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HERON NEWSLETTER

VOLUME 6 NO. 2

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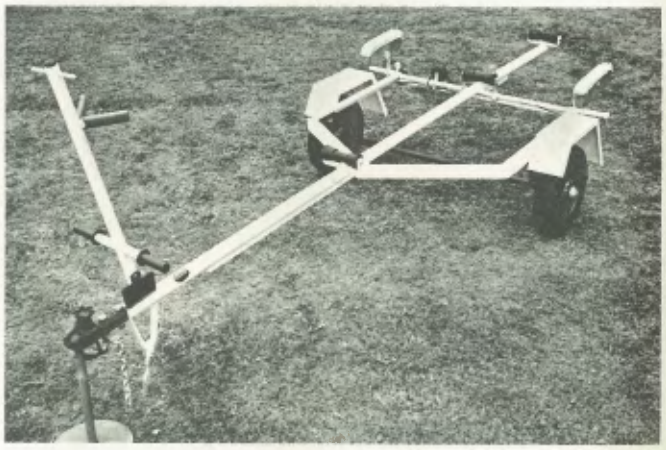

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NEXT ISSUE

Deadline for Vol. 6. No. 3 - Friday 15th November 1968. Copy to Phil Rowe, Editor, Heron Newsletter, 9 Rangers Ave., Mosman, N.S.W. 2088. Phone 90-1288.

COVER PHOTO

In looking through the issues of the Newsletter back to Winter 1964 I cannot find a photograph of John Shipton in action which is surprising as he is an old stalwart of the class. To give due recognition we publish the shot of John sailing "OVERTURE" during the last National Championships in which he was placed second. Another fine effort from Barry Turner and his telephoto lens.

FIBREGLASS HERON?

Have you thought about the possibility of a fibreglass Heron?

If you have not thought about it then you should because one way or the other the popularity of the Heron class may depend on this matter. If fibreglass were not to be permitted ever for Herons, we may miss the bus and see other classes prosper. If fibreglass were accepted we may also destroy the class. Let me put some points to you for consideration:-

1. Fibreglass has become a universally acceptable material for small boats throughout the world. One only has to read the reports of overseas boat shows and visit our own local shows to learn the extent of the inroads made by fibreglass at the expense of traditional timber construction. That it is suitable for small sailing dinghies is demonstrated by the classes now available in Australia namely Moth, Vagabond and new Nomad.
2. It has been said that the use of fibreglass in competition with timber gives an advantage to the fibreglass boats and that this is detrimental to the class since those with timber boats can no longer compete fairly. The following well known classes all allow fibreglass as an alternative material -

   Chine built designs

   Yachting World Cadet, GP14, OK Dinghy, Hornet, NS 14, Snipe

   Round bilge designs

   Flying Dutchman, 5-0-5, Flying Fifteen, Finn, Moth, Firefly, Flying Junior, Albacore, 16ft skiff, 18ft skiff.

   The following quotation from February 1968 issue of "Yachting World" indicates an overseas view:-

   > "An increasing number of the older racing classes have adopted g.r.p.(fibreglass) versions of the original wood boats. These can be built in the new material to have exactly the characteristics of wooden craft and an identical performance. One of the latest classes to adopt g.r.p. is the International Cadet. Jack Holt (designer of Heron) showed one of them on his stand at the Boat Show."

   The use of fibreglass in all of the above classes and in particular the Olympic Flying Dutchman and Finn demonstrates the equality in performance ratings.
3. It has been said also that fibreglass is more suitable to rounded shapes than corners and that fibreglass should keep to such classes. The Heron has been described at times as a "three-sided box" and the Cadet would fill the description of a "four-sided box" even more completely. The G.P.14 which is also a Jack Holt design, is very similar in shape to the Heron. Both classes are good comparisons with the Heron as far as square corners are concerned.
4. No-one has yet officially proposed the cost of a fibreglass Heron but indications are that it would cost more than a professionally built plywood Heron. The following is an interesting comparison, again taken from "Yachting World" February 1968.

   "Yachting World" GP Fourteen

Kits in Wood	£Stg.119.15.0
Kits in G.R.P.	£Stg.185. 0.0
Boats in Wood	£Stg.210. 0.0
Boats in G.R.P.	£Stg.225. 0.0

   (In case you do not know, the GP14 is one of the most successful classes in Great Britain, registering 2,000 new members last season)
5. The durability of fibreglass as a low maintenance material is well established. At the Sydney Boat Show the chief chemist of Rudders Yachts (Builders of Soling class) was asked the life of fibreglass. He stated that "a hull from a reputable builder should last 25 years." Asked what happened after that he said "No one has found out yet."

   It is not suggested that a boat of Heron size would last that long but it certainly bears favourable comparison with plywood and in such case would enhance the resale value of used boats over an extended period. Fibreglass hulls do need maintenance to keep the surface in best possible condition and may be easily repaired in case of collision etc.
6. The flexing of fibreglass hulls is a problem which must be dealt with by suitable structural sections. In a class like the Heron this would necessitate internal design modifications which in all likelihood would give it a weight disadvantage compared with plywood. This alteration in some design features would necessitate specification changes to meet the method of construction (e.g. frames and stringers would not be there to measure).
7. The attainment of uniformity in fibreglass hull design is usually achieved by appointing a sole franchised hull moulder. Assembly of hull with cockpit arrangement and rigging is sometimes left in the hands of the same builder, sometimes by allowing several distributors to take hulls from the moulder, or by selling kits. This arrangement giving one builder a sole franchise is objectionable to many people but it is forced by the economics of mass production and desirable for uniformity of hull shape.

