatbuilders were deluged with work. John Botterill said he had to carry out work in order of championship prospects as only three weeks remained before the National Championships.

The story which appeals most of all is about Ron Thompson who sails SANDGROPER of Royal Melbourne Yacht Squadron. Ron is reported to have been the only centreboard yachtsman to continue racing and it was not until he completed a lap and found (much to his relief no doubt) that the race had been abandoned that he headed for shore.

TEAMS RACING – SAILING PAR EXCELLENCE

It has been said that teams racing is the greatest method of organising sailing races that has yet been devised. Of course there are many ways of conducting teams racing, appropriate to various sets of conditions and it is good to see that teams racing in N. S. W. and Victoria has become established as an annual affair. South Australia also conducts a series though not strictly teams racing. All these states are currently reviewing the organisation of teams racing contests and it is to be hoped that when they do so they will draw up their rules to allow participation by as many boats as possible.

Here are some of the ways in which teams racing can be organised.

1. Single Club Challenge.

Under this system the club holding the Teams Racing Trophy is required to accept challenges from other clubs as and when submitted. Where the holding club is very strong no challenges may be submitted for long periods and the contest is therefore rather irregular. The challenge is contested over one race of normal championship length with approximately 4 - 6 boats per team. Points are allotted to each finishing place and the team with most points wins. This style of teams racing has been used by the Moth class in Victoria for some years.

2. Interclub Annual Challenge.

This variation is popular where two clubs, usually close neighbours, develop keen rivalry and have an annual contest between themselves. Each club fields a team of 4 - 6 or more boats and sail off over a series of three short races, the team winning two races on points allocation takes the trophy. Only two of the scheduled three races may be sailed if one team wins the first two races. This style of contest is used between the Black Rock and Elwood clubs in Melbourne and is a very keenly contested event.

3. Knock-Out Elimination.

This type of series is used by the National 12 ft. class in U. K. The Association takes over an inland lake for a weekend and teams are matched in a draw like a tennis tournament. The National 12 ft. class has to cope with over 100 teams and races proceed non-stop all day (and night?) until the winner emerges. Theoretically for 128 teams it is necessary to organise 127 races to finish the series and the winning team must win seven successive races. The races are of necessity short and there are no second chances for any team once it has lost a race. This type of series is probably the only answer when the number of entrants reaches the numbers found in this class but consider the problems in organising such a series!

4. Round-Robin Tournament.

The "Round-Robin" tournament calls for each team entered to sail against each other team. Races are usually very short and the objective is to complete 5 or 6 rounds in one day.

e. g. If six teams (A, B, C, D, E, & F) are competing, five rounds are needed as follows:-

Round 1	A v B;	C v D;	E v F	)	Races start at
Round 2	A v C;	B v E;	D v F	)	intervals of
Round 3	A v D;	C v E;	B v F	)	5 minutes
Round 4	A v E;	B v D;	C v F	)	in each
Round 5	A v F;	B v C;	D v E	)	round.

Only two teams start at a time so that each round involves three starts. Points are allotted according to finishing position in each race; the team with most points wins the race and the team winning most races wins the series. With this type of tournament efficient organisation is needed and it is usual to remarshall the teams for successive rounds on the water without returning to shore, hence each team member must be well briefed before launching.

This type of contest is probably the most popular of all and the reasons for this are elaborated on later in this article. The main problem is that it is difficult to organise more than 5 rounds on one day and therefore if there are more than 6 teams the racing must be conducted on more than one day. This type of series is used by the N. S. W. Association for its Jax Trophy on a basis of 3 boats per team. During the 1967/68 Series 15 Clubs entered for a total of 45 boats participating in the series. This means that very few members of the vast number in N. S. W. have the opportunity of taking part.

5. Round-Robin Tournament to Select Challenger.

This is a variation of the preceding type of contest in which the club holding the trophy defends against a challenger selected by a round-robin tournament. Thus the holding club does not participate in the round-robin, and misses most of the fun. The challenge is conducted over 3 short races, winner of two races wins the challenge. This style of series has been used by the Victorian Association with great success, but the exclusion of the holding club from the round-robin is not popular.

6. Round-Robin Tournament in Divisions; Division Winners meet in Round-Robin Final.

This is probably a more satisfactory way of dealing with a large number of teams as it retains the advantages of the round-robin system. With a field of 36 teams, an elimination series can be conducted with six teams competing at each of 6 different venues on the same day. Venues and teams competing at each place can be arranged for convenience of geographic spread of clubs. The six division winners meet in a final round-robin series on a second day.

7. Open Point Score in Championship Series.

This is an ingenious system devised by the S. A. Association for use in its State Championships. The trophy is contested by clubs with members participating in the Championships. At the end of the series the members of each club's team are selected according to finishing position in championships (i. e. counting best 4 out of 5 races). It is not therefore known which boats will make up the teams of each club until the series is finished, and common forms of teams racing tactics are therefore discouraged. Having thus selected the members of each team the dropped heat is then included in each boat's points (including "DISQ's" and "DNF's") and the winning team selected accordingly.

This method suggests itself as a natural contest between States (and N. Z. ?) during the National Championships each year.

Well, so much for the different kinds of teams racing, but why is it supposed to be such good racing? The answer to this is the close tactical racing which develops particularly in the round-robin tournaments. These races are usually only 2 - 3 miles in length and about 45 minutes duration. The point score system usually adopted places as much emphasis on the performance of the slowest boat in each team as on the fastest. The shortness of the races makes a good start important and all boats are sailing in close company throughout. Skippers have the opportunity to apply the tactics propounded by Joachim Schult and Paul Elvstrom in "Seacraft" and "Modern Boating". As well as this there are 5 or 6 races on one day and opportunity to meet members from other clubs. It has been found in Victoria where clubs may enter several teams that the members of the lowest ranking team entered by each club enjoyed the racing as much as the highest ranking team.

It is to be hoped that the State Associations now about to reconsider the organisation of teams racing will frame their rules to allow as many members as possible to take part. . For instance in N. S. W. the team membership of 3 boats seems unnecessarily small. Four boats is common but why not six? Why restrict each club to one team? Why not have teams racing within clubs on those non point-score days? If you have never taken part in teams racing it is time you agitated for a better deal; you don't know what you are missing.

P. S. For those who are interested, the usual point score system adopted is that given in Appendix A of RYA Year Book 1965-68.

Example: Where there are eight yachts in the race (4 per team)

The 1st	yacht	in	each	race	shall	receive	11¼	points
The 2nd	"	"	"	"	"	"	10	"
The 3rd	"	"	"	"	"	"	9	"
The 4th	"	"	"	"	"	"	8	"
The 5th	"	"	"	"	"	"	7	"
The 6th	"	"	"	"	"	"	6	"
The 7th	"	"	"	"	"	"	5	"
The 8th	"	"	"	"	"	"	4	"

OUR YOUNGEST HERON BUILDER?

