PRICE 35 cents

HERON NEWSLETTER

VOLUME 6 NO 1, JUNE, 1968

REGISTERED IN AUSTRALIA FOR TRANSMISSION BY POST AS A PERIODICAL.

HERON SAILS

BY

"PRIOR"

Reg. T. Mk

"DESIGNED FOR PERFECTION IN SAILING"

"LET US ASSIST YOU TO SUCCESS"

QUOTATIONS

EFFICIENT REPAIR SERVICE

CONSULT OUR SAIL-LOFT

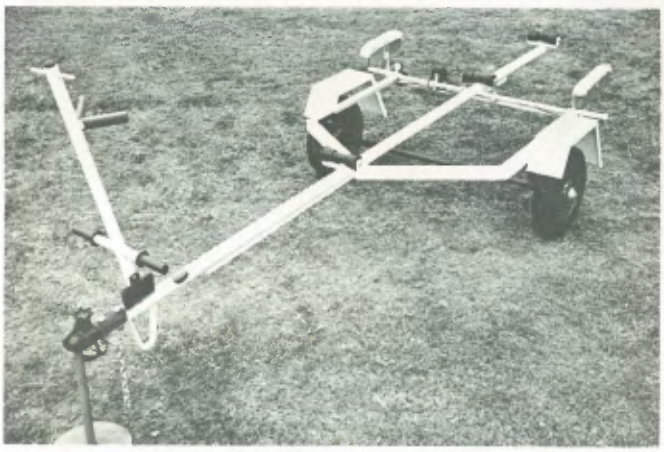
PRIOR SAILS PTY.LTD.,
88 INKERMAN STREET,
ST. KILDA. VIC.

PHONE: 94 6661 94 6679

Trailers to suit "Herons" with 400x8 wheels, timken tapered bearings, 4 Ply tyres and many more features that go to make this a first class unit. Painted or galvanised. Fully equipped and registered.

Deluxe	$127.50
Std.	$120.00

Immediate Delivery.



Deluxe.

"YANTHA TRAILERS"

Phone 59-1135.

198 Princes Highway,
Cnr. Tantallon Avenue,
Arncliffe. 2205.

CENTRAL MARINE
announces KITS for
HERON — MANLY JUNIOR — SABOT

Call and inspect our Pre-Cut Kits at Realistic Prices

All our Kits are now finished in Cedar, Ash or Walnut plys and all hulls are near minimum weight. Detailed step by step instructions are included. Our kits are ideal for first-up or experienced builders.

HERON (Including plans and spars)	$188.00
MANLY JUNIOR (Including plans and spars)	$104.00
SABOT (Including plans and spars)	$ 80.00

Sails and Riggings are available at Special Prices for Kit buyers

OUR KITS ALWAYS MEASURE

CENTRAL MARINE CO. PTY. LTD.

Successors to the Retail Marine Division of W. Kopsen & Co. Pty. Ltd.
376 Kent St., SYDNEY 29-6330

John Weddell with for'ard hand Gail Weddell sailing "The Saint".

AUSTRALIAN CHAMPION USES MILLER & WHITWORTH SAILS

During the 1965 - 1966 season John Weddell using Miller & Whitworth sails won the Monaro championships, the Club and Class championships of Y.M.S.C. of Canberra and the Club championship of the Canberra Yacht Club. In the 1966 - 1967 season using the same sails he won the Australian Heron Class championship on Lake Burley Griffin.

Bob and Craig invite you to discuss your requirements in sails, fittings and riggings so why not take advantage of their experience.

P.S. We accept reverse charge phone calls for sail orders from anywhere within Australia. It is part of the service.

MILLER & WHITWORTH P^TY L^TD

52a Spit Road, Spit Junction N.S.W. 2088 Phone 96-6398

HERON NEWSLETTER

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

Published by
Y. W. Heron Sailing Association of Australia
18 Brisbane Ave., Lindfield, N. S. W. 2070

PRESIDENT	GEN. SECRETARY	ASST. SECRETARY	TREASURER
W. J. Youll,	J. E. Shipton,	Mrs. E. Barrett,	Greg. McTiernan,
10 Reid St.,	10 Murdoch St.,	18 Brisbane Ave.,	17 James St.,
Seaforth. NSW. 2092	Turramurra. NSW. 2074	Lindfield. NSW. 2070	Chatswood. NSW. 2067
(94-2219)	(44-5422)	(46-4834)	(41-7109)

VICE PRESIDENTS: John Dixon Hughes, Marshall Howes, Colin Alderman.

STORES OFFICER
Mrs. M. Clarke,
1 Ethel St.,
Balgowlah. NSW. 2093
(94-8142)

SECRETARY, MEASUREMENT COMMITTEE
A. Bentley,
141 Kareena Rd.,
Miranda. NSW. 2228
(524-9789)

STATE HERON ASSOCIATION SECRETARIES

Papua, New Guinea - D. McIntosh, P. O. Box 140, Port Moresby.
Queensland - A. Robinson, 266 Newman Road, Geebung. 4034
N. S. W. - W. G. Brown, 116 Tangerine St., Fairfield. 2165 (72-1869)
Victoria - John Ryan, 5 Pippin Ave., Glen Waverley. 3150 (232-5440)
Tasmania - R. J. Viney, 195 Brooker Ave., Moonah. 7009 (77-141)
South Australia - J. Keen, 10 Urrbrae Ave., Myrtle Bank. 5064 (79-2269)
West Australia - A. Oram, 9 Oxford St., South Perth. 6151 (67-4800)

NEXT ISSUE

Deadline for Vol.6 No.2 - Friday 16th August, 1968. Copy to Phil Rowe, Editor, Heron Newsletter, 9 Rangers Avenue, Mosman, N.S.W. 2088. Phone 90-1288.

COVER PHOTO

Barry Turner took this photo of Brian Woinarski sailing PINTADO during the last Australian Championships. Taken with telescopic lens from St. Kilda breakwater. Brian has been a member of the VHSA almost from its commencement.

WINTERING THROUGH

While gazing out the window wondering where to start this article I notice that the poplars on the other side of the street have lost their leaves and there is a biting cold westerly making the bare limbs sway vigorously. Winter is with us. Most members regard this time of the year as a time for things other than sailing and yet as I read the reports from Clubs for inclusion in this Newsletter one thing stands out more than any other and that is the increasing popularity of winter sailing or "Frostbiting". If you look again at the March Issue you will see that Peter Sievewright attributes his success to, among other things, a year-round sailing programme. Luckily light breezes tend to predominate in most centres during the winter so do not put your boat in winter wraps, this is a good time to practice your light weather sailing.

However this is the time of the year when it is worth while to consolidate on gains and plan for the future. I have picked out some items coming under these headings which are worth mentioning:-

Heron Class Promotion

The establishment of a well ordered administration throughout the class has the benefit of allowing committees to devote more time to class promotion. N.S.W., Victoria, Sth. Aust. and Queensland Associations are all preparing for Boat Shows and all will have manned displays. N.S.W. Association is building a Heron from a kit and the completed boat will be used in Brisbane after the Sydney Boat Show.

The Australian Association Committee has given the go ahead on a project to produce a 10 minute film on boat construction. We are fortunate to have a member, Mr. Norman Little, a commercial photographer, who has offered to do the filming and editing at cost of film and materials only. The promotion value of such a film is obvious.

The Treasurer's Report of 7th May contains some interesting facts.

		May 1968	May 1967
(a)	No. of subs received	1,832	1,845
(b)	No. of registrations received	511	583
(c)	State allocation to date this year	$2,316	
(d)	" " whole of last year		$1,400

Although membership numbers (a) are near enough the same this is achieved by gaining 511 new registrations (b), mostly new members. This is typical of the annual statistics and emphasises the effect and the need of continued promotion. Note also that there has been a considerable increase in the allocation to State Associations, which of course is applied extensively to promotion.

Racing Activities

As well as the increase in Winter Sailing, there is an increase in Team Racing with changes being made in the various states to improve participation.

Another Inter-dominion series is in the offing and should arrangements work out, this will take place immediately after the 1969 National Championships. More of this next issue.

Year Book

An Australian Year Book will be produced for the first time this year and members will receive it towards the end of July.

Fibreglass Heron

The U.K. Association is investigating the construction of a fibreglass Heron, and their plans have reached the prototype stage. There are many profound questions to be considered before a final decision can be reached and the Australian Association will keep a watchful eye on their deliberations. Perhaps there are some members who would like to give their views on the problem.

State Secretaries

The end of this financial year will see changes of Secretaries in Victoria, South Australia and West Australia as John Ryan, John Keen and Tony Oram respectively will not be standing for re-election. One thing is sure and that is that capable successors will be found, but as each of these members has applied his own special qualities to the job there will seem to be a vacuum to fill until the new Secretaries settle in. The work of Hon. Sec. is a labour of love and words alone cannot express gratitude sufficiently. Thanks anyway, both Johns and Tony.

Advancement of Financial Year

The President's recommendation to advance the Association's financial year by 3 months has been adopted by the Management Committee, and the appropriate resolutions to change the Constitution will be proposed at the next Annual General Meeting. The President will be making the case for this change in his annual address and I would not be surprised if the Heron Association sets the example for other classes in this matter as it has in others.

The illogicality of changing officials shortly before the start of a season is obvious to anyone who has been involved in planning sailing programmes. The S.A. Heron Association has moved to make this change at its next Annual General Meeting.

MEASUREMENT MATTERS

Much confusion has been eliminated and consistency achieved in sail measurement by adoption of an official profile board. One factor not covered yet is sail girth. A girth measurement is used in the U.K. Heron Association and is common in other dinghy classes. The Measurement Committee is in the process of assessing the pros and cons of adopting a girth measurement and will eventually make a recommendation.

Several boats have been seen with adjustable jib fairleads which have the adjustment track sloping inwards away from the gunwales. The Measurement Committee has reviewed this matter and ruled that such an arrangement is acceptable. There is no restriction on the sloping of the track but it is pointed out that the fairlead may not be set outside the upward extension of side skin.

ANNUAL GENERAL MEETING - ADVANCE NOTICE

THE TENTH ANNUAL GENERAL MEETING OF
THE Y.W. HERON SAILING ASSOCIATION OF AUSTRALIA
WILL BE HELD AT
CRUISING YACHT CLUB OF AUSTRALIA, BEACH RD., EDGECLIFF, N.S.W.
ON
MONDAY 12TH AUGUST 1968 AT 8.00 P.M.

Advance notice is given for the benefit of members proposing to submit notices of motion. Rule 10 provides that

(a) Any proposal for the alteration of a rule must reach the Secretary 28 days before the date of the meeting and shall be signed by the proposer and seconder.

(b) No alteration shall be made to any of the Rules of the Association unless two thirds of the votes cast are in favour of the motion.

NEXT ANNUAL CHAMPIONSHIPS

It does not seem long ago that we completed the Ninth Annual Championships and it is now time to issue the Notice of Race for the next series. Plans are proceeding well for the Woollahra Sailing Club venue. Sailing of the series at this Club will introduce an atmosphere to the Championships which has not existed at any other venue. For one thing it is anticipated that the fleet will be the largest ever assembled for a Heron Championship (and that could mean for any class ever in Australia). Secondly the confines of Sydney Harbour and proximity to other harbour traffic will be in sharp contrast to Melbourne and Adelaide venues. To many Heroners, just the fact of racing on the Harbour is an experience to be anticipated eagerly.