8. The English Association is at present developing a prototype fibreglass Heron. Although the members of that Association have once rejected the proposal the Executive is pressing on with their plans. The Australian Association is being kept in touch.

On the other side of the picture there are some equally compelling considerations.

9. More than 50% of Herons are amateur built. The continuation of such a state of affairs is the heart of the Association and the possibility of home construction and low cost must never be endangered.

10. The Heron is a one-design class. Is it possible to retain this concept satisfactorily if fibreglass is permitted? This problem appears to have been dealt with satisfactorily by the one-design classes noted in paragraph 2.

Well, there is something for you to think about. But why bother? The reason you should bother is that new classes are coming with great frequency. Already in Australia fibreglass classes are growing in numbers; for example the 12ft Vagabond, 16ft Corsair, 14ft 420. No doubt these classes are being purchased, in spite of their high cost (being sold as completed boats) because of the low maintenance and durability of fibreglass. Some of these may have purchased a Heron instead. The success of the Heron class is founded on the organisation supporting it and the new influx of members each year produced from promotion effort and the boat's reputation. Over 25% of each year's total members consists of new members that year.

We probably have the best organised class in Australia as well as the largest membership. We all want to keep it that way. Will a fibreglass Heron be part of the future?

(If you feel strongly on this subject please write and let me have your views for publication. - Ed.)

COMPLETING THE STORY – YEARBOOK DETAILS

Understandably enough there were some omissions from the details in the Yearbook in view of the amount of detail to be collected and not having a previous issue as a guide.

Firstly, there was a distraught letter from John Reid complaining that we had omitted his club; so for the record

CLUBS WITH WHICH REGISTERED HERON OWNERS SAIL

ADD: NEW SOUTH WALES
Lake Macquarie Yacht Club

.....

Then there was a letter from Jack Pont from the Far North Queensland Division giving some details of Championship Results.

QUEENSLAND HERON SAILING ASSOCIATION
– Far North Coast Division

DIVISION CHAMPIONSHIP RESULTS

FAR NORTH QUEENSLAND CHAMPIONSHIPS 1967/68

1	7020	EUREKA	J. Wright
2	5681	OROO	John Pont (Jnr.)
3	6370	WHITE LADY	A. Trevenan
4	5851	CHURRINGA	R. Brennan
5	5755	CALM	K. Walls

Details of earlier championships still to be advised.

COVERS & COPY

There seems to be a lack of letters to the Editor. I rarely have a good subject for argument. Publication of letters or articles from members receives first priority each issue so please put pen to paper and tell us what you think we should know.

The supply of photos is getting low also. Photographs for the cover are always welcome or others suitable for reproduction inside. Photographs intended for the cover should be large glossy prints, if possible about 8" x 6".

THE WEATHER MAP AND HOW TO READ IT

A reprint of the pamphlet "Weather Map and How to Read It" published by the Director of Meteorology, Melbourne and with whose permission it is now reproduced.

The introduction of televised weather programmes has created much greater interest in the "Weather Map" and forecasts than ever before. People are now not only interested in WHAT is going to happen to the weather, but also WHY is it going to happen.

This pamphlet is designed to answer some of the more common queries about the "Weather Map" and to help you to interpret it for yourself.

WHAT IS THE "WEATHER MAP"?

Observations of air pressure, temperature, wind, weather, cloud, etc., are taken by Bureau of Meteorology observers, postmasters, policemen, lighthouse keepers, missionaries, station managers and people from all walks of life, and are transmitted in international code to the Bureau's other offices throughout Australia, where they are plotted on appropriate charts.

In addition to surface reports, the meteorologist has a great deal of other information available to him, such as upper air winds and upper air temperatures and humidities from stations scattered over Australia and the surrounding islands. The structure of the atmosphere is very complex, but although surface charts are very useful tools, accurate forecasts can only be made by using upper air data as well.

The weather map you see on T.V. or in the newspapers is a simplified version of the surface synoptic weather charts and shows the distribution of atmospheric pressure over Australia by means of a series of lines called "isobars" joining places which have equal barometric pressure when reduced to sea level. The reduction to sea level is necessary for comparison, otherwise pressures at high level stations would always be lower than those at nearby sea-level stations because of the lesser weight of air above them.

The wind circulation, depicted by arrows, shows clockwise flow around "lows" (cyclones) and anti-clockwise flow around "highs" (anti-cyclones). It might be expected that air, like water finding its own level, would flow across the isobars from high pressure to low pressure, instead of almost directly along the isobars as shown in the weather maps. However, forces due to the rotation of the earth and to the frictional effects of the earth's surface on moving air cause winds to blow almost parallel to isobars, but deflected slightly inwards towards "low" centres and slightly outwards from "high" centres.