Recently we had an enquiry from 12 year old John Behrsin of Cheltenham, Victoria about building a Heron. John wanted to know whether the plans would be simple enough to follow. He will probably be our youngest ever Heron builder if he decides to proceed.

Photographs by BARRY TURNER of

9th Annual AUSTRALIAN CHAMPIONSHIPS

Royal Melbourne Yacht Squadron, St. Kilda, Victoria. January 1st to 5th, 1968.

Top Left: Winner Peter Sievewright from Brighton & Seacliff Sailing Club, South Australia scored five consecutive seconds.

Above Left: Almost time for launching. Heavy southerlies before Series removed usual St. Kilda "odour".

Top Right: Peter Sievewright and Ian Spies fight it out in 3rd Heat, Ian winning by narrowest margin of Series.

Middle Right: Surfing down to the leeward mark. Wind and waves were kinder than in previous Melbourne Series or has the standard improved? (Not nearly as many capsizes!)

Bottom Right: Comings and goings in 2nd Heat. All heats were sailed in moderate to fresh breezes.

6464

6855

6100
5703

LETTER TO THE EDITOR

Dear Sir,

Mr. Spies' report on the U.K. Heron Championship was most interesting. It is sad in some respects that Australian hulls and accessories do not comply with overseas requirements. It also prompts one to reflect a little about our Heron here in Australia, where development appears to be more along purely racing lines as distinct from the U.K.'s apparent preference to retain the more General Purpose concept.

Would it not be better to recognise the Australian trend for what it is, and standardise basic requirements accordingly? I refer in particular to the following items:-

1) Buoyancy If built-in is superior, it is better for new members to know the pros-and-cons before building rather than after. Our Association is surely big enough now to settle this argument conclusively by tests if necessary wherein such factors as free surface of water in boat, and venturi effect, with either flotation bags or built-in buoyancy can be compared, together with any other aspect.

2) Bottom Rubbing Strips These are rarities in S.A., but considering the Heron's lack of longitudinal bottom stiffening it is hard to understand why they are not mandatory. Sail a fraction slower with them, risk beach or trailer damage perhaps without, but why should the boat with them be in effect penalised?

3) Main Halyard connection If the mainsail is designed to 'lie back' slightly, how then do some Herons do so well with gaff hard up? It would seem that main halyard attachment is well nigh as important as our old friend the main sheet.

The foregoing are just my thoughts on the subject, others may disagree, however it would seem that if important basic items are standardised all Herons will be on a more equal footing.

Yours sincerely,
A. H. DAVEY (4877)

EDITOR'S COMMENT.

Mr. Davey's comment about development of the Heron "more along purely racing lines" is exaggerating the position somewhat. On the other hand it is unlikely you would ever find advice appearing in this Newsletter such as appeared under the heading of "Seamanlike Precautions" in the 1967 Heron Yearbook. Some of the comments in that article were "Carry an anchor and a suitable warp, a compass and a torch", "If there is no shelter except to windward, anchor and hope" and "Have something in the boat which can be used as a leak stopper in case you hole her launching.... It's easy to put a tingle on a Heron with a piece of 3/16" ply and 3/8" brass screws and stopper".

This is probably the sort of advice one would need if cruising around the Norfolk Broads. Yes, I agree Heron sailing in the "Antipodes" seems different to U.K. but I do not think it is correct to say that Australian Herons are developed on purely racing lines. The continuing preoccupation of the Association is to retain the One-Design concept, so that all boats sail on as nearly as possible equal terms. The fact that we have developed in slightly different directions from the U.K. Heron does not spoil the Australian One-Design concept. Indeed perhaps U.K. has something to learn from us as Ian Spies suggests.

As to Buoyancy, the fact that both are allowed recognises that neither system is considered clearly superior to the other. Each type has its advantages and disadvantages and neither having an advantage in performance. As to Rubbing Strips, longitudinal bottom stiffening can be achieved by bringing the rubbing strips inside. There are very few Herons now with external rubbing strips and the other appears to have become the standard. As to Main halyard connection it looks as though the question of "lie back" will always be argued. It is a question of cut of sail and flexibility of spars which is involved more than "lie back" of the gaff.

Probably the single most important factor still not controlled is sail fullness. It is generally recognised that a full cut sail performs better in light breezes and flat cut better in strong breezes and skippers with well-rigged boats can control fullness with flexible spars. Why not control sail "girth" as well as other dimensions. Variation in sail cut between sailmakers would probably be reduced and all boats would have more uniform sails than at present, and possibly more even performance.

NEW SOUTH WALES STATE CHAMPIONSHIPS

A wonderful week-end's sailing - that's the only way this season's State Championship can be described. The heavy weather experts might have preferred more wind but for most of us there was never too little and never too much - a bit of a change from the last two seasons when there had at times been very much too much.

The first heat on the Saturday afternoon was sailed in a lightish Easterly with smooth water. The apparently straightforward conditions even fooled some of the local experts and the first heat saw people like John Shipton and Frank Allen horrifyingly far back in the fleet. Ian Spies and Charles Grimwood however had made no mistakes and by the first mark were clear ahead of the confusion arising from 70 odd boats coming at the mark from two different directions'. If things were confused at the first windward mark, there was pandemonium at the first leeward mark with screams for buoy room and crunching of gunwales. The race continued to the finish with Snoopy (I. Spies) and Zenith (C. Grimwood) getting further in front, pursued by Lake Macquarie boat Tinkerbell Too (C. Ferguson).

Sunday dawned even brighter and better with a N.E. sea breeze coming in as the boats left the beach. The appearance of the "New Endeavour" beating out of Middle Harbour just before the start caused some consternation but fortunately the outgoing tide helped her clear of the course before the Herons arrived. This outgoing tide against the wind raised a bit of a chop but there was adequate wind to keep the boats going against it. Goonanbee (John Reid) from Lake Macquarie led the fleet home on this occasion followed by Overture (John Shipton) and Ian Spies in Snoopy.

By afternoon the wind had freshened although still not as much as some would have liked it. A wind shift right at the start made it almost impossible to cross the starting line on the starboard tack producing some interesting (!) situations. John Shipton enjoyed the fresher conditions and crossed the finishing line first, ahead of Peter Hekking (Froma) and Ian Spies. At this stage the series was still wide open.

By Monday morning a not-very-strong Southerly change had arrived. The start was in a rather narrow part of Middle Harbour where the tide ran out fairly briskly. The result - - - three attempts to get the fleet under way. So many boats were across the line early on the first two attempts that general recalls were essential. By the third start there were some very jittery skippers and crews. However, this time all was well (or had they run out of cartridges on the starters' boat?) and the fleet was on its way. Again the wind was strong enough for John Shipton to shine. He was followed by Balgowlah (Warren Clarke) and John Reid.