Incredible as it may seem it now appears almost certain that camping facilities will be available within 1 1/2 - 2 miles of the Woollahra Sailing Club in the midst of Sydney's most expensive real-estate areas. Intending entrants who need information about accommodation should direct their queries NOW to:-

W.G. Brown, Esq.,
Hon. Sec. N.S.W. Heron Sailing Association,
116 Tangerine St.,
FAIRFIELD. N.S.W. 2165 (Phone: 72-1869)

N.S.W. HERON SAILING ASSOCIATION
TENTH NATIONAL CHAMPIONSHIPS
conducted for the
Y.W.HERON SAILING ASSOCIATION OF AUSTRALIA
31st December, 1968 to 3rd January 1969
NOTICE OF RACE

Definitions

1. In this Notice of Race unless the contrary intention appears:

a.	"Association"	means	"NSW Heron Sailing Association"
b.	"YWHSAA"	means	"Yachting World Heron Sailing Association of Australia"
c.	"WSC"	means	"Woollahra Sailing Club"
d.	"IYRU"	means	"International Yacht Racing Union"
e.	"YANSW"	means	"Yachting Association of NSW"
f.	"RYA"	means	"Royal Yachting Association"
g.	"AYF"	means	"Australian Yachting Federation"

General

2. The 10th National Heron Championship series will be sailed at WSC. Woollahra. Sydney. from 31st December. 1968 to 3rd January. 1969. An invitation race will be sailed on Tuesday. 31st December. 1968.

3. The heats will be sailed under the current IYRU racing rules (excepting that IYRU rules 20 and 21 do not apply) as amended by the prescriptions of the RYA or the AYF if the latter are effective by the commencing date of the series the YWHSAA rules and the Sailing Instructions.

Scoring System

4. The Championship is to be decided over five (5) heats of which the best four (4) heats for each yacht shall count for total points. If only four (4) or a lesser number of heats are completed all heats shall count for total points.

5. Points will be allotted to each boat in each heat according to the current Olympic Point Scoring System. The boat scoring the lowest number of points over heats counted will be declared the winner of the Championship providing all rules governing the Championship have been complied with. Minor placings will be decided by the boat/boats having the next lowest number of points in order of numerical total.

Briefing

6. A briefing will be held for all entrants at 9.00 a.m. Tuesday 31st December 1968 at Woollahra Sailing Club.

Programme of Races

7. The sailing programme is:

Tuesday, 31st December, 1968	Morning	Invitation Race
	Afternoon	Heat 1
Wednesday, 1st January, 1969	Afternoon	Heat 2
Thursday, 2nd January, 1969	Morning	Heat 3
	Afternoon	Heat 4
Friday, 3rd January, 1969	Morning	Heat 5
	Afternoon	Resail if necessary.

Conditions of Entry

8. Entries for the Championship series are invited from, and restricted to, members of the Association who are financial members of the Association as at 1st December, 1968. Only those boats registered with the Association as having an "A" Class Certificate of Registration current as at 31st December, 1968 may be sailed as entrants.

9. Competitors must use the same boat throughout the series and boats must have the same helmsman throughout the series. The helmsman of each competing boat must be a financial member of the Association. The crew may be changed from heat to heat at the helmsman's discretion.

10. Entries for the Invitation Race are invited from all members of the Association provided they conform to the conditions notified in paragraph 10 above. Boats entered in this race must also conform to the conditions notified in paragraph 10 above.

Entry

11. Entries for the Championship and Invitation Race must be submitted on the entry form (which will be published with a subsequent Heron Newsletter) together with the entry fee of $5.00 to W.G. Brown, 116 Tangerine Street, Fairfield, N.S.W. 2165, by 30th November, 1968. All entries will be acknowledged. Late entries, and those unaccompanied by an entry fee, will not be accepted.

12. Entries for the Invitation Race only must also be submitted as in paragraph 13 above. The fee for this race is $1.00 (this applies to those who have NOT entered for the Championship series) and late entries, as well as those unaccompanied by an entry fee, will not be accepted.

Sailing Instructions

13. Sailing Instructions will be forwarded to all entrants not later than 15th December 1968.

Trophies

14. Trophies are to be awarded to the first six (6) helmsmen and their crew over the whole Championship series. Trophies are to be awarded also to the winner of the Invitation Race and crew, the best Junior Helmsman (17 years or under at 31st December, 1968) and crew, the best inter-state visiting helmsmen and crew and the best lady helmsman and crew over the whole of the Championship series. Other trophies may be presented at the discretion of the Association.

15. In the event of competitors tying they will share the trophy conjointly.

Measuring

16. A measuring service will be available to all competitors. This service is to help competitors who anticipate becoming place-getters. Irrespective of this service, the first six (6) place-getters WILL be measured after the series and any boat(s) not complying with the official Association measurement requirements for "A" Class Certificate of Registration in every respect will be disqualified and the next lowest point scorer will gain a place.

17. A compulsory check of all boats entered for the Championship series will be conducted at WSC before the series begin. This check is to inspect for "A" Class Certificates of Registration which must be produced. No exception will be made. If an "A" Class Certificate of Registration cannot be produced for inspection the boat concerned will not be permitted to race in the Championship series. The check will note in particular that:

a. sails are initialled and dated by a current measurer. Under a recent ruling, sails measured at any time in the 12 months prior to the date of the 5th Heat (i.e. measured since 3rd January, 1968 and bearing the initials of the measurer and the date of his measuring are acceptable);
b. boat registration numbers are on the sails in accordance with current rules and on the boat frame at the proper location (the boat registration number is also to appear on the tack of the jib in 1/2 inch figures and in indelible ink);
c. black bands are correctly positioned on mast and boom;
d. the rudder blade is at the proper angle when fully down;
e. racing flags are fitted which must be capable of lowering (by a separate halyard) if necessary;
f. suitable ring, closed fairlead or similar device capable of accommodating a one inch diameter rope is fitted near the stem head.
g. oars or at least one (1) paddle is carried in the boat;
h. the boat has sufficient buoyancy which is correctly and safely fixed in the boat, and that a bailer or bucket is carried and fastened in the boat;
i. suitable personal buoyancy for both the helmsman and the crew is available in the boat;

as is required by the Constitution and Rules of the Association and as amplified in the "Supplement to Heron Newsletter November, 1966 - Summary of Measurement Rules of the National Heron Class."

Personal Buoyancy

18. Suitable personal buoyancy (either approved aids to buoyancy or lifejackets but not being of the belt type) is to be worn in all competing boats and in all races by both helmsman and crew.

Protests and Appeals

19. Approval will be sought from the YANSW as the controlling authority for the Dispensation of Appeals against the findings of the Protest Committee in terms of Racing Rules 2(J) and 3.2(W).

Safety Precautions

20. All entrants will be required to comply with the Safety Regulations of YANSW. A copy of these regulations will be issued to all entrants with the acknowledgement of receipt of entry. Attention is drawn to any differences between YANSW Safety Regulations, Part 3, and the appropriate YWHSAA Rules and in particular that the Safety Regulations specify that rudder and tiller must be so secured that they cannot become unshipped even when capsized.

RAILWAY TRANSPORT

For those considering sending their boats by rail we supply the following information about rates.

Boats will be collected from Darling Harbour terminal by NSW Association organisers and taken to Woollahra Sailing Club or elsewhere as necessary.

Melbourne to Sydney	(Dynon - Darling Harbour)			
	1 boat (loaded in wagon with other goods)	$11.98	6 boats (loaded in one wagon if available)	$70.67
Adelaide to Sydney	(Mile End - Darling Harbour via Victoria)			
	1 boat	$22.15	6 boats	$167.19
Brisbane to Sydney	(South Brisbane - Darling Harbour)			
	1 boat	$8.93	6 boats	$52.84

The rates should be doubled for return journey. Reports are that boats travel very well by rail. For further information, or if you intend using rail, please contact Bill Brown, N.S.W. Hon. Sec.

LETTERS IN THE MAILBAG

A SEAMAN'S SAILING BOAT

Captain W.L. Harbord of "S.S. Triatic"' is building a Heron on board his ship. "It is rather difficult at sea to construct a craft as there is no permanent fixed level. The craft has been constructed to date on a voyage from Auckland to West Australia via Ocean Island and Nauru in the Central Pacific. Being able to see another Heron with permitted modifications will be a help, and I hope to see some in Perth".

OLD HERON CAUGHT AGAIN

"Dear Mrs. Barrett,

I have owned a "Heron" for some 8 years, and have used it extensively during that time.

I must admit that, over the years, I have fished more miles in it than I have sailed - however during the past season, I joined the Oak Flats Sailing Club and have sailed regularly with them.

This has re-kindled my enthusiasm for sailing and I would like to join the Y.W.H.S.A.A. Could you please send me the appropriate forms and information?

I bought the "Heron" about 1960, from a Dr. Brennan of David St., Croydon, and the sail No. is 1586.

This must surely make it one of the oldest Herons afloat judging by the sail numbers I have noticed lately. I am still using, what are, as far as I know, the original cotton sails - they are as flat as a board and very good on a heavy day. This is nothing to boast about, but I thought it may be of interest.

During the years I have used it for fishing with my friends and family, it has been responsible for catching about 6 times its own weight of fish, but this has in no way impaired its sailing qualities - thus saying something for the versatility of the "Heron".

Yours sincerely,
John Waugh.

P.S. Have you any idea when 1586 was built and sailed first?"

The Hon. Sec. replied that sail number 1586 was originally issued in 1958-59 to Mr. K.K. Dane (now a life member).

LETTER TO THE EDITOR

"Dear Editor,

Teams Racing
(A supplement to your advice in "Heron Newsletter" Volume 5, No. 4 of March 1968)

Your summary certainly attracted much comment and, it appears, no party is too sure which form of teams racing is best. I am inclined to believe that racing organisers tend to use a system best suited to the personality of those sailing in a particular environment although sometimes the personality of the most persuasive official dictates the style. Here in Victoria we must thank you, Mr. Editor, for the system still in use and as described in paragraph 4 of your article: the points scoring is as your article states also we have not been able to secure a copy of special rules for teams racing but this does not matter as long as the Racing Instruction covers what is important and not already covered in IYRU.

Lessons learned over the past two seasons show that Racing Instructions should include directions that -

(a) Yachts which infringe a racing rule must retire at once or face disqualification;
(b) Disqualification means that all the points gained by the first boat home (for the affected team) must be forfeit for that race;
(c) Yachts retiring gain 3 points; if more than one yacht retires from the same team each yacht will gain 3 points;
(d) Yachts which do not start gain no points;
(e) Protests are to be heard by the host club excepting that, where the host club is an interested party (i.e. the protest involves a team from the host club) the Association must arrange an independent committee to hear the protest.

Fair Sailing

Many thanks too for President Youll's timely comment on fair sailing on page 7 of Volume 5, No. 4.

One is forgiven for showing a relentless condemnation of "old hands" who violate the rules without even a blush to describe their poor sportsmanship: on the other hand our chastisement of the newcomer whilst being severe should be motivated by a desire to teach a lesson. We must not forget that the rules are just a little confusing sometimes especially if the day is difficult and the fleet large.