AIR MASSES

Among the first things to determine on the weather map is the identity of air masses from a consideration of the source of each air mass, and the course taken to reach its position on the current chart. This cannot be done from one map alone, and it is important to maintain a continuous sequence of charts, so that the history of the air stream is recorded.

Much of what we call the "Weather" depends on what happens to air masses of differing properties, as they move over land surfaces of differing temperatures, or on the interaction of adjacent air masses at their sloping boundary, which is called a "front" or "frontal zone". Within a single air mass there may be cloud and rain caused by convergence, and such local phenomena as thunderstorms, sea and land breezes, mountain and valley winds, fog, etc.

Air streams have well defined properties due to their origins and trajectories. Figures 1 and 2 illustrate typical air streams from which much of the weather affecting Australia develops. The arrows show air mass movements for some days prior to the dates of the charts and thus may bear little relation to instantaneous pressure patterns as indicated by the Figures. On a broad scale, air masses may be tropical or polar, continental or maritime.

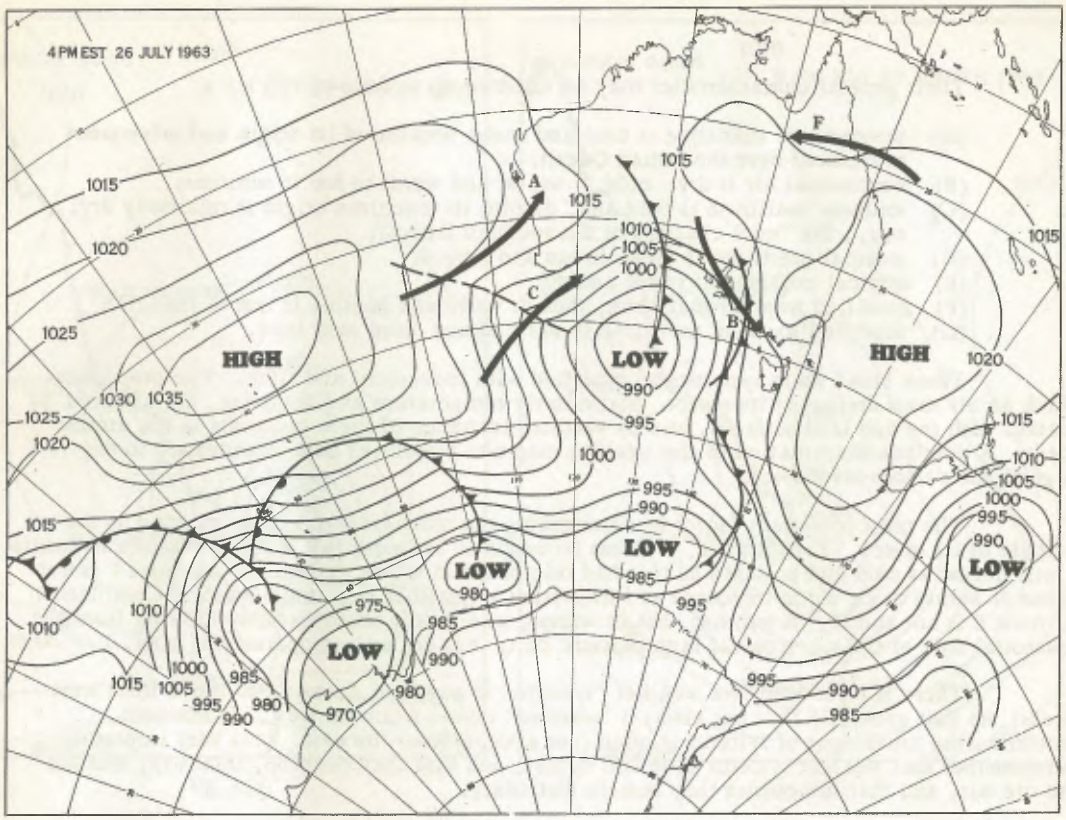
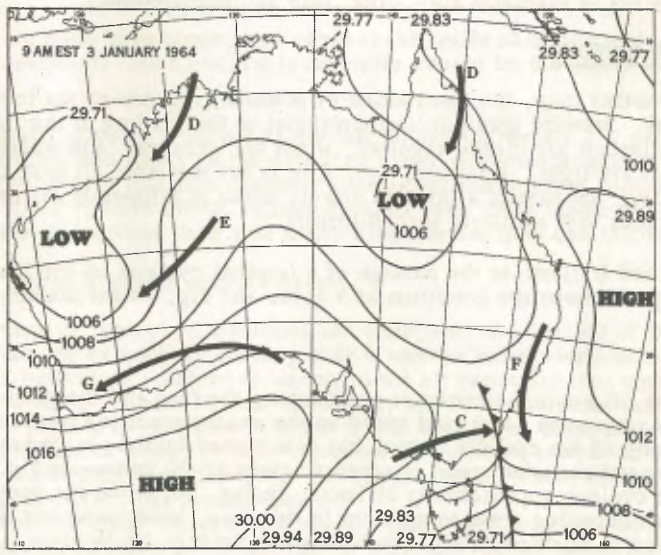


Fig. 1



Figs. 1 and 2 Surface charts demonstrating how the position of the travelling "system" of anticyclones, generally south of Australia in summer and over the southern half of the continent in winter, produces air masses with widely differing properties.