For the last heat, the Southerly was easing and veering towards the East. At this stage, John Shipton appeared favourite as he only needed a good placing in this heat to win the title. But this was not to be. Bill Imlay (Deft) was the star this time, leading Ian Spies and John Reid throughout the race. John Shipton ran out of wind and was overtaken by about 7 or 8 boats on top of the Balmoral mark. Although the inside boat he had no wind to move and was then overtaken by another group of boats. It was a tragic piece of bad luck for John and certainly it cost him the series. In a desperate effort to make up lost places John recovered to finish 7th which was just 2 places too few. The same mark was the scene of many other "incidents".

Under these crowded sailing conditions, quite a few protests were inevitable through the series. When all these were sorted out and each boat's worst race dropped, Ian Spies's consistency gave him the title with one first, one second and two thirds. Final overall placings were:-

6464	Snoopy	Ian Spies	14.4 points	(Balmoral)
5115	Overture	John Shipton	16 "	(Balmoral)
5685	Goonambee	John Reid	19.4 "	(Lake Macquarie)
6166	Finesse	L. Anderson	37.7 "	(Balmoral)
6855	Froma	Peter Hekking	39 "	(Connel's Point)
4075	Zenith	Chas. Grimwood	43.7 "	(Middle Harbour/ Concord Ryde)

ANOTHER LOVE

Heroners who have sailed against Ian Spies regularly know the effort that he puts into sailing his Heron. There are very few races he misses at his Balmoral S.C. It is probably not generally known that Ian has another love (his Saturday girl) namely a Finn which he has been racing at Botany Bay. Success in early races has at last got the better of Ian and he is now in serious training for the Olympic Finn Class Trials. The news is he has been out sailing every day for a period in an endeavour to develop fitness. No doubt the swinging-out exerciser he keeps at home has been receiving a bashing also.

All the best Ian in your effort to gain selection in the Olympic Team!

GALLANTRY AWARD FOR GIRL HERONER

GALLANT GIRL GETS A CROSS

Margaret Dunn, 14, stepped forward proudly at Government House today to receive top Girl Guides' award — although she is no longer a Guide.

The Governor, Sir Rohan Delacombe, presented her with the gilt cross for gallantry.

Margaret, from Tatura, gave up the guides when she started boarding school at Genazzano Convent in Kew this year.

She received the award for swimming three-quarters of a mile through rough water in the Waranga Reservoir near Tatura, after a yacht capsized on January 28 last.

Clinging to the yacht were a family friend Mr Peter Weatherhead, and his three-year-old daughter, Gillian. They were saved.

Sir Rohan also presented Royal Certificates to 179 Queen's Scouts and 74 Queen's Guides today, and Baden Powell certificates to eight Rover Scouts.

Jack Dunn of Tatura, who owns 5026 "Pirumaro" at Waranga Basin has reason to be very proud of his daughter, Margaret. Margaret was skipper of "Pirumaro" and took Peter Weatherhead and his three year old child for a short sail in calm conditions. An unexpected squall came in capsizing the Heron which then drifted away from shore. There were no power boats present at the time and those on the capsized Heron were not aware that their plight was noticed on shore. Margaret then set out for shore about three quarters of a mile away to get assistance. Power boats in the meantime rescued the passengers and Heron. She had a life-jacket on as did the man. They didn't have one small enough for the young child.

MEMBERSHIP STATISTICS.

SUMMARY OF MEMBERSHIP MOVEMENTS
30th OCTOBER, 1967 to 29th FEBRUARY, 1968.

	NSW	VIC.	S. A.	TAS.	QLD.	W. A.	TPNG	O'seas	TOTAL
New Members Joining									
- With new boats	35	29	21	1	5	4	-	1	96
- With Secondhand boats	64	19	13	3	3	1	4	-	107
- Without boats	4	7	3	-	2	-	-	-	16
Total New Members	103	55	37	4	10	5	4	1	219
Old Members changing boats									
- buying new boats	10	6	-	-	1	-	1	-	18
- buying secondhand boats	1	-	-	-	-	-	-	-	1
Resignations	79	18	13	-	1	-	2	-	113
Boat Name Registrations or Changes									83
Changes of Address									74
Miscellaneous									165
Financial Members	937	428	395	11	64	38	34	4	1,911
Unfinancial Members	223	75	54	2	13	3	12	1	383

The significant factor in the information shown above is of course the large number of unfinancial members at 29th February 1968. All unfinancial members are removed from the register and no longer receive the Newsletter, nor are they eligible to compete in championships or open regattas.

NOTICED AMONG THE NAMES.

- John Shipton registering a new sail no. 7000.
- Paul Hopkins, former National Heron Champion, has sold WAP and resigned.
- Frank McNulty, former runner-up in National Championships has sold his boat and resigned.
- D. W. Owen of Stockton, Missouri, U. S. A. has registered sail no. 7034 for a boat named "Melba".
- Latest sail number issued is 7078.

W.A. NEWS.

Only four races have been decided, and one blown out, since the last Newsletter. Most families holiday over Christmas so we have a small recess. Sailing is going full swing again and our fleet is growing very nicely. 17 boats started in our last race and everyone is as keen as mustard. It really does the heart good to see the growth after all the hard work. The races decided are:-

10th Dec. 1967. Claremont Y. C. Invitation.

Once again this venue turned on a stiff sou'wester. The Heron and V. J. fleets got mixed up at the start and there was a general recall. The Hon. Sec. got a 5 minute break and then threw it away with an extra turn around Karrakatta Bank (moral - read the sailing directions.). Everyone made it home and the result:-

1st Fastest	6551	'Cee-1'	R. Carless
2nd	5663	'Rosslyn'	D. Cadd
3rd	5880	'Tess'	G. Stanley.

6th Jan. 1968. Cockburn Regatta.

This was a cancelled race for all classes in the afternoon. 45kts. winds are not Heron weather. When a cruiser capsized and sank, two were dismasted in the morning, then it's time to give up.

21st Jan. 1968. Secretaries' Benefit.

It wasn't 'cause he could only make third.

1st Fastest	5359	'Plod'	G. Whetters
2nd	5663	'Rosslyn'	D. Cadd
3rd	5546	'Betsy 5'	T. Oram.

4th Feb. 1968. 2nd Heat Metro Trophy.

This heat leaves almost everyone in the running for the Trophy. It was sailed in the 'sheltered' Crawley Bay course because of a very stiff southerly but, 4 of the 12 starters put in their bid for the Dunk Trophy. The result:-

1st	6551	'Cee-1'	R. Carless
2nd	5152	'Weefree'	B. Davis
3rd	6526	'Dodger'	G. Howe.