Over the past week or so several simple cases of rule breaking have been discussed over the bar and I think they could be listed here in case the "hat" fits some of your readers. For Example -

(a) What about the fellow who tacks in front of an opponent when clearly there is not enough room to do so;
(b) and then there is the skipper who, having touched a mark with the tip of his boom, or even hit it soundly with his hull, boldly sails on as if nothing had happened at all;
(c) on light days we have seen skippers using hands or oars after the preparatory signal to get to the start line, and even resorting to "rudder wagging" during a race to make headway;
(d) and what about that fellow who, having lost his whisker pole or some other equipment during the race, makes no attempt to recover the article - and yet finishes the race. Then there is that other chap who picks up the "lost" article and can be said to have finished his race with equipment in excess of that with which he began (his race).

None of these violations are complicated ones and have but a little real bearing on the tactics of a race: however, they are basic to fair and honest sailing. May I suggest that we all (old and new) read up Rules 41, 52 and 60 to cover (a), (b) and (c) above.

Perhaps you can give me the rule to cover (d) above. I cannot find it but (somehow) know that it existed by tradition amongst sailors over the years.

I would welcome discussion in the Newsletter on matters of rule interpretation, retiring after a violation of a rule, interesting protests in the past - in fact I would welcome any article which might help in interpretation of rules and fair sailing by and large. Incidentally there is a rule which covers everyone's sins and should be used when no other rule exists to cover a particular matter: this is Rule 49 - Fair Sailing.

It is terrible to have a conscience(!) but sportsmanship relies on it.

John Coen,
5396 "Van Diemen". "

EDITOR'S COMMENT

The question of losing a whisker pole is one which puzzled me at one time. I too had a "feeling" that it was wrong. However all searching of the rules has been fruitless and as nothing in the YWHSAA rules requires a boat to carry a whisker pole it appears that it is in order to leave your whisker pole floating behind and it is also in order to pick up any such item belonging to someone else.

As to jettisoning gear generally it is conceivable that situations could occur where either Rule 22 - Shifting Ballast or Rule 49 - Fair Sailing, might be invoked. To lose a bailing bucket or paddle leaves the skipper in breach of either YWHSAA Rules, or the Sailing Instructions (if correctly drawn up) and is sufficient grounds for disqualification.

Your suggestion about publishing details of interesting protests is a good one and I would be pleased to receive details from members. Names of actual parties involved need not be given.

CRUISING HERONS

One does not think of South Australia as a place which lends itself to cruising. However two items of interest have reached us recently.

Sails Heron to island

"A bit rough at times with a 15 knot wind" is how Mr. M. G. Lockyer, of Brighton and Seacliff Yacht Club, described his 11-mile, two-hour trip to Kangaroo Island last Saturday in a Heron class yacht.

This is believed to be the first time a Heron has sailed from Cape Jervis to Penneshaw.

Mr. Lockyer sailed alone.

His purpose was to have his Heron on the island for the Kingscote Yacht Club regatta this weekend. Normal procedure to get the yacht there was too long and too costly for him.

But the venue has been changed from Kingscote to Emu Bay . . . the yacht will go by road for this section.

Mr. Lockyer's Heron will be the only one from the mainland competing in the class.

He said he was not worried during the trip to the island.

If the craft had capsized it could have been righted and sailed on. It could not sink because of inbuilt buoyancy.

Weather permitting, he hopes to sail it back to the mainland on Monday after the regatta . . . from Kingscote.

Whilst admiring the courage of Mr. Lockyer in accomplishing such an open sea journey we feel it should be said that trips such as this are fraught with danger and are definitely not encouraged by the Association, particularly as a solo effort.

The other item comes with a transparency, unfortunately not suitable for reproduction. The picture was taken at Black Point, St. Vincent's Gulf, S.A., during Easter. Among the boats is an interesting locally-developed cruising-type Heron. To go cruising the owner removes all seats all bolts on a plywood cuddy. The stern compartment carries a primus and cooking utensils. With the for'ard bulkhead moved forward to frame one there is ample room on a flat floor for 2 adults to sleep. "Storm Gull" the boat in question has cruised extensively and races frequently.

MEMBERSHIP STATISTICS.

SUMMARY OF MEMBERSHIP MOVEMENTS 1ST MARCH 1968 TO 31ST MAY 1968

	NSW	Vic.	SA	Tas.	Q'ld.	WA	TPNG	O'seas.	Total
New members joining									
- With new boats	19	16	11	-	3	1	1	-	51
- With secondhand boats	27	4	7	-	3	-	4	-	45
- Without boats	8	-	1	-	-	-	-	-	9
Total new members	54	20	19	-	6	1	5	-	105
Old members changing boats									
- Buying new boats	2	1	2	-	-	-	-	-	5
- Buying secondhand boats	3	5	3	-	-	-	1	-	12
Resignations	17	5	1	-	2	-	2	-	27
Boat name registrations or changes									33
Changes of address									15
Miscellaneous									106
Financial Members	973	433	416	11	69	38	37	3	1,980

HERON UP THE CREEK

Actually it is an injustice to infer that the Sepik River in New Guinea is no better than a creek. This is a fine river with exotic surroundings and it will soon (if not already) be boasting its first sail-boat, namely the Heron of Paul Moroney, Subdistrict Officer of Angoram, Sepik District. Actually Paul is a Heroner from way back in November 1964, hence his low sail no. 4945 but a transfer to field work took him away from boat building and he has only recently had the chance to recommence.

Paul will be sailing on Sepik lakes about 70 miles from the coast. One wonders what sort of impression his boat will make in the minds of the indigenous population. Sailing on the Sepik is a far cry from Port Moresby. Incidentally Paul, did you use Klinki plywood from Bulolo or is it unobtainable in New Guinea?

BRITISH HERONER AFTER OUR SECRETS

Another interesting letter received recently came from Andy Dawson, 23 years old Heron class captain at the Maidstone Sailing Club in England. Andy was seeking information about our class rules and details of fittings which might help him improve the performance of his Heron 6838 "Jeannie" as the competition at his club is very keen. His enquiry appears to have been prompted by Ian Spies' visit to the U.K. Championships at Saundersfoot.

His letter mentioned some interesting details about his club. "We sail on an inland lake about 1 mile long which is surrounded by trees and banks. This leads to some variable winds but in spite of this our sailors always seem to get on well at open meetings on the coast. The Club was formed in 1957 and the classes sailed are Mirror, Heron, Enterprise and Fireball and of these Heron and Fireball have the largest following .... (about 40 Herons)".. Andy has been sailing Herons since 1959.

(Ed. No secrets of any value were divulged but judging from a Newsletter subsequently received from this club, some items that have set them thinking are:- Built-in buoyancy, fibreglassing of centreboard and rudder, wide gunwales, mast-head cap for shrouds and full width top batten.)

LEARNING FROM THE OTHER FELLOW (No. 5)

HINTS ON HEAVY WEATHER SAILING - By Alec Amess of Elwood S.C. Melbourne.

Alec Amess is a wellknown heavy weather "nut" in Melbourne. On more than one occasion I recall watching Alec from the cosy protection of the Black Rock Yacht Club while he "gave her a bash". The fact that racing had been abandoned because of excessive wind strength would not keep him ashore. Alec can certainly be said to practice what he preaches. There are two photos of Alec in action in the June '67 Heron Newsletter.

With the two blows we had on Port Philip this past season in mind, when several boats were wrecked and dozens damaged, I am writing this article on heavy weather sailing in the hope that what knowledge I have gained from experience may help someone else if we meet similar conditions in future seasons.

In the first place there is nothing that can take place of experience. Too often when there is a chance to sail safely in rough conditions I have seen Heroners preferring the comfort of the club room; you will never learn if you don't have a go. Not that raw beginners should take on 30 m.p.h. first time out but once you become reasonably competent try, first in 20-25 m.p.h. and then gradually tackling the heavier breezes up to 35 m.p.h. I would not advise going over this.

Keep the following points in mind -

1. Efficient personal buoyancy must be worn.
2. Sail in an area where, if you capsize, you will come up on a sandy beach.
3. Launch from a protected harbour; RMYS or Black Rock are excellent.
4. Keep reasonably close to shore.
5. Make sure someone on shore is watching.

Now for Sailing:-

There is nothing so exhilarating as battling 25-30 PLUS winds and a big sea, and learning to handle such conditions could at a future date save your boat or your life. So you capsize first time you try to sail, perhaps a few yards from where you start. Get forward quickly and hold the boat bow into the waves. This is essential because if a boat heads for the beach side-on the waves will break it open or dig the gaff into the sand and break it or the mast.

DON'T FORGET - BOW INTO WAVES WHEN BEACHING A BOAT CAPSIZED OR UPRIGHT.

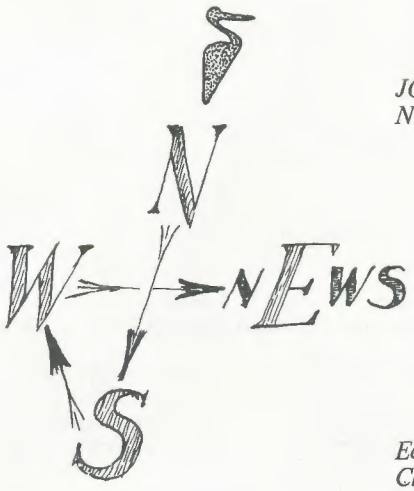
Don't be discouraged. Bail out and try again; you are learning all the time and next time you will make it.

A boat is easiest to hold upright pointed high into the wind easing main in the heaviest puffs. Now going about; I have seen many people get into trouble going about in heavy weather for one of two reasons.

1. The centreboard was not down and the boat slides sideways; you must have at least half the centreboard down.
2. In the heavy gusts the main must be eased at times to hold the boat up, but it is impossible to go about with an eased main; push the tiller down and sheet in the main at the same time and it's easy.

When running before the wind or reaching in strong winds the skipper and crew must keep well aft. This keeps the bow up and reduces the possibility of broaching. The stablest part of a Heron's bottom is the flat after half not the deep Vee forward. Never allow the boat to list to weather. It will go a long way over to leeward and still be manageable but if the boat comes back to weather you've had it. This is controlled by pulling in the mainsheet and keeping the kicking strap tight.

So much for normal heavy weather. Now a few points on what to do when you are caught in that Southerly Buster that flattens you at the weather mark. Do not try to right the boat in winds over 25 m.p.h., it's nearly impossible and you will waste valuable time and energy. Get the main down fast. Make sure you have a big enough hole in the top of the mast over the pulley to let the eye in the halyard pass through and let the gaff right down, (in many Herons this is not so).



JOURNAL OF THE
N.S.W. HERON SAILING ASSOCIATION

Editor:
Chris Lloyd-Owen,
97 Llewellyn Street, Rhodes, 2138.

SPREAD THE WORD

We are coming to the time of year when people start thinking about new boats and new classes for next season. This is our chance to extoll the virtues of the Heron to all our friends. WE all know how good our class is, but do all your acquaintances? Spread the word! A growing class helps in many ways. It helps to keep up the standard of racing. It helps make our social outings more enjoyable. It even helps to protect your investment in your boat by keeping up values. Enthusiasm is catching and it is the enthusiasm of Heron owners that has been a big factor in the growth of the class already.