Their general characteristics may be summed up as follows:-

(A) temperature maritime is cool and moist because of its origin and subsequent movement over the Indian Ocean;
(B) continental air is dry; cold in winter and warm to hot in summer;
(C) southern maritime is cold and, despite its maritime origin is relatively dry; e.g., the "cool change" of the southern littoral;
(D) tropical maritime is warm to hot and humid;
(E) tropical continental is hot and dry;
(F) modified tropical maritime, though warm and humid, is less so than (D);
(G) modified southern maritime is warmed and dried over land.

These broad scale systems are modified with movement and time. The properties which an air mass derives at its source, particularly temperature and humidity, are affected by contact with sea and land surfaces, and by vertical exchange of these elements in the atmosphere. A detailed examination of the weather map and associated data is necessary to distinguish the various air masses.

The most important factor in determining the characteristics of an air mass is the latitude of its source. For instance, if C has its origin in latitudes just south of Western Australia, it will not be as cold and unstable as if it had originated in higher latitudes. Air mass F is not as hot or humid as D, since its source and trajectory are farther from the equator. Continental air mass E is hot and dry in summer, but in winter, as a steady south-easterly blowing from the equatorial side of the sub-tropical high pressure belt, it is dry and comparatively cool.

There is a tendency for weather "systems" in southern Australia to move from west to east, so that generally (but not always) "weather" comes from the west. In northern Australia, the movement of systems is often (not always) from the east. It is very important to remember that weather systems have life cycles, and that they develop, intensify, weaken and die out, and that sometimes they remain stationary.

WHY THE WEATHER?

Once the air masses have been identified, further analysis is necessary to determine the type of weather associated with them.

The three major elements are: wind, rain and temperature.

HOW STRONG THE WINDS?

On the weather map, the distribution of pressure, reduced to sea level, is shown by the pattern of isobars. Pressure gradient is proportional to the spacing of the isobars, as is the wind speed. Where isobars are closest together, winds are strongest, and where isobars are widely spaced, winds are light. However, wind flow is not the same all over the chart for equally spaced isobars. Because of a latitude effect, winds in temperate latitudes are lighter than those in the tropics with similarly spaced isobars.

Figs. 3a and b illustrate the passage of a tropical cyclone on the southern coast of Queensland. Fig. 3a shows the condition at 9 a.m. and Fig. 3b the conditions at 9 p.m. on 27 March, 1955.

In Fig. 3a, the cyclone centre is approaching the land and the pressure gradient around this "low" is very steep, and wind speed on the nearby coast is approximately 60 knots. In fig. 3b the intensity of the cyclone, which has now moved inland, is gradually diminishing: gradient is less steep and the wind speed is approximately 45-50 knots. In Fig. 3a the wind at Rockhampton as the cyclone approaches is 20 knots; in Fig. 3b, when the cyclone centre has moved inland, with steepening pressure gradient in this area, wind speed has risen to 38 knots. Similarly, wind speed at Brisbane in Fig. 3a is 15 knots, in Fig. 3b 35 knots. The rate of change of pressure is, therefore, a key tool in the forecasting of winds and is reported at 3-hourly intervals from most pressure recording stations.

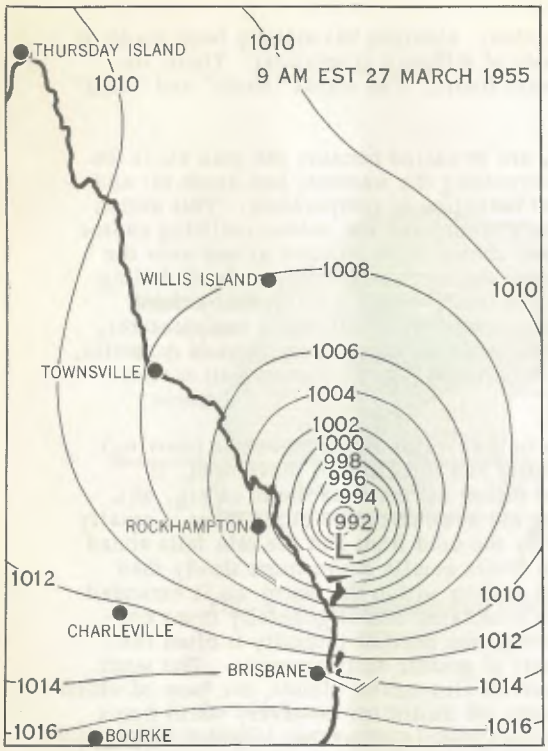


Fig 3 (a)