18th Feb. 1968. Laurie Chivers Trophy.

The biggest fleet yet of 17 boats set off from the R. P. Y. C. on a much approved handicap start. It was a tremendous race with the scratch boats setting the task of catching the leaders for a change. Wives and families were a part of this race as they despatched the boats from the beach according to the handicaps, scratch boat last. The previous handicap system had been dropped in favour of a 3, 2, 1 minute system and this brought the fleet home with a bare 6 minutes between first and last boat. Our handicapper, Doug Cadd, is doing a mighty job and the new system will stir the fleet up more and make the low handicap boats work harder. The result:-

1st	4923	'Le Heron'	W. Baker
2nd	5546	'Betsy 5'	C. Davis (Thanks Chris)
3rd	5787	'The Witch'	J. Hogan.

Our two keenest sailing families must surely be the Roy Carlesses and the John Hogans. Roy sails as crew on a Diamond on Saturday and fronts up again on Sunday to sail his own Heron. John makes a 60 mile round trip from Rockingham to sail with us and everyone in the family crews. These Heroners are a special breed of sailor.

VICTORIAN NEWS

NOTES BY JOHN COEN.

Those who experienced the (continuous) bumpy conditions on Port Phillip Bay over the National Championship series in January can rest contented that Mother Nature has not relaxed her venom and spite since her visitors returned home. Club races have been either curtailed or sailed in "suspicious" circumstances and many have enjoyed rather hair-raising speeding (on reaches) with winds well above 30 m. p. h. and corresponding seas from as far away as the "Rip". Neither has it been helpful to newcomers rushing to sail their new "joy" with wife and children. But there is a silver lining somewhere.

Picnic Events.

Perhaps one cannot be too unkind with Nature for on two occasions pleasant sailing has been possible. At Beaumaris Yacht Club on 21st January the old salts came down in good numbers to help the newest of Heroners and many were free to sail with them in the morning. Slightly stronger (but not too much) conditions in the afternoon favoured the third of the Summer series events which was won by 5996 (Tuki - N. Ridgway) from 5353 (Flooki - M. Ridgway) and 5147 (Sepik - L. Murphy).

On 4th February families gathered again at St. Kilda where calmish seas were the order of the day. Again tuition classes occupied the morning and 27 faced an ad hoc race. The afternoon events included a race for Juniors (both helmsman and crew being under 18 years of age), a race for Novices (helmsmen and crews again) and an "open" race. This latter was novel in so far as, not only was it a La Mans start but also the long handicap Herons went off the beach first and the scratch Herons last. The courses laid for all races were more or less "up and down" - a truly soldiers' race - hence, especially in the open event, a type of procession resulted. The winners in each case were Juniors (Opal II - Garry Naismith), Novices (Dixie II - D. Rosenfield) and Open (St. Adj - L. Kerin). In the open event the most outstanding performance was that of Sepik (L. Murphy) who, starting $12\frac{1}{2}$ minutes behind the first boat away (the winner incidently), gained 5 minutes in a 55 minute event. It was hoped that all would have finished simultaneously but it did not happen this way.

NOTES BY ALEX AMESS.

With the season at about the half-way mark some fierce struggles for club 1st placings are developing at Black Rock and Elwood.

At Black Rock between ALCHERA, TUKI and FLOOKY and at Elwood between SEPIK, PORTIA III and JULIEANN. Only a few points separate the 3 placings at each club, and much improved performances by other boats and skippers in the competitions are going to make this a very hard sailed season. Among the latter group are Alex Humphries and John Coen at Elwood and Tony Evans in the recently acquired APALIE at Black Rock.

Norm Reid who lost his boat in the big blow 3 weeks before the Australian Championships put in a great effort to build a new boat and have it in the water for the first race. He claims he was somewhat hindered in the series because his crew was over side on a bosun's chair finishing the varnishing while he sailed. Congratulations Norm on a great effort; a truly dedicated Heroner.

Alec McClure had his Heron badly holed by a Moth on port tack last Saturday. The Moth skipper claimed he was out of control. As a result Alec sailed an R. M. Y. S. boat at the last picnic day . . . . must ask MAX the reason for the boat's improved performance.

Jack Arscott, our worthy treasurer, has his boat back in the water after extensive repairs resulting from the heavy blow which wiped out the fleet before Xmas.

Another Father looks like taking second place to his son. I remarked to Jack Naismith on Sunday that his boy sailed a Heron very well (he won the Junior Race). I was promptly told to pull my head in as I was probably the 15th or 20th to make the same remark. Further enquiries revealed the Naismiths are to be another 2 HERON FAMILY.

Michael Billings goes into the army soon and all who know him wish him the best of luck; his boat is to be sailed by his younger sister Wendy during his absence.

SOUTH AUSTRALIAN NEWS

A General Meeting of the S. A. Heron Sailing Assoc. will be held at the Henley Sailing Club on Thursday May 2nd, 1968, at 8:00 p. m. Business will be minutes of the previous A. G. M. of July 13; Report on Committee activity; Review of 3rd State championships and General Business.

Members are reminded of the invitation and circular from the Kangaroo Island Yacht Club to attend the Easter Regatta at American River, K. I. on April 12 to 15, 1968. Further details may be obtained from the Assist. Sec., K. I. Y. C., Parndana, K. I. or the Hon. Sec. of the S. A. Heron Sailing Association.

BARMERA:-

As earlier predicted, Trev. Stevens with Casper is getting the gun with monotonous regularity and is well on the way to taking championship honours, having most convincingly won the first and second heats - three more to go. There is a move afoot to persuade Trev. to try cleaning up some other class, there would then be little to choose between the remainder of the Heron fleet.

Our Club recently had the pleasure of welcoming a large party of R. A. F. Members from Edinburgh Airfield, Adelaide, with wives and friends. The visit was arranged to coincide with the launching of their new Heron, built by Mike Wright, for the use of members when holidaying at the R. A. F. camping ground on Lake Bonney. A barbecue lunch at the clubhouse was provided for the visitors. Due to a lack of wind, skiing and swimming appeared to be more popular than sailing.

LARGS BAY:-

Forty odd well-tuned Herons, now racing in two divisions are turning in some exciting class racing, with split second finishes, really keeping the ever increasing number of spectators on their toes. Our lady skippers Misses Penny Merrell, Judy Stevens, Helen Aldermann and Erina Gordon are all burning up the sea. The last two mentioned are thrashing it out with top class male skippers continuously, and only the handicapper is saving the males a lot of red faces. Feminine for'ard hands have also shown that form is not confined to skippers.

Most improved junior skipper is Dean McPharlin (Yeti) who has graduated to the First Division. Phil Wise (Impact), Don Bradbury (Outward Bound), Barry Andrew (Blue Crane) and Neil Wilson (Caprice) are all making their presence felt. The veterans, headed by Rex Dix Sr. (a skittish 70 year old), Jim Magnusson, Lance Bertram and Herby Klaffer must all be watched - starboard is starboard - and that is that.