Our greatest single opportunity to spread the word this year will be at the Sydney boat show. An interesting and informative display is planned but we will need enthusiastic members to man the stand during evenings and week-ends. This is not a chore. It provides a wonderful excuse to talk about Herons for a pleasant few hours in addition to a free look at the rest of the boat show. I need to draw up a roster early in July so please give me a ring (home 73-1894) (work 638-0144) and tell me when you would like to take your turn.

CHRIS LLOYD-OWEN,
EDITOR.

NOTICE OF MEETING

The Annual General Meeting of the N.S.W. Heron Association will be held at the Royal Navy House, 32 Grosvenor St., Sydney, on Thursday 4th July at 8 p.m.

At this meeting the Jax Trophy for teams racing will be presented.

After the formal meeting will be an interesting session of films following which supper and drinks will be served. A charge of $1.00 per head will be made to cover this. It would help catering arrangements if you can notify secretary Bill Brown on 72-1869 if you will be coming.

1969 STATE CHAMPIONSHIPS

Don't forget the State Championships at Toukley next January 24, 25 and 26. You should be arranging your accommodation now. The following information may be of assistance.

LIST OF ACCOMMODATION - TOUKLEY AND NEAR AREAS

Guest House:	Rainbow Guest House, Toukley. Phone 94176
Flats:	Riviera Flats, Canton Beach. (Right on beach.) Phone 94363 Pebble Court, Main Rd., Toukley. (400 yds. from rigging area). Ph. 94266 Boomerang Flats, Canton Beach Rd., Toukley. Write or Phone W. Cadogon, 45 Waruda St., Yagoona. Phone 70-8501.
Hotel Motel:	Beachcomber Hotel, Main Rd., Toukley. Charmhaven Hotel Motel, about 4 miles from Toukley. Phone Doyalson 58144
Motel:	"Sea 'N Sun", Budgewoi. About 2 miles north-east of venue. Phone Wyong 94474
Camping Areas:	Budgewoi Camping Reserve. H/C showers, septic sewer, laundries, bathrooms, 4 miles north of Toukley. Contact C. Howarth, Budgewoi. Phone Buff Point 99151 Canton Beach Camping Area, Toukley. Right at beach. All conveniences. Enquiries Wyong Shire Council.
Meals:	Canton Restaurant, Main Rd., Toukley. Phone 94258. 300 yds. from venue. Chinese and Australian take-away meals, near Hotel. (Beachcomber Hotel.)
Caravans:	Can be hired from C. & V. Couzens, 79 Howston Rd., Gorokan. Phone 92-1107

LAKE MACQUARIE HERON HOLIDAY

Already well established as a really good week-end, this year's Holiday was no exception. The weather was kind and with close to 50 entries, it was a great success both on and off the water. Detailed results are as follows:-

Invitation Race				
	Fastest Time	5115	Overture	J. Shipton, Balmoral
	1st	3986	Naik	Ian Kelso, L.M.Y.C.
	2nd	6109	Lord Jim	Jim Layton, L.M.Y.C.
	3rd	5808	Hot Toddy	Darryl McKinnon, L.M.Y.C.
1st Race				
	Fastest Time	5120	Lou-C	Lou Collins, L.M.Y.C.
	1st	5120	Lou-C	Lou Collins, L.M.Y.C.
	2nd	6109	Lord Jim	Jim Layton, L.M.Y.C.
	3rd	6563	4 Winds	Garry Petersen, L.M.Y.C.
2nd Race				
	Fastest Time	3921	Slipstream	F. Allen, Balmoral
	1st	5387	Jacqui	P. Knowland, M.H.H.S.C.
	2nd	3921	Slipstream	F. Allen, Balmoral
	3rd	6519	Nemo	Charlie Fisher, L.M.Y.C.
3rd Race				
	Fastest Time	5115	Overture	I. Shipton, Balmoral
	1st	3910	Dabchick	A. Boxall, M.H.H.S.C.
	2nd	5805	Nefertiti	R. Antrobus, Connel's Point
	3rd	6166	Finesse	A. Barrett, Balmoral

WESTERN SUBURBS

A record sixteen Herons were on our register at the close of the season. Racing was very close and four boats had a chance of winning at the start of the last heat of the Club Championships. As it turned out, Bill Douglass in "Bukket" (6119) narrowly defeated his daughter Helen who sailed "Puppet" (4536), with Jim Wiley's "Aveola" third. Christine Turnbull ended (temporarily, we hope) her career in Herons by winning the point score for the second time running, in "Minka" (5134). She has since sold "Minka" and purchased a NS14. Second in the point score was "Aveola" and "Bukket" was third. On 31st March our Club was the guest of Palm Beach Club, for a picnic race. Held in beautiful sunshine and varying breezes the race resulted in a dead heat between "Bukket" and "Jesse" (5622) sailed by Ted James who recently joined our Club from Nowra.

A.C.T. HERON CHAMPIONSHIP 1967/68

The A.C.T. Heron Championship for the 1967/68 season was held on Lake Burley Griffin over the weekend of 6/7 April. The Championship consisted of three heats - all counting for the result.

Saturday afternoon

This heat was conducted in light flukey winds (as often experienced on Lake Burley Griffin) by the Y.M.C.A. Sailing Club of Canberra. Twenty-six starters got away to a good start. Ian McDougall showed his mastery over the conditions by coming home first. He was, however, closely followed by Nowra's Sue Owen and Wray Owen, who must have found lake conditions rather different from Jervis Bay.

1st	Pele	5162	I. McDougall
2nd	Mirage	5885	Sue Owen
3rd	Sujanda	3917	W. Owen

Sunday morning

Lake Burley Griffin was as still as a mill pond when the A.N.U. Sailing Club got the start under way. Not a breath of air at 10.10 a.m. when the drift began. Ian McDougall again worked his way to the front and held that position to about half a mile from the line. The course by this time had been shortened from three to one lap. At this point a gust brought the whole fleet of 25 boats up to him and some even drifted past. "Puskat", sailed by R. Cornish, drifted across first, very closely followed by the rest of the fleet.

1st	Puskat	3265	R. Cornish
2nd	Anneliese	4568	M. Jeremic
3rd	Citronella	6747	Debbie Cramp

Sunday afternoon

The Canberra Yacht Club got the afternoon starters away in a very pleasant 12 to 15 knot wind, which came up as the skippers, crews and friends picnicked on the beach. Ideal conditions brought the brisker weather sailors to the fore and Bill Johnston romped home across the line first, followed by L. Huszar.

1st	Adina	4136	W. Johnston
2nd	Luton	4671	L. Huszar
3rd	Turilawa	4069	H. Black

The final positions were as follows, and it is interesting to note that no boat figured in the first three more than once. The final result in this very close competition was:-

1st	Pele	5162	I. McDougall, A.N.U and YMSC
2nd	Citronella	6747	Miss D. Cramp, YMSC
3rd	Anneliese	4568	M. Jeremic, Police Boys' S.C.

MIDDLE HARBOUR HERON SAILING CLUB

This is one of the few clubs which keeps your editor well supplied with information - almost too well supplied! I have selected the following as the main items of interest:-

1967-68 Season Main Results

Club Championship		Autumn Point Score		Main Point Score	
5703	A.W. Inlay	6167	W. Clarke	6416	M. Bailey
4964	P. Crane	5189	D. Gooch	6167	W. Clarke
4688	F. Buckley	4964	P. Crane	4844	W. Stokes

Balmoral Shield

A far cry from last year's boisterous conditions, the weather was light and easterly and the start was from Chinaman's Beach with a work to Castle Rock. As the boats took to the water a couple of Sabots belonging to Jeff. Brown and Stephen Buckley sailed around the Balmoral boats bearing placards declaring "Middle Harbour to Win" and caused some mirth amongst the contestants. As John Shipton dryly remarked "this looks like Sabot-age". The Sabots, and Stevie Brown on his Northbridge Junior, followed the race and cheered our boats around the marks, sort of a sea-going cheer squad.

Well, it's history now, and when the points were totalled up we found that we had retained the Shield for a second year, although in the flukey old Middle Harbour conditions it was never beyond speculation till it was over. Several close finishes could have gone either way but our boys kept their noses in front when it mattered, and the final points totalled 53 for Balmoral and 60¼ for Middle Harbour.

Middle Harbour Marathon

The M.H.H.S.C. Marathon turned out to be just that. The hard, gusty W.N.W. wind produced very difficult conditions and there was some hard work and exciting planing to be had if you could handle it. Up the river it was pretty hard with sudden gusts and quiet spots to get you in. The field of 48 starters ultimately was reduced to 19 finishers, and a special prize was awarded to the last boat home which was 5036, G. Tindale. Placings were:-

4834	D. Thorne	(Hcp. 40 mins.)
5703	W. Inlay	(Hcp. 3 mins.)
5747	L. Oxenford	(Hcp. 11 mins.)

Quite a triumph for the handicapper to spread them so well.

CONCORD RYDE SAILING CLUB

With the serious business of racing over for the season Concord-Ryde Club decided to finish up on a note of gaiety - a novelty race.

After a barbecue lunch which set the picnic atmosphere, the boats were placed in the water with an ideal 8-10 knot breeze blowing. The skippers then lined up on the bank above the clubshed for a Le Mans type start. The first stage was a race to a beach further down the River for instructions. The instructions?? - exchange your rudder for a balloon and sail out around a buoy in the river and back to the beach.

While the balloon was a bit difficult for VJ's and the like, for Herons it was easy. All you had to do was put the balloon in the boat and forget about it - until an errant gust of wind lifted it over the side. Imagine trying to catch a balloon blowing downwind when you haven't your rudder! (It can be done.)

With this nonsense over, our rudders were returned. Still clutching those wretched balloons we headed downwind to another buoy where the forward hands took over the tillers for the beat back. As it happened, most of the forward hands were inexperienced children so this took a long time. With the balloons deposited ashore, the boats raced back to the clubshed where the skippers had to pig-a-back their crews up the hill to the finishing line. Chris Lloyd-Owen, making light work of his seven-year old daughter, finished ahead of Charles Grimwood who was handicapped by taking two of his children out - he had to carry them both across the finishing line! Cans of suitable drinks for the winning skippers and crews completed a light hearted end to a successful season.

KOONAWARRA BAY SAILING CLUB

For those that just can't keep off the water, no matter how cold, Koonawarra Bay Sailing Club is holding a "frostbite regatta" over the Queen's Birthday week-end. Unfortunately this Newsletter is published too late to invite you along but too early to give you a report of the racing. Notice of race has however been sent to all Clubs (an excellent notice too, including accommodation suggestions -- Ed.) so a good entry is expected.

SNAIL'S BAY SAILING CLUB

Sailing on Sunday afternoons, the Snail's Bay Sailing Club holds its races over courses in the Goat Island - Cockatoo Island area of Sydney Harbour. This is a fairly quiet stretch of water where apart from numerous sailing craft, an occasional ferry is the only intruder. Open water gives excitement on heavy days while plenty of pick-up boats ensure safety for beginners.

The Club has appeal to those without trailers as there is a certain amount of boat space available in the storage shed. This is situated on the Eastern shore of Long Nose Point in Birchgrove.

Interested? - The secretary is May Bourke of 18 Gough St., Balmain. Tel. 82-2730.