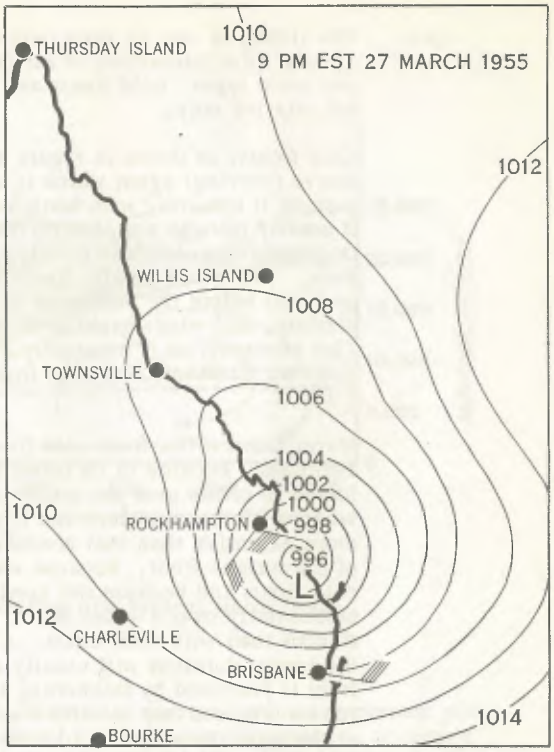


Fig 3 (b)

Figs. 3 (a) and (b) Charts of a cyclone moving from the Coral Sea to the Queensland coast demonstrates how isobars indicate wind speed and direction.

RAIN OR SHINE?

To get rain we must have cloud, and cloud is the result of chilling of moist air to a temperature below its dewpoint. Such cooling is normally caused by the ascent of a large volume of air.

In ascending air, cooling proceeds at the rate of approximately $5^{\circ}F$ per thousand feet. The height at which cloud forms by the ascent of moist air depends upon the air temperature and relative humidity (or moisture content) - the lower the relative humidity, the higher the air must be lifted to form cloud. Cloud droplets have to be supercooled and some of them frozen, and have to increase their size many times before they can fall as rain.

Air may be forced to rise in several ways:

(a) Convective lifting: Convection can arise from the heating of the ground by the sun, or by cool air blowing over a warmer earth's surface. As a result, large individual volumes of warm, moist air penetrate into cooler air and mix with it. Clouds formed in this way are of the cumulus family, and while their bases are usually about 5,000 feet high, they may tower to 20,000 feet or more. Where considerable moisture is available, clouds attain thunderstorm proportions. Hailstorms, local severe squalls and tornadoes are also convection phenomena.
Convective cloud formation is usually found in air streams such as D and F in Fig. 2. Considerable moisture in these air masses would favour the development of thunderstorms.

(b) Orographic lifting occurs when an air stream is forced to rise over a range of hills or mountains. If sufficient lifting is available for the air to reach its condensation level, cloud will form. In Australia, the effects of orographic lifting are clearly shown by heavy rainfall on the Queensland coast and in western Tasmania where prevailing maritime air streams are forced over blocking mountain ranges.

(c) The lifting of one air mass over another. Mention has already been made of "fronts" (the interaction of air masses of different properties). There are two main types: cold fronts and warm fronts. The terms "warm" and "cold" are relative only.

Cold fronts, as shown in Figure 4a, are so called because the cold air is the active (moving) agent which is undercutting the warmer, less dense air and pushing it upwards, with consequent reduction in temperature. This action is usually (though not always) rather violent, and the sudden uplifting causes large cumulus clouds to develop, and shower-type weather at and near the front. The winds usually freshen from the north or north-west (with falling pressure) before the arrival of the cold front, which is followed by rising pressure, and winds backing to west or south-west with lower temperatures. This phenomenon is frequently experienced in the southern parts of Australia, and over Tasmania. A cold front is shown in Fig. 2, between air masses F and C.

Warm fronts differ from cold fronts in that warm air is the active (moving) agent and, because of its lesser density and direction of movement, is forced to climb over the colder and denser air mass (as shown in Fig. 4b). When sufficient moisture and lifting are available, the cloud sheet is usually more extensive than that produced by the cold front and the rain falls ahead of the surface front. Because warm fronts usually move more slowly than cold fronts and because the vertical motion within the warm air is extended horizontally over a wider band, the associated rain is generally more continuous than with cold fronts. Although the rainfall intensity is often less, the longer duration will usually result in greater daily amounts. The warm front is preceded by thickening layers of alto-stratus clouds, the base of which lowers progressively towards the front. In Australia, however, warm fronts at the ground are rare, and most often appear aloft as "occlusions", where a following cold front has "overtaken" the warm frontal zone in the lower layers of the atmosphere.

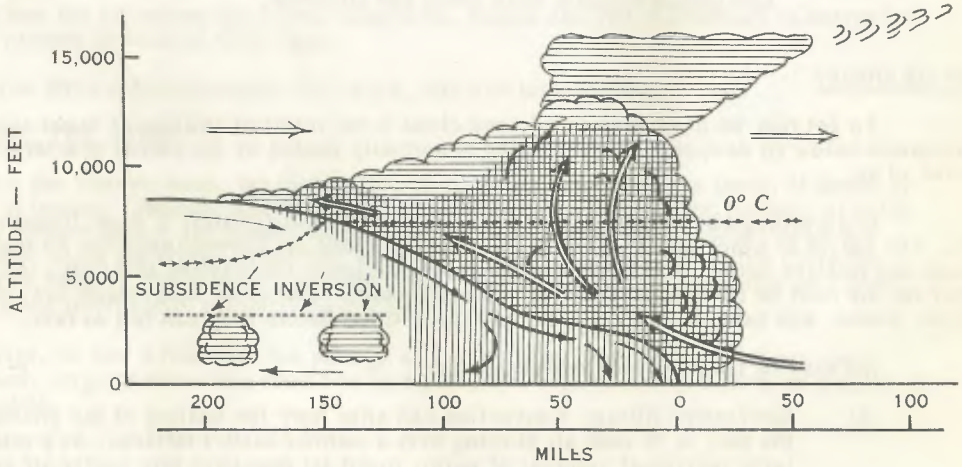


Fig. 4 (a) Diagrammatic cross-section of a typical cold front.