The ever popular 15 mile Marathon Picnic Race, from the Club House, through Outer Harbour and along the Port River to No. 9 beacon and return, saw 23 Herons face the starter. The fickle breeze together with a strong tide and near century heat really tested the crews. At the Powder Mound the breeze freshened to about 15 knots for a period, and while other classes let go everything and at least one capsized, all Herons sailed safely through including the two all female crews. The start was won by Theseus (Syd. O'Halloran) with Nicky (Geoff Elsegood) and Strife (John Wilson) right on his transom. Then followed Penquin (Bill Zinnack) and Seeker (Helen Aldermann). The eventual winner was Caramba (David Leigh) followed by Aigret, Impact and Nicky. First lady home was Helen Aldermann. The remarkable time of just over four hours was returned by the winner. This boat finished fifth out of a total of 88 starters representing about eight classes. Perhaps Herons are not so slow after all.

The Club Championship, with two heats to sail, is still wide open. Leaders at the moment are - Caramba (Alan Leigh), Aigret (Rex Dix Jr.), Caprice (Neil Wilson), Impact (Phil Wise), Penguin (Bill Zinnack), and Swallow (Stephen Kretschmer).

Miss Erina Gordon (Tarka) is leading the ladies, with R. Worthington (Aucilia) and Outward Bound (B. Bradbury) best of the Second Division.

PORT RIVER:-

Members are already planning for the Easter trip to Pine Point on Yorke Peninsula. As usual, this will develop into quite an invasion of the holiday home of Mr. & Mrs. Doug Pudney, with about 80 members living in tents. The Club plumber? Harry DeGilio will no doubt be asked to build a new shower-room - we believe he has applied for a patent.

The Training Classes for new Heron Skippers are well under way and are proving very satisfactory.

The annual Long Race was sailed in ideal conditions. It was from Heron Beach through the Outer Harbour to Largs Bay and back, and was won by Bob Emery with daughter as crew. Nice work, Bob.

During the State Titles at Brighton six Port River Club families camped at Kingston Park, and all voted it a lot more fun than travelling to and from home each day. While on the subject of the Championships, when the first heat was called off due to lack of wind most of the boats were 1½ miles off the beach, and being a very hot afternoon many of the crews decided to have a swim. They were really enjoying themselves when a shark was sighted in the vicinity, and there were a few who usually have trouble in climbing back into their boats who jumped right back without even touching the gunwhales - which only goes to prove, if you have enough incentive you can do anything.

During a recent Saturday race when the wind was extremely fickle Greg Ockenden and Graham Cobb found themselves at the back end of the fleet, a place which is exclusive to the over-40 age group. If this happens again, fellows, you'd better bring your birth certificates with you.

Did John Keen really think he could win his own trophy? Bottoms up, John!

ROYAL PORT PIRIE:-

The Port Pirie Herons have been coming out of their nests over the past few weeks. The latest two are Allan Nickell's PATTY and John Siegman's unnamed boat. Unfortunately the day proved a little rough for the newcomers as John broke a tiller and John found that an undersize mast bends a bit too much when you get 25 knot gusts.

Commodore Doug Martin is just about to try his new boat at the time of writing. With these new boats coming in keener competition is expected.

Peter Murray has been up with the leaders since he ripped his cotton sails and bought a new synthetic suit.

We are still anxiously waiting for the Whyalla boys to come over for a race. This could probably lead to interclub match racing.

BRIGHTON AND SEACLIFF:-

Congratulations to Peter Sievewright and brother, Steve, for winning the national title. Peter then demonstrated his amazing consistency by taking out the S. A. title in four straight wins in very light weather. Second place in the State heats went to another Brighton boat PUDDLE DUCK, skippered by David Kerr. David is a joint registered owner with his father, Rod, and sailed very well with three seconds and one third. The series went without a hitch due to the meticulous attention to detail by State Hon. Sec. John Keen and his committee who left nothing to chance in their endeavour to make the event the success it was. We are sure all competitors would like to thank Officer Of The Day, Norm Le Cornu and his many helpers for the excellent way the races were conducted. Norm showed a firm hand in the first race with a general recall and made excellent decisions when shortening courses and laying the lines.

New members now sailing with Brighton are A.S. Holloway, TYNTYNDYER, Jim Bell, MARATHON and R. Fraser, KAUKAPAKAPA. Bob McKinnon went home in disgust after the T. M. Hardy Memorial Race to patch up a hole after clouting a fishing boat. Three boats from Brighton went to Victor Harbour for the Heron Picnic Day on Sunday, February 11. The morning novelty race was won by KUMALE (Peter Sievewright) and his prize was a free lunch. Had Peter known about the prize he would surely have brought his wife and four daughters.' KUMALE was also first across the line in the afternoon followed by John McPherson in JELLYBEAN. This day is a 'must' for next year.

LAUNCHING OF NEW HERONS AT BLACK POINT.

Sunday afternoon, December, 31st, saw a crowd of over 100 well-wishers gathered at Black Point, just south of Pine Point, Yorke Peninsula to see the mass launching of 5 new Heron sailing dinghies built as a group by the members of the Ardrossan Boat Building Club. Club members had devoted all their spare time throughout the winter and early summer on the project and were congratulated on the high standard of workmanship and appearance obtained.

The actual launching was performed amid much clicking of cameras, and hand clapping. Mr. Ron Hawkes' boat "Terrigal" was launched by daughter Glenys, Mr. Den Vanderpeer's "Muff" by Miss Mandy Maddern, Mr. John Germein's "Vamp" by Mrs. John Gilchrist, Dr. Brian Meldrums' "Yumpoo Too" by Matron C. Philby, and Mr. L. Lock's "Jurohere" by his mother Mrs. C. H. Lock.

A short course was laid by Mr. Geoff Germein and with Mr. G. Jarrett's pick-up boat in attendance, a two lap race was narrowly won by K. Hage, and daughter Jenny, from L. Lock and son Ken, and J. Germein and daughter Jeanie. The rest of the afternoon was spent in giving as many friends as possible a ride in the new boats. Herons have now the biggest number of boats sailing on Yorke Peninsula waters.

NORTH QUEENSLAND NEWS

TINAROO SAILING CLUB.

Having read the statistics contained in the last issue, we felt we had to list last Sunday's floatation on Tinaroo:

3 Herons
3 O.K. Dinghies
5 Sharpies
6 Gwens
6 Sabots
1 Catamaran
2 speed boats
2 dead trees
[Numerous] Rankine children on tyres.

We can't understand why so many people huddle in big cities, hazarding good Herons in collisions, and your lives as well judging by the wild shooting starters you have. Life is much more peaceful here in North Queensland.