KYEEMAGH SAILING CLUB

All too soon the 1967-68 Season is over - and what a great season we had .. The weather kept "with us" all the way - there being no cancellations due to rough conditions. It seems that the "Strip tease Act" put on by Bill O'Brien paid results, as with forehand son Bill jun. in "Bronwyn 2," he took first place in the Club Point Score - the prize will be a new belt to hold 'em up. Second prize to OOley Dooley, and Serina and Pegwan tied for 3rd position. Jim Moodie with Forehand Derrick Dennison in OOley Dooley took a hat trick by winning the Club Championship for the third season in a row - that killer instinct showing - Second was "Minoine" and "Suzanne" third. Our many thanks to M/s. Lily Cups Overseas Ltd. for their donation of two beautiful trophies which brought strong competition from all Skippers. We were pleased to see our junior members Geoff. Ball Jun. and forehand Andy Thomas in "Suzanne 2", win outright from Geoff Ball Sen. in "Valkerie".

Once you have the gaff down roll your sail around it and the boom and lash it with the main sheet, lower the jib. Now right the boat and bail out; raise the jib and sail for a sandy beach. You take a chance of blowing out your jib but without some canvas up you cannot sail the boat away from rocks. I have sailed ¾ mile with both bulkheads full (forgot to put the bungs in) into the harbour round moored boats and onto a sheltered beach by keeping the jib up and staying outside the boat holding onto the deck with one hand and the tiller with the other and my crew doing the same on the other side just keeping the boat balanced and upright and letting the jib tow us in. If you have an off-shore wind, unshackle your jib at the bow and jury-rig it behind the mast and you can sail to weather in 60 m.p.h. winds - after you have bailed out of course.

Finally, do not try to right the boat with sails up in winds over 25 m.p.h. Get them down and lashed as quickly as possible and bail out as fast as you can because you may not have a lot of time. In 10 minutes the sea can become mighty rough; rough enough to make bailing impossible, but if you work fast and do not panic, in half this time you will be sailing ashore safely under jib. When you get near shore and before you reach the breakers, get overboard and hold the boat by the bow letting the boat drift in stern first through the white water. Now it's up to you! Good luck!

at sea

"I wanted you on THIS side."

"Well — what'll we talk about?"

© PUNCH

VICTORIAN NEWS

THE 1967/1968 SEASON

Space does not permit any resume of the sailing season just ended (which has been recorded in "Heroner" for Victorian members anyway) but the table below will serve to show who are the best and most consistent skippers in Victoria. The prize list is:

Winter 1967	Line			Handicap		
1.	5606	Julieann	(A. Amess)	1. 5606	Julieann	(A. Amess)
2.	5025	Alcheva	(A. McClure)	2. 5396	Van Diemen	(J. Coen)
3.	5396	Van Diemen	(J. Coen)	3. 6515	Opal II	(J.Naismith)

(NOTE: A thorough overhaul of the handicap system followed this series.)

Summer 1967/1968	Line			Handicap		
1.	5025	Alchera	(A. McClure)	1. 5938	Nina	(G. East)
2.	5353	Flooki	(M.Ridgway)	2. 5739	Gay-Jen	(G. Vincent)
3.	6647	Portia III	(R. Bluck)	3. 4755	Sandgroper	(R.Thompson)

Junior (Family Day) 1967/1968 - Line only

1.	6515	Opal II	(G. Naismith)
2.	5739	Gay-Jen	(G. Vincent)
3.	4958	Osprey	(I. Tudball)

(NOTE: Handicap prizes were awarded after each race.)

Most Improved (new) Skipper - Line and Handicap

6127 Blitzen (L. Nelson)

Inter-Club Teams Race

Black Rock Yacht Club - second successive year

4th Victorian Championship

1.	5025	Alchera	(A. McClure)	-	Black Rock Yacht Club
2.	5353	Flooki	(M. Ridgway)	-	Black Rock Yacht Club
3.	6633	Sprite	(J. Botterill)	-	Mordialloc Sailing Club
4.	5996	Tuki	(N. Ridgway)	-	Black Rock Yacht Club
5.	3909	Gandalf	(L. Pound)	-	Altona Yacht Club
6.	5923	Pintado	(C. Woinarski)	-	Frankston Yacht Club

Junior Championship

1.	5353	Flooki	(M. Ridgway)	-	Black Rock Yacht Club
2.	5739	Gay-Jen	(G. Vincent)	-	Black Rock Yacht Club
3.	6757	Andiamo	(G. Blunt)	-	Altona Yacht Club

Best Visitor

	4155	Jinki	(J. Joyce)	-	McCrae Yacht Club

It should be noted that the names mentioned most often are A. McClure, M. Ridgway and G. Vincent and we congratulate them for a year well sailed, but L. Murphy, A. Amess, R. Bluck, N. Ridgway, J. Botterill and B. Woinarski are by no means to be overlooked.

THE 1968/1969 SEASON

This began at Royal Melbourne Yacht Squadron on Sunday 12th May 1968 despite the "Herald" newspaper's slight about too little winter sailing on Port Phillip's mild winter water. The programme for the new season is based on

a. five winter events (one per month)
b. four summer events (at the close of summer)
c. six family Sundays
d. one marathon from Elwood to Black Rock and back to Elwood
e. the annual teams racing between clubs
f. a state championship
g. and attendances at club opening days and as many country regattas (at long weekends) as possible

This programme, apart from the Association's official patronage of club opening days, is designed to have all "family days" in the period October to March and the serious races in March and April. This could attract many newcomers to sailing who have used the "family days" for gaining experience. It remains to be seen how this works out especially as more prizes will be awarded in accordance with the state of the finances. The fee is still 50 cents per race and $1.00 per championship heat and teams race entry.

NEWS FROM CLUBS - From Alec Amess

Choice Items

Paul Altman was noticed with his boat on its side vigorously rubbing the bottom with 400 W & D before Heat 1. of the Victorian Championships; there must be something in this because John Coen decided to do his in the 4th heat at the weather mark. The grape vine also reports Alec McClure did his a week before at the Westerley Buoy at Black Rock. Could be the shortage of water at home?

Ron Johnson has earned a reputation for unorthodox pre-start antics. At a Club race at Elwood he was sailing towards the starting area in Poinciana (6159) feeling he had plenty of time up his sleeve when suddenly he remembered he had forgotten to sign the race entry sheet. Undaunted he headed for the beach, borrowed a boy's push-bike, pedalledlike mad about 400 yds. to the Clubhouse, signed the sheet, pedalledmadly back along the beach and leaped back into his trusty Poinciana. By the time he reached the line the fleet had departed. However his effort was rewarded as he caught the fleet and managed to finish 9th in a fleet of 28. You would think that effort would be a permanent cure, but this was not so as he repeated the same performance next day, this time without the push-bike.

There is much rivalry between Herons and that "other class" at Mordialloc. It appears there is more honour in beating them than other Herons. At the last Delegates' meeting Mordialloc delegates flushed with pride, reported that after starting 10 minutes behind the Mirrors, Noel Dewart, sailing Jack Naismith's OPAL, passed 50 odd and only had 7 in front of him at the finish.

Did you know that ELWOOD SAILING CLUB now has the biggest fleet of Heron's on Port Philip; 53 on the Club Register (and more coming) and fleets of 30 boats most Saturdays? BLACK ROCK YACHT CLUB has over 40 on the register and fleets of 20 for club racing. ALTONA YC 24 on register; 18-20 starters. MORDIALLOC S.C. 14 on register; 8 starters. Details of other clubs are not to hand. Come on delegates give me the news.
Alec Amess, 98-5654

With the sailing season over as far as Club sailing is concerned, here are the results of Club Championships that have been forwarded to me.

				Points
BLACK ROCK Y.C.				
Club Championship	1.	Tuki	N. Ridgway	24¼
	2.	Alchera	A. McClure	29¼
	3.	Gaygen	G. Vincent	61
Handicap				
	1.	Toucan	G. Drysdale	34 1/2
	2.	Gaygen	G. Vincent	38¾
	3.	Mandy-Too	G. Smith	48¾
ELWOOD S.C.				
Club Championship	1.	Sepik	L. Murphy	778
	2.	Portia III	R. Bluck	740
	3.	Julieann	A. Amess	739
Handicap				
	1.	Nina	G. East	693
	2.	Millewa	J. Ryan	655
	3.	Puffin II	M. McDougall	634
MORDIALLOC S.C.				
Club Championship	1.	Opal II	J. Naismith	
	2.	Allison	N. Dewart	
	3.	Sputnik	D. White	
Handicap				
	1.	Allison	N. Dewart	
	2.	Ruthless	E. Waring	
	3.	Kauri	C. Rae	
R.M.Y.S.				
Club Champion	1.	Emmar	M. Gower	

BEREAVEMENT

Many who attended the 9th Australian Championship in Melbourne last Christmas and New Year will be saddened to learn of the passing of Charles Tivendale who was so energetic as one of the Beach Marshalls. We feel sure that these "many" will join with the VHSA in its expression of sympathy to his widow and children. Charles died on 2nd April, 1968.

A BOOK FOR SEAMEN

Those who may wish to capture some of the hard work and romance of the days of sail should read Elis Karlsson's "Pully-Haul" which describes a voyage in 1926 from Australia to Europe in the four-masted barque "HerzoginCecilie". In one place Mr. Karlsson narrates the actions of trimming the main course (the foresail, main and cro'jack are the square sails on the lower yardarm of each mast: they are called courses and are interchangeable each measuring 2,500 square feet). It is so well done that the reader works the braces, sheets, tacks, bunt and clew-lines etc. with the crew: he finds himself aloft also out on the footropes folding and "gasketing" each sail: - you must read it to get the atmosphere.

A strenuous day of sailing a Heron with its 70 odd square feet of sail bears no comparison.

SOUTH QUEENSLAND NEWS

The Annual General Meeting of the S. Queensland Association was held on 23rd April, a fair attendance being recorded. Office bearers elected for the coming year were President:- Clive Marshall, Secretary/Treasurer - Alan Robinson, Publicity Officer - Bob Roskams - in other words, the mixture as before. A successful sailing season was reviewed by the President, and trophies were presented for the South Queensland Championship. Winner was Lex Aravandino, (Cindy Bob) and runners up Harry Nillson (Helga) and Georgina Pickers (Pepita). Our President, Clive Marshall, in the throes of building a new house has not been able to sail much during the past season, but hopes to be a regular attender next season.

At the A.G.M. some discussion was held regarding the Association's activities. It was decided that the Association would disassociate itself from day to day racing arrangements at various clubs, which has often been the practice in the past. Clubs with Heron membership would be supported and assisted if necessary, and the Association would continue to run the South Queensland Championship, would support the Q.Y.A. events and inter-club races. It was anticipated that the only two clubs in the district with appreciable numbers of Herons would be the Humpybong Yacht Club and the Cleveland Yacht Club. The meeting also resolved to promote and support the class as much as possible, taking all opportunities for favourable publicity. It is a fact that growth of the class in Queensland has lagged behind other states, though sailing conditions are generally good.

Final points score for last season was:-

Cindy Bob	237
Helga	212
Pepita	198
Heather Lynn	196
Dusty	151
Kay Marie	140
Twill	117
Leander	109
Janus	80
Mudrake	61
Bee Jay	42
Mindab	33
Karaga	31
Regina	23
Annabelle	12
Triton	8

It will be observed that the top three in the points score were also placegetters in the Championship. Lex Aravandino has been sailing particularly well this season, and Harry Nillson is always a consistent performer. Miss Pickers is also to be commended on her performance in outsailing most of the menfolk.