(d) Lifting by convergence. If air is moving uniformly over a given (rectangular) area, as much air will flow out at the surface level as flows in. If, for some reason, more air flows into the area than out (still at the surface), there is then said to be convergence over the area. This leads to rising air currents, in which the air is cooled, and if the process is continued long enough, cloud and rain will result. Rainfall of this type occurs often in a broad southward-flowing tropical air mass associated with a trough of low pressure.

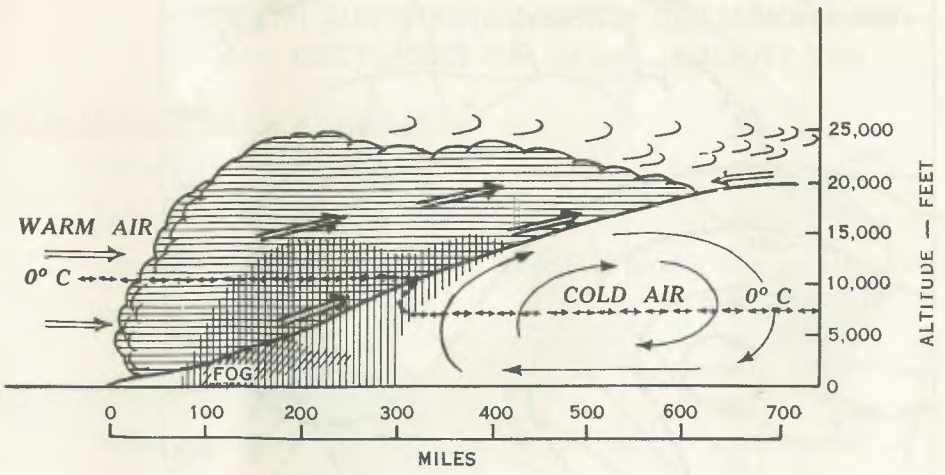


Fig. 4 (b) Diagrammatic cross-section of a typical warm front.

In the low latitudes within the tropics, fronts are rare and are not important producers of "weather". Here other lifting agents are of much greater importance, occurring with "monsoon" surges, tropical cyclones and easterly "waves", while here as well as elsewhere, the effects of orographic lifting are of great importance in increasing rainfall.

HOT OR COLD?

Air temperature is dependent mainly upon the annual march of the sun, the trajectory of air streams, wind strength and cloud cover. The surface layers undergo temperature changes during the life history of an air mass, being warmed or cooled according as they pass over hotter or cooler areas of ocean or land. In addition they are subject to the effects of diurnal variation of temperature, particularly over land, where they are cooler by night and warmer by day.

USE OF UPPER AIR DATA IN FORECASTING

It is difficult to forecast weather accurately without a knowledge of conditions in the upper atmosphere. The forecaster has this knowledge available to him from about 33 stations in Australia and nearby islands. This enables him to build up weather charts at various altitudes above the surface of the earth, from which he can gain a three-dimensional picture of the structure of the atmosphere.

He can determine the changes in wind structure with height, the areas of upper level moisture and the warm and cold regions of the atmosphere. He can see areas of descending air warming and drying the atmosphere and the areas of ascending motion cooling the air and producing condensation.

It is often quoted that high pressure systems on surface maps are areas of fine weather, but this is not always so. The upper air contours or flow lines (shown as thick broken lines) superimposed on the accompanying surface charts give actual examples of this.

Fig. 5a shows how rain can fall over a high pressure system due to a warm, moist flow of air at higher levels.

Figure 5b shows a low pressure system (commonly thought an area of bad weather) over western N.S.W. producing little or no rain because of dry warm air flowing in aloft.

Figure 5c shows how rain can fall near a surface high pressure system because of a "cold pool" aloft; this is a comparatively common occurrence and can happen in lower latitudes than shown by example of 5a.