We though it may be of interest to see a photo of Tinaroo Club and hope our print has been good enough to be included in this publication. The clubhouse itself is unique - it was formerly a gaol in the township of Kureen and was rescued before that township was submerged by the dam. Apparently members were not so favourably disposed towards the town's other leading building - the pub - can't see it set up anywhere around the Sailing Club's grounds.'

During the Christmas-New Year vacation the grounds accommodated 30 tents and there was some very spirited sailing with 13 Herons on the water one day. Very pleasing indeed was some excellent sailing by the Wallace family from Charters Towers. Their sailing is restricted to school holidays as their town hasn't a waterway large enough for sailing.

Happily retired to his natural element (the above barred clubhouse) is one time Heron skipper, Jack Pont. We know he and Marcia are there because the checked flag waves through the bars whenever sons John (10 years) and Russell (7 years) sail home to victory - too often for the rest of us. Surely it would be only fair if the boys do a spell behind the bars and let the parents out for a sail occasionally.

Recently sailed here was the N.Q. Heron Championship - James and Joan Wright (Cairns) in "Eureka" left no doubt as to their capabilities - they won all three races and also annexed an elegant silky-oak shield in the form of a map of Australia - a new trophy presented by Marcia Pont for the "Top Bird" series. During the presentation some disgruntled folk could be heard calling for a swab; nothing evenuated since the only medical practitioner present was James himself, and in the circumstances no one wanted his opinion.

The Gold 'Eron trophy was won by Dick Grimes in "Gretta" - the conditions of this sail-off is a mystery until it's over and this year it was presented "to the worst sailor of the day". Dick is going to give this rusted prune-tin its rightful place - a dark cupboard in the garage.

All roads lead to Bowen this Easter - where the N.Q. Regatta is to take place. We are looking forward to meeting other Heronfolk there so let's hope the weather is kind.

CAIRNS SAILING CLUB.

The boats registered with the Cairns Sailing Club are as follows: EDITH ALICE, 5138; JEAN, 5392; CHURINGA, 5851; WHITE LADY, 6370; TANGARA, 5390; PENGANA, 6448; EUREKA, 7020.

Interest is growing in the Heron fleet; one boat is at present under construction, and two others promise to be in the water by next season. Club racing this season proved very interesting. EDITH ALICE had a measure of success at the beginning, and is leading on aggregate points, but she is being strongly challenged by CHURINGA who has been showing the rest of the fleet how to sail in recent races. The new addition to the fleet, EUREKA, sailed by Dr. & Mrs. Wright, has done exceptionally well in her first two starts, and will be hard to beat in the future. TANGARA is rather unpredictable and is always a danger. WHITE LADY is the most improved boat, and really deserved her win in the first heat of the Club Championship.

PENGANA is well below form, and JEAN has not made many appearances, but both boats are capable of line honours at any time.

Members are looking forward to the Australia Day weekend, when the Tinaroo Sailing Club will conduct the Nth. Qld. Heron Championships. We feel confident that the Blue Water sailors from Cairns will show the Tinaroo Fresh Water Land-lubbers a thing or two about sailing.

SOUTH QUEENSLAND NEWS

With the exception of a break over the Christmas holiday period, Heron races have been held regularly at the Humpybong Yacht Club. The fleet which sails more or less regularly is now 15 strong, a new arrival being Mudrake (Dick Coates). Les Clark's old boat, Bee-Jay has been acquired by Blair Wilson, who hopes to sail regularly in her. Points score to 8th February is:-

Helga	135
Kay Marie	123
Heather Lynn	114
Pepita	103
Cindy Bob	89
Dusty	81
Janus	80
Twill	73
Leander	41
Mindab	33
Regina	23
Mudrake	11
Bee-Jay	9
Annabelle	8
Triton	8

The first heat of the South Queensland Championship was sailed on Feb. 18th. Unfortunately the sailing instructions regarding the location of the finishing line were changed at the last minute when some skippers were already on the water. Some confusion was caused, and the Sailing Committee decided to cancel the heat, and have a re-run later. One boat which benefitted by this decision was "Twill" whose crew had taken a swim early in the race. It's an ill wind which blows nobody good.

Some Herons are racing each weekend at Humpybong now, as the Club will put on a Class race if three or more boats turn up. The intermediate Sunday races do not count for points score and hadicapping adjustments.

THE GREATEST "CLANGER" OF ALL TIME

Your new Editor made the grand daddy of all clangers last issue in the list of Clubs With Which Registered Heron Owners Sail. How can one explain the omission of a club

(a) Which has hosted two National Championship series
(b) Which is the unofficial Headquarters of the V. H. S. A.
(c) Which was the first club in Victoria to introduce Herons
(d) Which has 22 Herons on the register now
(e) Which has a Life Member of the Y. W. H. S. A. A.
(f) Where the editor has sailed on more occasions than any other club in the last 4 years

The club of course is ROYAL MELBOURNE YACHT SQUADRON.

(Dear Marshall Hawes, are we on speaking terms again now? Ed.)

DETAILED RESULTS.