SOUTH AUSTRALIAN NEWS

NOTICE OF MEETING

The ANNUAL GENERAL MEETING AND PRIZE NIGHT of the S.A. Heron Sailing Association will be held at the Glenelg Sailing Club, Patawalonga Frontage, Glenelg on Friday, July 19th, 1968 at 8.00 p.m. Visitors welcome - light supper provided.

AGENDA

To confirm the minutes of the A.G.M. of July 1967 and the General Meeting of May 2nd, 1968 and to deal with business arising therefrom.

To receive correspondence.

To hear the Chairman's Report on the activities of 1967/68.

To amend rule 5 (A) to enable the A.G.M. to be held in the month of May each year instead of July.

To elect officers for the ensuing period.

General Business to be followed by the presentation of trophies for the 1967/68 season.

As Secretary of the S.A. Association for four years John Keen has made a special effort to become acquainted with as many members as possible and these several hundred people will have mixed feelings about his recent request to resign the position. Without doubt the spectacular growth of the S.A. Association has been due more to John's enthusiasm and interest than to any other single person. As many will know, honorary administrative contributions of this nature are possible only with the cheerful tolerance and support of the family behind the man. Thelma Keen and daughters Glenys and Judy have unstintingly swung their full weight behind John's endeavours. South Australians are sad therefore to lose an outstanding secretary but will wish John and his family the very best, knowing they will retain a strong interest in yachting and in Herons especially.

THE ADELAIDE BOAT SHOW to be held from July 19 to 27, 1968 will be the first of its kind to be opened to the public on a Sunday. Space for a Heron exhibit has been booked in the foyer directly opposite the main entrance and is likely to be the most dynamic undertaken by the Association. Clubs are co-operating by arranging to man the stand and promote club membership along with Heron sailing. Henley Sailing Club which recently received an Establishment Grant of $50 from the Y.W.H.S.A. of A continues its enthusiastic support and will have representatives at the Boat Show.

While Club programmes for 1968/9 are still in a formative state it is hoped some will give consideration to including Teams Racing. Team events have a big following interstate and it is anticipated that once experienced, would prove equally popular here.

At a recent meeting of the Committee and at a General Meeting the question was asked "what happens to the 50% of the Heron fleet which does not sail or race on a Saturday afternoon?" It was generally agreed that all Clubs were providing educational facilities for the novice (senior or junior) and that Clubs were prepared to do even more in this regard if it were requested. So if you have been a "shy bird" who would like to "mix it" on the start line next season but need some coaching, your Club members are keen to help you and will welcome your enquiries.

We cannot close off the 1967/68 season without paying a tribute to Class Handicapper, Ron Manning. Ron undertook a job rated enormous by the optimistic and by the practical as impossible. However he evolved a system and surprised everyone by making it work. Other unsung heroes of the S.A.H.S.A. are the Club correspondents who regularly provide copy for Newsletter - often by the due date. To these and lots of others - many thanks.

BRIGHTON & SEACLIFF

Quite a few Herons have changed hands lately. John Hurlstone has bought Bob McKinnon's boat "Quei" and now Bob is very busy building his new boat for next season and John is looking for a buyer for "Sarky". It will be good to see Brian Snowden in the Heron fleet. He has bought Jim Glazebrook's "Yogi". All skippers with new boats start on scratch. Congratulations to Peter Sievewright Les Brown and Jim Taylor for their very fine effort at the Sunset Regatta on April 28th. It has been a bad sailing season and now winter is nearly here, you are probably thinking about putting your boat away - well don't. On any Saturday or Sunday you will always find a Heron sailing around - have a sail and be fit for next season.

At the Henley General Meeting on May 2nd, Brighton & Seacliff were well represented with 14 out of the 29 members present. The Sunset Regatta completed a rather unusual, but once again successful, season. The weather we experienced started with the usual three or four "blows" and we assumed that the normal cycle had started. Good sailing days were flanked by numerous "flatties". This year we had an abnormally large percentage of light days. Of the twentyseven Saturday races scheduled, 6 were heavy, 10 were medium/normal (generally off the land) and 11 were light or nothing at all. Race after race was cancelled, while skippers and crew watched the boats behind them catch up and probably pass, just because they got a lift - most frustrating. In all, nine races were cancelled due to one or other extremes.

GRANGE

The Grange Sailing Club recorded its best year for Herons during 1967/68 season with 35 Herons facing the starter. Racing was extremely keen with many newcomers "pushing" the old salts throughout the season, which was blessed with very favourable conditions. In the Club Championship, conducted over five races, Max Ress in "Helix" took the honours from Tom Foster in "Chum" and John Bauer in "Tyrant". "Tyrant" was the unluckiest boat in the Championship as it sailed in three of five races gaining 2 firsts and a fourth but maybe this craft will be blessed with better luck next season.

No doubt the Club's fleet plus many Herons from other Clubs will take advantage of the Grange Club Winter Championship Series which will commence with an invitation race on Sunday 4th August 1968. Races will start at 1.30 p.m. each Sunday up to and including Sunday 29th September 1968. This winter programme has a two fold purpose. Firstly, to train new Herons to take to the water and, secondly, to allow the "experienced" skippers to tune their boats prior to the season's racing proper. These winter series have proved most popular in the past and we look forward to good fleets for the Club's 3rd Annual Wintership Series. No doubt last year's champions (Peter Sievewright, Jack Hall and Tom Foster) will be out on the line to defend their crowns this coming season. In an effort to assist beginners, the Grange Club will also conduct a Friday night Training Series in conjunction with the Championships. Please phone John Bauer at 56-3822 for entry forms or any further information.

LAKE BONNEY

An interesting change from the normal Saturday programme was the race "Around the Lake" sailed in a light to moderate breeze. JANETTA (Eb. Farmer) showed good touch by winning this event, which was thoroughly enjoyed by all. Congratulations go to Trev. Stevens and his young crew Jenne and Christopher Stevens for winning the Club Championship in CASPER, gaining 44 points. Second was BLUEY (N. Garrett) 24 points and third ETONA IV (Peter Fischer) 22 points. The 4th Heat conducted on March 30th provided some very good sailing and excitement in strong, gusty winds of 25 knots plus. Noel Garrett and son Mike showed remarkable staying power in driving BLUEY to line honours, closely followed by Peter Hardwick in TEENIE. Peter really enjoyed this race from all accounts. The Easter Regatta at Lake Bonney was again a complete success. 27 Herons started which, incidentally, is a class record for the Regatta. Local Heroners showed they could match it with their Adelaide visitors. JANETTA sailed by the old Master Eb. Farmer and his young crew Greg Keen (Keen by name and Keen by nature this lad) were successful in taking regatta honours. On closing day Herons raced for the Queen of the Lake Trophy in pleasant conditions. The heavyweight combination of skipper Robin Gordon, crew Ross Keen and Heron JESTER (only skipper and crew are heavy) pulled one out of the box on the final beat to the finishing line to cross comfortable winners. This was Robin's first win and judging by the way JESTER was moving through the water, will not be his last.

If there is a trophy for the unluckiest skipper, then there is very little doubt that Ted Moss would take this prize. His eventful season in TARDIS included several capsizes, a broken gaff, loss of a bow plate and a broken chain plate, just to mention a few of his numerous mishaps. Still Ted comes back and continues to really enjoy his sailing. The bright spot to look forward to on the calendar is now Opening Day in October. It is rumoured that the Club fleet of Herons may be increased next season. Let's hope so.

LARGS BAY

Another successful season has ended and most of our 67 Herons will go into moth balls. It is interesting to note that by splitting the fleet into two divisions, 33 self conscious skippers will step up to collect their trophies on Prize Night, May 31st. The Sailing Committee is to be commended for this popular move and it should now take a long hard look at the Courses. The end of season Easter Regatta saw 35 to 40 Herons face the starter for the three scheduled heats. It was good to see John Le Leu sail "Zip" through the fleet to a very popular victory. The over all winner was "Glendoveer" (Keith Cosh), followed by "Shiralee" (Doug. Pimlott), "Ensign" (Jim Magnusson), and a great effort by "Seeker" (Helen Alderman) ably assisted by for'ard hand Jill Weidenhofer to finish a close fourth. The Club Championship was won convincingly by Alan and David Leigh in "Carumba" - they have really got this one flying. Popular Rex and Sue Dix in "Aigret" have taken out the Cock O' the Walk Trophy. Rex is undoubtedly one of the best heavy weather skippers for miles around - his performances in 20 plus breezes have to be seen to be believed. Allegedly 'faster' classes have been given a start and then left for dead. The all-girl crews have acquitted themselves well; in all kinds of weather they have repeatedly outsailed the males. Most improved would be Helen Alderman, runner up for the Consistency Trophy, and Erina Gordon. Judy Wilson is taking over the helm of "Theseus" next season - handicapper please note. The young fellows have also won their share. Philip Wise "Impact" has won the Consistency Trophy, beating a formidable array of seniors. Robert Wilson has taken over the skippering of "Caprice" from his ageing dad and now "Caprice" is really capering - dad is building a trailer sailer.

Stephen Kretschmer, ex Club Champion, has turned to Sharpies and handed "Swallow II" over to young Jeffery. Anyone who saw Jeff come from behind and mow down far more experienced skippers, in the LeFevre School Sailing events, know that the Kretschmer family have another potential champion in the making. Robert McPharlin showed that "Yeti" is no slouch. Keen judgment on the starting line and quick thinking should have paid off - but we all sail into holes and break halyards! David Leigh has won a few - including the Long Distance Marathon. New boats are already appearing, among them being "Dorado", Noel and Michael Stanley. David Willamon is busy fitting out his beautifully finished hull. Ralph and Kym Hildich are re-vitalising "Cutty Sark" and will have her racing next season. Our thanks are extended to the over worked Officials who have all done so much to make the past season so successful.

PORT PIRIE

The Royal Port Pirie Yacht Club 1967-1968 Season ended recently with a successful presentation night. This was the first year that Herons had raced officially and at the end of the season six boats were sailing regularly. The first Heron Club Championship and Aggregate Points Championship were won by Terry Matthews in Grey Ghost (5044). Competition was very keen in the last races and should be even better next year. Of the new skippers, Doug Martin, Peter Murray and Allan Nickels were all showing good form. The Club is planning a winter sailing programme for the first time this year. When the details of this are finalised we hope to have a visit from some Whyalla boats for an inter-club competition. Our sole representative at the Easter Spencer Gulf Yachting Association Regatta (at which 10 Herons attended) was Doug Martin, who managed to bring home some handicap placings. Next year's venue will be Port Lincoln and we hope there will be an even bigger fleet of Herons there. We have some thoughts of a Heron picnic some time in the future at Wallaroo. We would like to hear if the locals and Ardrossan skippers are interested.