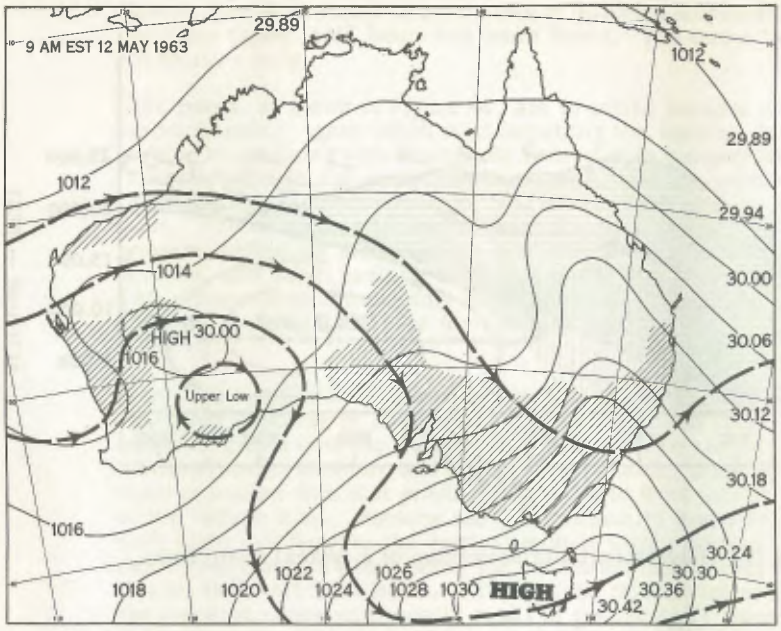


Fig. 5 (a) Rain can fall within a "High" if there is a "Low" aloft.

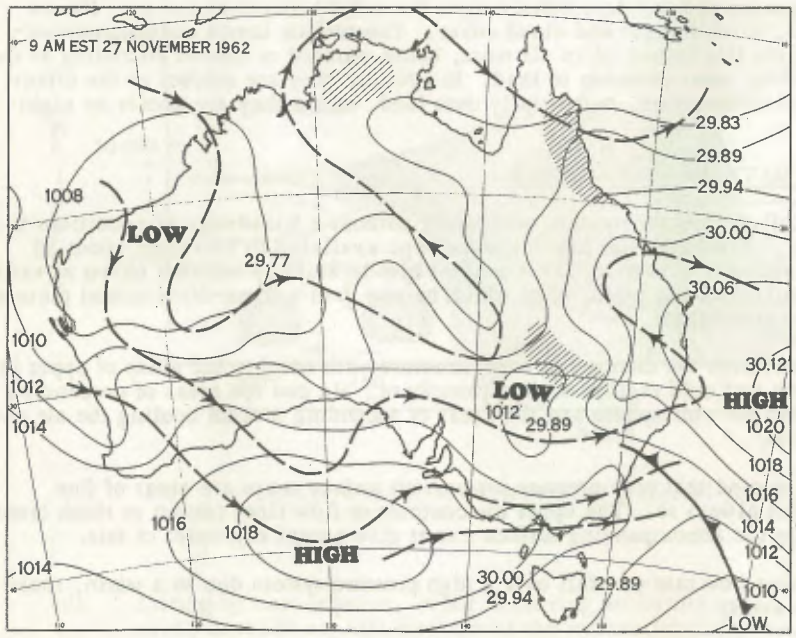


Fig. 5 (b) There is no rain with this "Low" because there is dry warm air above.

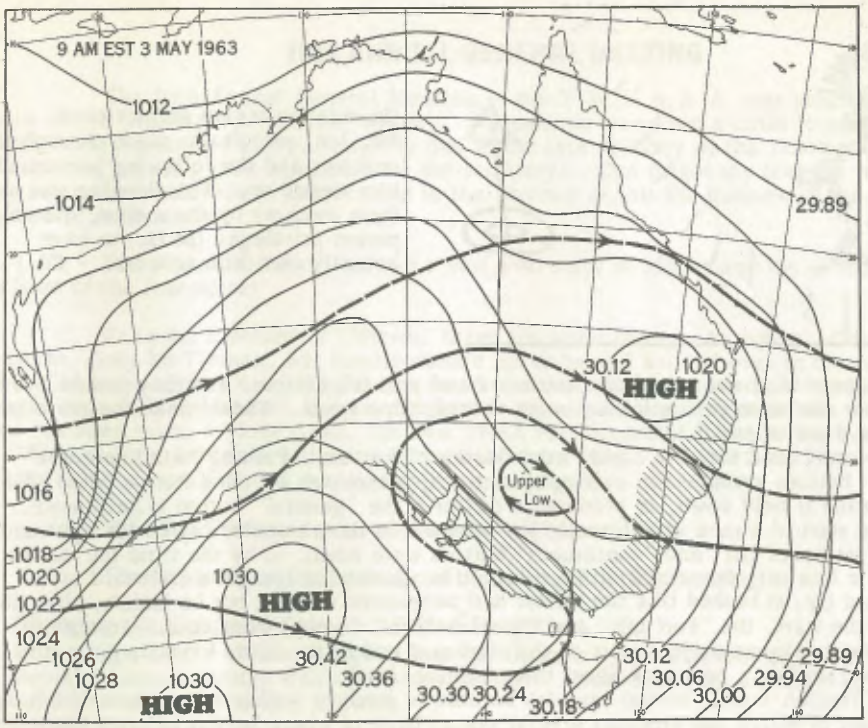


Fig. 5 (c) Rain falling within a "High" is caused by a "cold pool" aloft.