				Heat Number					Final Points	Trophy Winners
				1	2	3	4	5		
678	Dee-Kay	S.W. Hewer	T	49	~~60~~	59	63	48	219	
3371	Kerrymeg	R.W. Tomkinson	V	52	71	~~80~~	69	61	253	
3374	Kauri	C.J. Rae	V	57	73	~~78~~	77	71	278	
3392	Thunderbird	L.G. Rea	N	57	~~98~~	80	64	63	264	
3687	Kukri	J. Dill-Macky	V	52	~~69~~	68	62	51	233	
3823	Dauntless	R.F. Garner	V	57	~~90~~	74	72	71	274	
3921	Slipstream	F. Allen	N	24	10	48	31	~~66~~	113	
4069	Turilawa	H. Black	ACT	33	44	55	48	~~66~~	180	
4083	Pippa	N.D. Wright	V	57	67	~~79~~	77	71	272	
4361	Hornblower	L.F. Evans	V	47	~~96~~	44	49	71	211	
4540	Ricci	K.G. Bullen	V	57	30	37	45	~~71~~	169	
4544	Bay Lady	H. Mackrell	V	57	~~91~~	80	77	71	285	
4567	Eastwood	C.J. Sumner	V	57	54	71	~~72~~	71	253	
4575	Arab	J. Bernie	SA	46	63	~~80~~	59	47	215	
4736	Bervie	D.C. Collis	V	57	~~70~~	77	72	71	277	
4755	Sandgroper	R.S. Thompson	V	39	~~82~~	73	60	42	214	
4774	Valiant Too	M.R. Roseblade	ACT	57	21	~~84~~	72	46	196	
4780	Langelinie	J. McCarthy	V	~~57~~	31	46	38	41	156	
4789	Sea Mist	L.A. Nangle	V	57	~~74~~	64	65	71	257	
4864	Ja-Al	F.R. Shepherd	N	44	52	54	~~72~~	56	209	
4866	K. Billings	K. Billings	V	57	~~97~~	85	77	71	290	
5025	Alchera	A. McClure	V	11.7	8	~~20~~	19	13	51.7	
5084	Kiemo	M. Taylor	V	57	~~97~~	85	77	71	290	
5115	Overture	J.E. Shipton	N	0	5.7	~~80~~	14	0	19.7	2nd
5126	Emanon	C.W. Wilson	V	37	~~65~~	32	41	49	159	
5147	Sepik	L.O. Murphy	V	~~52~~	28	27	20	20	95	
5157	Swallow II	S.J. Kretschmer	SA	21	18	18	10	~~27~~	67	
5158	Nicky	J. Elsegood	SA	18	~~41~~	8	16	25	67	
5170	Strife	J.W. Wilson	SA	22	~~42~~	14	17	17	70	
5181	Mara	G. Cox	V	45	57	62	~~67~~	50	214	
5188	Tempo	Mrs. M. Smart	V	57	45	66	~~76~~	71	239	
5194	Oboe	W. Mackie	V	32	~~87~~	60	58	40	190	
5338	Intrepid	M. Billings	V	57	66	45	50	~~71~~	218	
5353	Flooky	M. Ridgway	V	10	0	13	~~15~~	10	33	5th
5381	Moon Doggie	A. Seales	V	57	~~85~~	70	72	66	265	
5393	Goddess	P. Altmann	V	52	~~76~~	69	72	64	257	
5396	Van Diemen	J.C. Coen	V	50	50	53	57	~~66~~	210	
5516	Mandy-Too	G. Smith	V	42	~~53~~	51	39	45	177	
5519	Half-Yani	N. Reid	V	~~57~~	51	38	47	54	190	
5522	Astrid	P.S. Rowe	N	20	22	~~80~~	22	15	79	
5545	Pym	C.C. Baxter	SA	15	~~86~~	11.7	8	19	53.7	
5548	Sputnik	R.D. White	V	57	70	61	51	~~71~~	239	
5550	Natalie	J.R. Bartlett	NG	57	~~72~~	43	56	43	199	
5608	Marlenemar	G.A. Harley	V	57	~~84~~	75	72	71	275	
5615	Top Secret	A. Arblaster	V	52	~~78~~	67	70	62	251	
5679	Vision	J. Arscott	V	57	77	~~80~~	72	66	272	
5703	Deft	A.W. Imlay	N	17	13	~~80~~	13	11.7	54.7	
5724	Timbuc	T.J. Baker	V	52	55	56	~~68~~	66	229	
6371	Gjoa	D. McAlpine	N	57	~~96~~	85	77	71	290	
5728	Myna Blew	R.E. Christmas	V	52	62	~~68~~	61	55	230	
5729	St. Adj.	J.L. Kerin	V	57	75	~~80~~	72	71	275	
5731	Wendal	L. Cawsey	N	25	19	~~84~~	32	29	105	
5739	Gay-Jen	G.J. Vincent	V	~~57~~	27	36	55	31	149	
5760	Sensie	K. Haynes	V	57	61	~~90~~	72	71	261	
5763	Kulani	Miss J. Toohey	N	52	55	42	~~71~~	65	214	1st Lady
5858	Ripa	A. Humphries	V	57	~~87~~	22	72	71	222	
5875	Solo	C.A. Palmer	N	40	~~86~~	54	54	66	214	
5923	Pintado	B. Woinarski	V	19	~~36~~	19	25	23	86	
5938	Nina	G. East	V	52	~~60~~	65	37	36	190	
5959	Kapali II	R.M.R. Barker	V	23	~~33~~	24	23	30	100	
5967	Nyanda	W.J. Hall	SA	35	29	40	~~44~~	38	142	
5996	Tuki	N. Ridgway	V	56	15	30	30	~~71~~	131	
5067	Narranoa	D.M. Shaw	V	57	~~88~~	58	72	70	257	
6100	Aigrett II	R. Dix	SA	13	17	~~28~~	11.7	5.7	47.4	6th
6131	Jannie	G.W. Robertson	SA	29	~~48~~	33	26	34	122	
6165	Kumale	P.M. Sievewright	SA	~~3~~	3	3	3	3	12	1st
6166	Finesse	L. Anderson	N	~~58~~	16	16	18	22	72	
6173	John D.	J. Turner	SA	28	~~59~~	28	28	33	117	
6185	Tirrike	R.W. Davies	V	34	40	52	42	~~57~~	168	
6189	Junior II	J. Harney	V	26	~~37~~	17	34	26	103	
6196	Ruthless	E. Wareing	V	36	64	49	~~72~~	37	186	
6206	Dilemma	R. Richardson	V	43	39	~~72~~	66	53	201	
6222	Emmar	M.J. Gower	V	27	~~48~~	47	40	32	146	

				Heat Number					Final Points	Trophy Winners
				1	2	3	4	5		
6356	Impact	P. E. Wise	SA	16	11.7	10	~~21~~	21	58.7	
6376	Millewa	J. F. Ryan	V	48	47	41	46	~~50~~	182	
6464	Snoopy	I. S. Spies	N	8	~~23~~	0	0	14	22	3rd
6515	Opal II	J. Naismith	V	41	~~40~~	34	33	39	147	
6517	Who	M. P. Russell	SA	51	~~01~~	39	72	60	222	
6616	Firebird	S. P. Feiner	V	57	58	~~84~~	72	71	258	
6622	Stelynka	B. Bulmer	V	~~57~~	38	29	29	18	114	
6632	Betelgeuse	R. J. Kay	N	57	~~60~~	50	53	89	219	
6633	Sprite	J. R. Botterill	V	~~57~~	32	15	27	24	98	
6647	Portia III	R. Bluck	V	~~58~~	24	25	35	28	112	
6715	Jody	B. Proven	V	56	~~96~~	35	36	71	198	
6724	Curlwaa	W. J. Lucas	SA	57	~~80~~	76	72	71	276	
6740	Achernar	G. R. McGuire	V	57	~~97~~	85	77	71	290	
6757	Andiamo	G. Blunt	V	30	46	21	~~72~~	66	163	
6768	Nellie A.	J. F. Sutherland	V	14	25	~~81~~	24	16	79	
6855	Froma	P. Hekking	N	5.7	~~14~~	5.7	5.7	8	25.1	4th
6873	Tinkelin	E. G. Harrison	V	57	~~00~~	84	77	71	289	
6894		R. Lowe	N	57	34	~~80~~	77	44	212	
6747	Citronella	W. T. Cramp	ACT	52	20	~~86~~	38	52	182	
6416	Nepean	M. Bailey	N	~~43~~	35	26	31	35	127	
7002		W. L. Brown	V	72	~~02~~	85	57	71	285	

KEY - N - N. S. W.; V - Victoria; A. C. T. - Canberra; T - Tasmania; SA - South Australia; NG - Papua, N. Guinea.