PORT RIVER

The Port River Sailing Club finished the racing season on the week-end prior to Easter, and the new Club Champion was decided. Roger Rowe, with his sisters Cynthia and Louise alternating as crew, sailed "Aquatic" very consistently throughout the season, and certainly earned this title. Nice work, Roger! "Paper Tiger", well sailed by Greg. Ockenden, with Brian Dey as crew, kept Roger on his toes and finished the season a very good second. The Easter week-end at Pine Point was a great success. Thanks are due to Doug. and Jess. Pudney and all of the fellows who worked hard to make this annual event possible. Dave Jolliffe enjoyed all but the last few minutes of his stay when he had a difference of opinion with a local Police Officer. Dave is now writing his own version of the book "How to Win Friends and Influence People". One incident at the last race of the season helped to prove the versatility of the Herons and the people who race them. David and Terry Dunstan arrived at the beach a couple of hours early, fitted an outboard motor, and went fishing. Half an hour before the race was due to start they arrived back at the beach with a dozen fish and a bucketful of crabs. (Please note, they did remove the motor before facing the starter.) Les Ockenden, our hard-working life-boat skipper, has his boat "Outward Bound" for sale. It is rumoured that he has his eyes on a trailer-sailer. A few of our Heron owners have started on the urgent jobs around home, but the majority of chaps still manage to get a leave-pass, and arrive at the beach each Saturday for a spot of winter sailing.

WHYALLA

The past sailing season has seen an average of eight Herons facing the starter every Sunday. Another six boats are in various stages of construction bringing our club register of Heron class yachts to sixteen. From a modest beginning of four Herons in 1965/66 this is truly a magnificent increase. Whyalla, known as the largest Shipbuilding Centre in Australia and the place where launchings of 55,000 ton ore carriers has become a common occurrence, can boast of another first - THE FIRST GLASS-BOTTOMED HERON EVER LAUNCHED! After three years of hard labour, Ron Mutton has launched his unique craft "CHERON". We have heard of bird-watchers before - a "fishwatcher" and 'Heron Owner' is certainly news to any organisation. At the recent Trades and Industries Fair a home-built Heron was put on view - owned by a very proud Malcolm Foubisher. Judging by the public response and queries dealt with there might be a few new budding yachtsmen on the beach next season.

Arno Bay was the venue for the 1968 Easter Regatta for clubs from around Spencer Gulf and this year the regatta attracted 102 entries in various classes including Herons for the first time. Eleven Herons were nominated from three clubs - Port Pirie, Whyalla and Far Western. The first heat got under way smoothly on Saturday morning and soon showed that "La-Ronde" from Far Western Sailing Club sailed by H. Schrimpf was going to be a close match for Gordon Tidswell, Whyalla Club champion, sailing "Linda-June". This was proved to be the case in the remaining heats, with these two boats battling it out for the lead and the rest of the fleet jockeying for places behind the leaders. Fine weather prevailed throughout Saturday. Sunday, with a change brewing, gave some drift conditions followed by an endless variety of wind changes and capped off by a rising wind on the last legs. Winners of the individual heats were:

Heat 1	H. Schrimpf	"La Ronde"
Heat 2	H. Schrimpf	"La Ronde"
Heat 3	D. Lee	"Toledo"
Heat 4	G. Tidswell	"Linda-June"

The second heat saw "Linda-June" in front of "La Ronde" but an error in crossing the line cost Gordon Tidswell first place. The final results for the series were:

1st	"La-Ronde"	H. Schrimpf
2nd	"Linda-June"	G. Tidswell
3rd	"Toledo"	D. Lee

The Herons attracted considerable attention during the weekend and it is likely that as a result of it being seen that they are now an established class in the Gulf, they may spread to other clubs. Good organisation by the host club and fair weather gave competitors an enjoyable weekend.

HERON NEWSLETTER GOES AROUND THE WORLD

Your Editor was rather surprised but very pleased to receive a letter from no less a person than Bernard Hayman, Editor of "Yachting World" to whom our class is indebted for its origins. The full letter was as follows:-

"Dear Mr. Rowe,

I regularly see your Heron Newsletter but do not often have the time to study it in detail. However I noticed a reference to the motto, "THINK" in your March issue.

Have you heard the story of the man who had this printed and stuck up on his factory walls, until someone wrote underneath:

"OR THWIM"

Yours sincerely,
Bernard Hayman,
Editor. "

Very appropriate???

HERONS MAKE HEADLINES IN N.Z.

The two-Heron Silvester family of Auckland achieved the rare distinction of 3-column headlines on the front page of "The Auckland Star" earlier in the year. The news item about Auckland Heron Championships, carrying three photographs of the Silvester family, rubbed shoulders with news about war in Vietnam and wool sale prices. It seems that Mrs. Dorothy Silvester with older son John won the first two heats of the championship beating husband Dave and younger son Mike. To make things worse Dorothy is sailing "Nina" discarded by Dave in favour of his new boat "Sara".

WESTERN AUSTRALIAN NEWS

"Tess" Trophy - Sunday March 31st.

This race was sailed under a light N.W. wind and 16 starters came to the line for a handicap start. "Jaledro" off limit led to the first mark but the fleet closed up and there was much place changing on the last leg in the patchy wind.

Results - 1st "The Witch" 5787 - J. Hogan
2nd & fastest "Wefree" 5152 - Brian Davis
3rd "Thataway" - Ted Cartwright.

Invitation Race - Perth 14ft Sailing Club - Saturday 6th April.

Eight starters accepted the Perth 14ft Sailing Club's invitation to sail with them and while the wind was only barely enough for racing, a pleasant day's sailing was rounded off by warm hospitality from the host club. A thoroughly enjoyed outing with prospects of the Club adopting the class.

State Championships 1968.

The 1967-1968 State Championship series was contested at Easter, racing taking place over three days. An invitation race and the first heat were planned for Saturday, the second and third heats for Sunday and a fourth heat for Monday morning. The series were judged and started by Don Davis assisted by Ted Fletcher and Frank Rennie. T.P.N.G. members will be delighted to know Frank and Jan are thriving in the West and happy to be back amongst Herons again.

Easter Friday was bright, clear and completely windless and all Heroners were to be heard praying for wind. Little did they know how their prayers were to be answered.

Saturday dawned with a light N.E. breeze blowing and 13 Championship aspirants came to the line at Royal Perth Yacht Club for the invitation race.

The fleet got away well only "Gee-L" breaking and being recalled. "Plod" led from start to finish pursued by "Travlyn" and "Presto". The fleet split tacks on the final heat to the line but the order remained unchanged at the finish.

Results -	1st - "Plod"	- G. Whetters	-	5359
	2nd - "Travlyn"	- C. Davis	-	6438
	3rd - "Presto"	- P. Stubbs	-	5701

First Heat - During the invitation race and the lunch interval, the wind had been piping up considerably and by 2.00 p.m. conditions had reached a stage where only ten starters could be induced to set sail. The wind increased rapidly and "Presto" and "The Witch" were swimming before the gun fired. Rounding the first mark saw "Betsy 5" and 7030 capsize and six brave souls took off on the run to the leeward mark. They made a fine sight all planing past the Club but when the spray cleared "Le Heron" "Travlyn" and "Tess" had gone over. "Thataway" sailing three-up almost made it to the mark when she was dismasted in a heavy squall and only "Plod" and "Gee-L" rounded. On the reach to Foam Spit, "Plod" deemed discretion the better part of valour, rounded up, lowered the main and ran before the wind to shore. Only "Gee-L" battled on and the anxious watchers were treated to a fine display of seamanship. Eighteen years of experience can't be bought in a shop! "Gee-L" finally crossed the line of a shortened course as the only finisher. Ray swears that he saw the shorten course flag go up at the leeward mark - 1 1/2 miles away.

Result -	1st - "Gee-L"	- R. Carless	-	6551

Second Heat - This heat was due to be sailed on Sunday morning but caution had replaced Saturday's bravado and racing was called off until lunch. The Committee declared conditions acceptable and ten boats came to the line. By this time everyone had mastered the conditions and "Gee-L", after a good start worked out from "Plod" (sailing reefed) and looked a certain winner. To everyone's astonishment "Gee-L" capsized on the reach from Knot to Poplar letting "Plod" into the lead which she held to the finish. The drama was not over yet though as "Plod" failed to finish between the buoys and while rounding up and re-crossing the line, let "Presto" slip through to win. It was not "Plod's" day for a protest lodged against "Le Heron", "Plod" and 7030 was upheld and these three were disqualified.

Results -	1st - "Presto"	- P. Stubbs	-	5701
	2nd - "Travlyn"	- C. Davis	-	6438
	3rd - "The Witch"	- J. Hogan	-	5787

Third Heat - Ten starters came to the line on Monday morning in gusty westerly wind, shifting constantly. "Cee-L" again led away and made the most of conditions, planing well off the wind. The gybe at Knot Spit left a few teethmarks on hearts and several of the fleet elected to tack round. "Cee-L's" lead increased on the final leg and the wind abated as the boats finished.

Results -	1st - "Cee-L"	-	Roy Carless	- 6551
	2nd - "Plod"	-	Gill Whetters	- 5359
	3rd - "Presto"	-	Peter Stubbs	- 5701

Fourth Heat - A tired and wet fleet of nine started the fourth heat on Monday afternoon and "Cee-L" again showed her superiority in the gusty conditions by running straight into the lead. She steadily drew away from reigning State Champion "Plod" now unreefed, with the fleet further astern. "Le Heron" capsized in a hard back puff on the tricky beat up to Crawley and the race then turned into a procession. "Cee-L" clinched the series with a resounding win.

When worst heats were discarded "Cee-L" was indisputably the new Champion with three straight wins.

Results of Third W.A. State Championship.

1st - "Cee-L"	- 6551	-	R. Carless
2nd - "Presto"	- 5701	-	P. Stubbs
3rd - "The Witch"	- 5787	-	J. Hogan

At left: 6551 "CEE-L" skipper Roy Carless , fore'd hand, Ross Hudson, new State Champion after three straight wins out of 4 heats. CEE-L sails with Claremont Yacht Club.

FOR YOUR HERON SAILS SEE

QUIN'S OF PORT ADELAIDE

AUSTRALIAN AND SOUTH AUSTRALIAN HERON CHAMPION

Peter Sievewright

uses

QUIN SAILS

HUGH QUIN PTY. LTD. SAILMAKERS

Barry Quin and a large staff offer personalised, expert advice on Heron sails and rigging. Yachtsmen (including those in country and interstate) are assured delivery of sails within two weeks. See us, write to us at Box 54, P. O., Port Adelaide or ring 4.3007.

R. STUART MARINE

CNR. MARKET & KENT STREETS

SYDNEY

Tel: 29-4277

Heron Kits — Fittings

Miller & Whitworth Sails

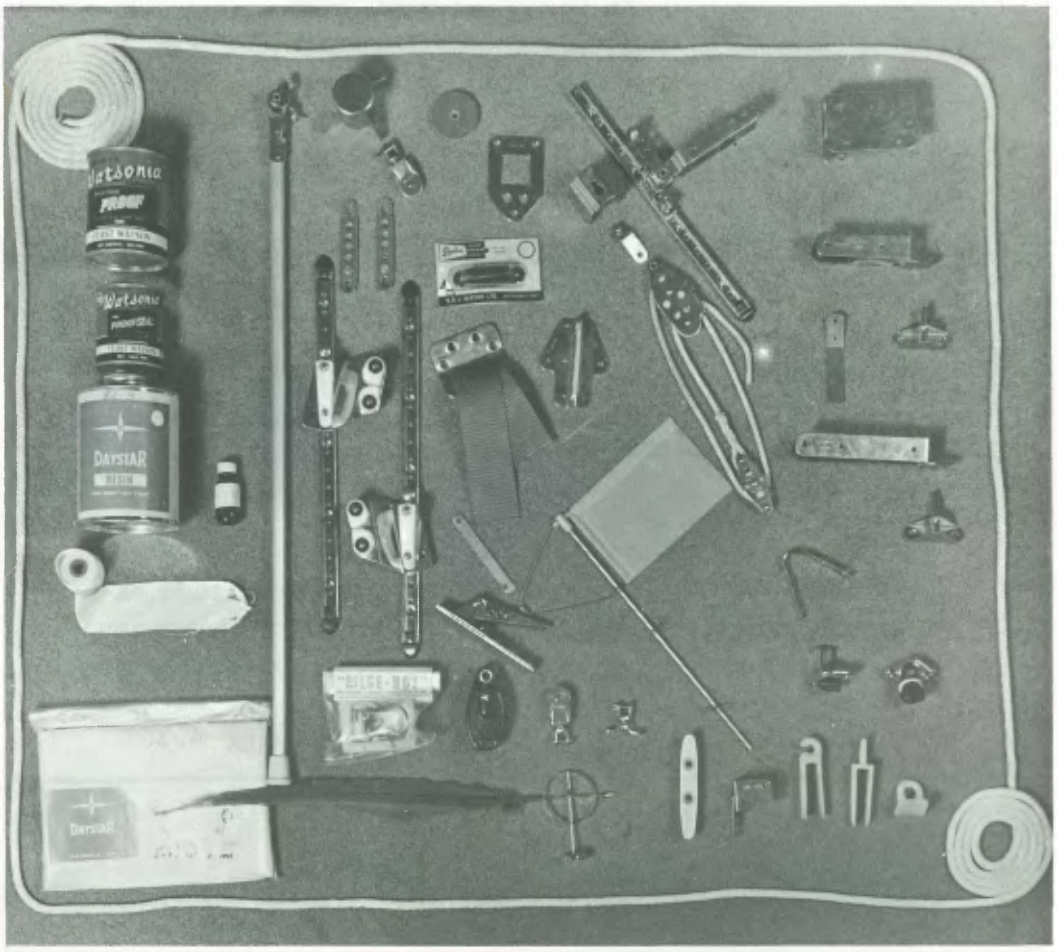
Agents for Starboard Centreboards and Rudders

Special Quick Service Given to Country Customers

Rigging — Sail Battens — Rope

MILLER & WHITWORTH for

ALL THE LATEST HERON EQUIPMENT



TYPICAL HERON FITTING KIT

- **FITTINGS**
- **ROPE**
- **WIRE**
- **PRE-CUT BUILDING KITS**
- **SAILS**
- **FASTENINGS**

PLEASE PHONE OR WRITE FOR DETAILS OF OUR FITTING-OUT GUIDE AND PRE-CUT EASILY ASSEMBLED BUILDING KITS. OUR EXPERIENCED SAILING STAFF IS AT YOUR SERVICE.

PROMPT MAIL ORDER SERVICE

MILLER & WHITWORTH MARINE Pty Ltd

432 Princes Highway Rockdale, Sydney, N.S.W. 2216. Phone: 599 2584 or 599 2376

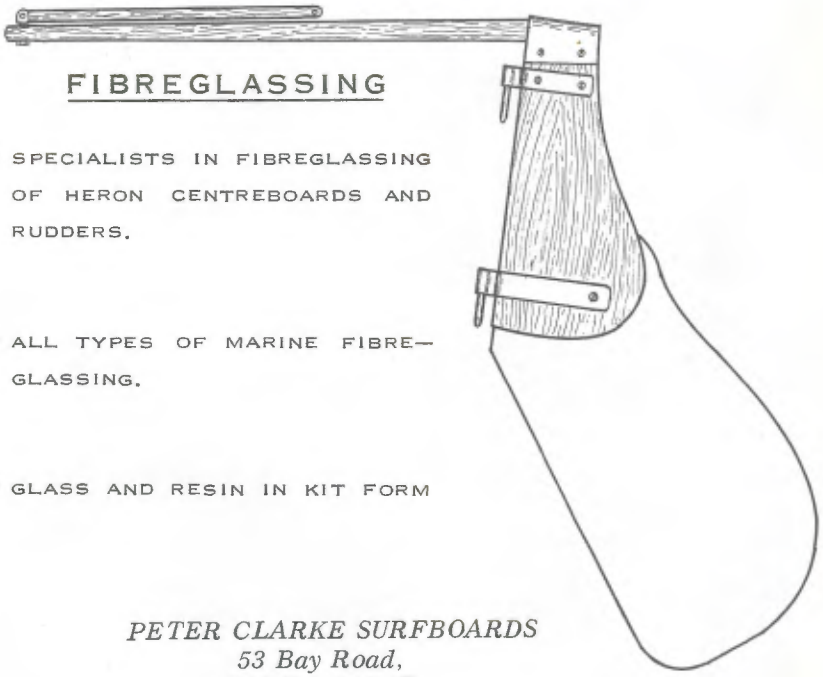
306 Military Road, Cremorne, Sydney, N.S.W. 2090. Phone: 90 4062

FIBREGLASSING

* SPECIALISTS IN FIBREGLASSING OF HERON CENTREBOARDS AND RUDDERS.

* ALL TYPES OF MARINE FIBRE-GLASSING.

* GLASS AND RESIN IN KIT FORM



PETER CLARKE SURFBOARDS
53 Bay Road,
TAREN POINT.

Phone: 524 0798

IS YOUR CRAFT PROTECTED?

WE HAVE A SPECIAL POLICY TO FULLY INSURE
YOUR HERON SAILING DINGHY

Contact us NOW

General Accident

FIRE AND LIFE ASSURANCE CORPORATION LIMITED

(Inc. in Scotland)

NEW SOUTH WALES
General Buildings, 51-57 Pitt Street,
Sydney. 27-6172

QUEENSLAND
General Buildings, 39-41 Creek Street,
Brisbane. B-2821

SOUTH AUSTRALIA
General Buildings, 117 King William Street,
Adelaide. 51 4061

TASMANIA
General Buildings, 174 Collins Street,
Hobart. 2-5081

VICTORIA
470 Bourke Street,
Melbourne, 60-1451

WESTERN AUSTRALIA
St. George's House, 123 St. George's Terrace
Perth. 21-2254

Give your Heron
TASKER POWER

Your Heron will really sail when powered with Rolly Tasker sails and gear. Tasker is the Heron specialist — supplying a complete Heron package kit for all hardware, stays, halyards, sheets, blocks, sails, etc. You won't beat them for quality and value at the price.

SPECIAL CLOTH IN TASKER SAILS

Benefit from Rolly Tasker's world-wide experience in sailmaking. Tasker sails for Herons are made of special cloth, woven and finished to Rolly's own specifications specifically to cope with Australian conditions and average prevailing wind forces. Your hull will sail faster, closer, with the sails carrying the black boomerang.

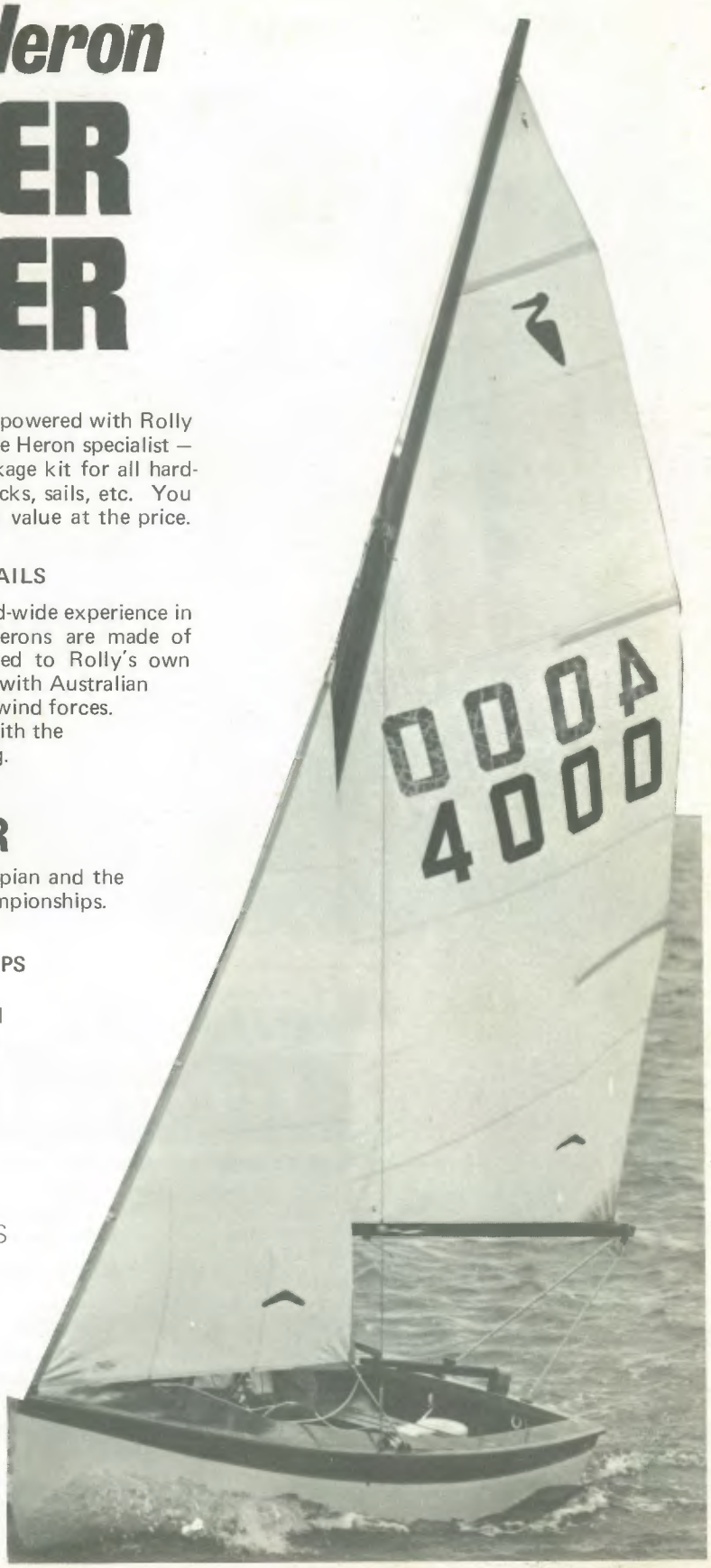
ROLLY TASKER

Branches are staffed by an Olympian and the holders of over ninety eight championships.

NINETY EIGHT CHAMPIONSHIPS TO ADVISE YOU

Need advice? Tasker's staff hold some ninety eight championships between them. They're there to advise you.

ROLLY TASKER

THE HERON SPECIALISTS

HEAD OFFICE:	256 Stirling Highway, Claremont, W.A. Ph. 3-4537. Also at **771** Canning Highway, Applecross, W.A.
N.S.W.:	40 Market St., Sydney, Ph. 29-4107.
VIC:	243 Bay St., Brighton, Ph. 96-5767. Also at J. Sims, Bellering Marine, Geelong.
S.A.:	17 Robe St., Port Adelaide, Ph. 4-1982.
QLD:	Scott St., Hawthorne, Ph. 95-2144.
TAS:	J.Campbell, 538 Sandy Bay Rd., Sandy Bay.