NUMBER OF ENTRIES - NSW - 76; Victoria - 60; South Australia - 13; Papua, NG - 1; Tasmania - 1; A. C. T. - 3; Total - 94.

Note: Items struck out represent points for worst heat dropped.

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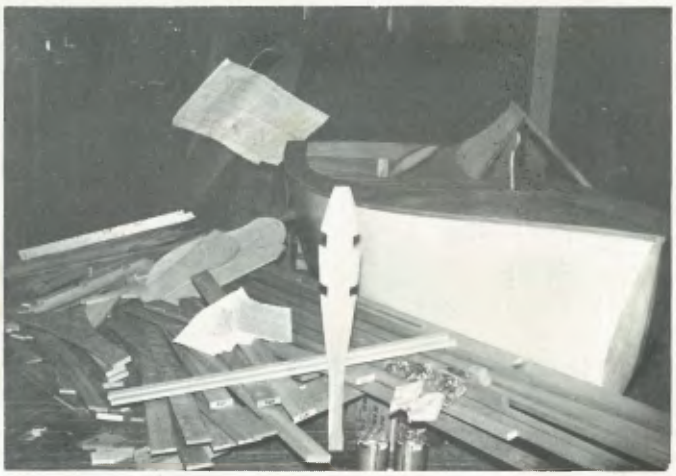

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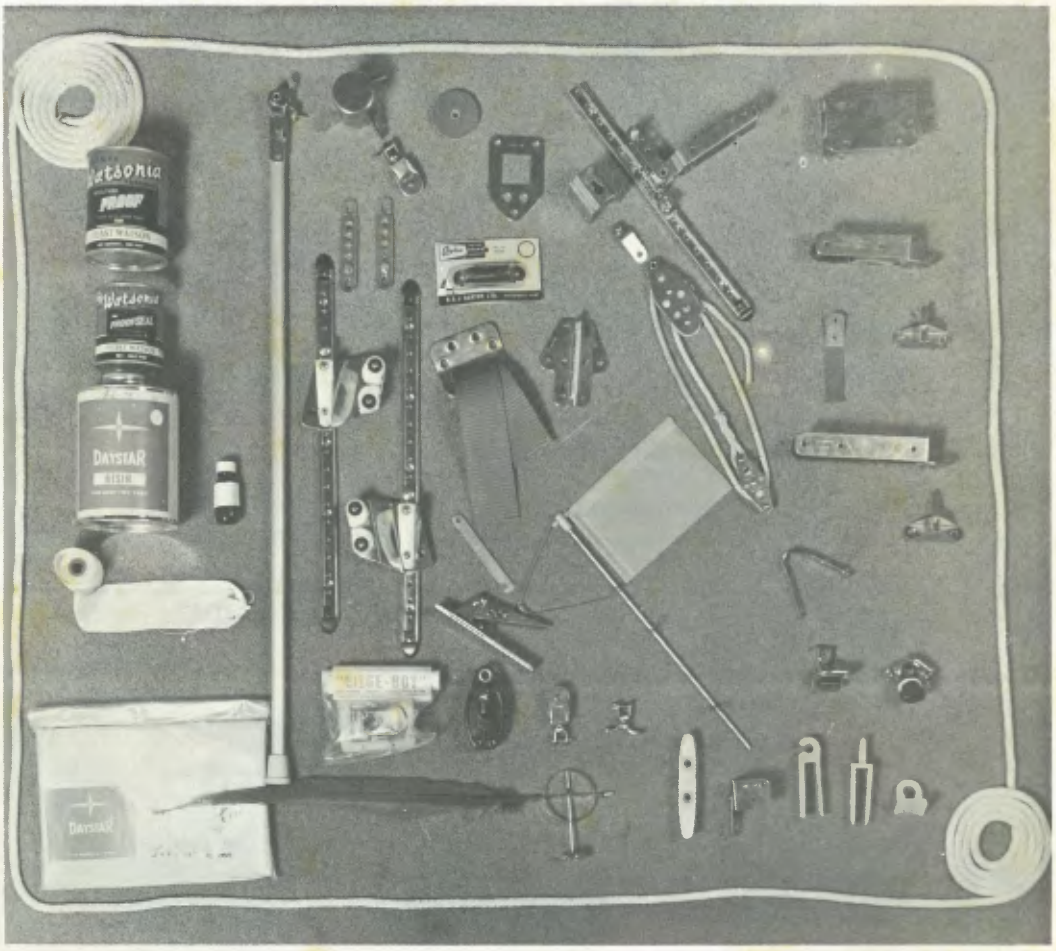

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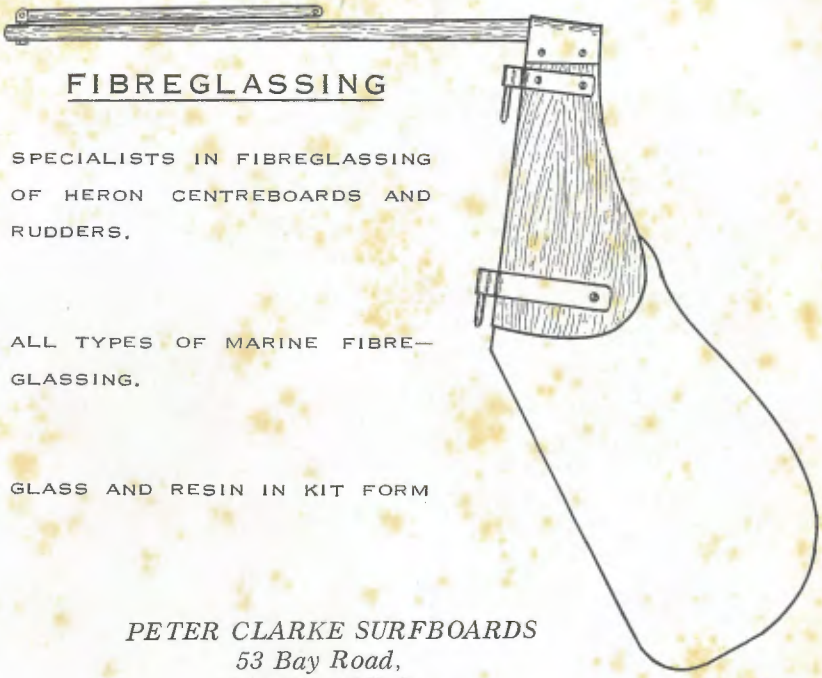

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