The above charts illustrate that the "weather map" must be supplemented by other material in forecasting; it must be remembered that the conclusions drawn from the surface map will often be drastically modified by the application of upper air data in the particular weather situation. However, the amateur can attain a better understanding of the forecast, and a much greater interest in Meteorology, by:

(1) Observing the cloud types and direction of movement.
(2) Noting the pressure changes.
(3) Studying the wind streams on the weather map and observing the local surface wind changes.
(4) Taking an interest in the weather notes published with the maps in newspapers and given on television and some radio stations.

OLD JOE EXPLAINED

There was a period of time during which I neglected Old Joe's activities, with the result that when again mentioned some will be left in the dark as to what it is all about.

There are those who think he is a mythical character, but any racing skipper who gets around much will become convinced that some of the things that happen to him could only be caused by a character who is far from mythical.

Old Joe's headquarters are under a rock near the windward mark off Middle Head. The location of this mark, and the normal weather there give him many opportunities to practice and perfect his trade, which is lousing up the plans of racing skippers. He started out with a simple black box with pushbuttons, but he has expanded his organization to include computer programmers so he only has to attend the more important regattas in person. The less important regattas and local races are taken care of by these assistants.

(In order to revive memories of Mr. Joe, search was made through the archives and the following picture of him turned up. This drawing was made from memory by the author, the only person privileged (so far) to have actually seen him at work. - Ed.)

There are, of course, the basic starboard and port lift buttons, and they can be programmed as either alternate or continuous, with varying time spans. These make the use of a compass valuable even on small lakes.

There are "wind increase" and "wind decrease" buttons. Pushing "wind decrease" and "continuous" buttons actuates the suction system which removes all wind from a local area if the "local" button is held down, or produces a drifter if the "general" button is held down.

On the start of a race at Balmoral, the program in the computer called for light and variable. The "starboard lift" and "continuous" buttons were down, so by the time the starter got a course and a line set, the windward mark would be on the lay line on a starboard tack. On about the third try, it looked like the starter had outguessed Old Joe but he hadn't. With 45 seconds to go to the start, the "Port Lift" and "Suction-local" buttons went down. Instead of having a well timed, almost perfect start on the starboard end of the line, I finally got across the line at the port end on a port tack about three minutes later.

The "Suction-Local" button can also be used to produce windless spots into which one sails easily and out of which one emerges several places back of where he was because boats on both sides kept going. This can happen anywhere - on a small lake or the Caribbean.

The "Wind Increase-Local" often is used in conjunction with and nearby to the area affected by the "Suction-Local" treatment. This is usually programmed so that on a reach, the boats way off to leeward or to windward get private streaks of wind.

A less frequent trick is to push the "Split Lift" button after two or three boats have rounded a leeward mark and headed up on a beat. This permits the boat just rounding the mark, and all those behind to head about twenty degrees higher than the leaders. This lift never gets to the leaders and their only salvation is to tack quickly.

There also is a "Side Selector" which determines whether the starboard or port side of the course will be favoured on the windward leg. At times, this is left in neutral so just going up the middle will pay, but this is seldom used. No fun. No one gets really loused up this way.

Acknowledgements to Ted Wells and "Snipe Bulletin" June 1968.

MEMBERSHIP STATISTICS

SUMMARY OF MOVEMENTS 1ST JUNE 1968 TO 31ST AUGUST 1968

	NSW	VIC.	S.A.	TAS.	QLD.	W.A.	TPNG	O'SEAS & N.T.	TOTAL
New Members Joining									
- with new boats	19	15	25	1	4	2		1	67
- with secondhand boats	33	5	10	2	2		3	1	56
- without boats	3	2	1						6
Total New Members	55	22	36	3	6	2	3	2	129
Old Members changing boats									
- buying new boats	14	2	4			3			23
- buying secondhand boats	2								2
Resignations									44
Boat Name registrations and changes									35
Changes of Address									44
Miscellaneous									117
Membership at 31/8/68	997	460	446	12	73	39	40	5	2072
Financial at 31/8/68	398	175	159	4	24	13	14	2	789

1968 ANNUAL GENERAL MEETING

The 10th Annual General Meeting of the Y.W.H S.A.A. was held on 12th August at the Cruising Yacht Club, Sydney. Attendance was down a little in numbers compared with last year and this was possibly due to the late delivery of the Yearbook, containing the notice of meeting (See elsewhere for the sad story). One might say that the meeting lacked one good solid controversial subject and in the absence of this the business of the meeting was disposed of in short time.

The Financial Report showed a best ever state of affairs and the details are given in this issue of the Newsletter.

As to the Election of Officers, there are some changes to report. Our ever-popular Treasurer, Greg McTiernan, has finally cashed his chips and handed over to his own crew, Arthur Clapham. John Dixon Hughes now bears the title of Immediate Past President under the changed Rule 6, and Marshall Hawes, the former Victorian Vice President, has retired, and his place has been taken by John Coen, the new VHSA President. Bert Wright has been restored to the Office of Vice President following the alteration to Rule 6. Apart from these changes the Officers are as before and full details are given on page 1.

Mr. Ron Dorling was re-elected as Auditor.

The following is the outcome of motions put to the meeting:-

(a) Changing the Financial Year - Passed Unopposed.

The effect of this change is that our financial year will now end on 31st March and the Annual General Meeting will take place in May. Other Rules are amended to conform. This next period will be only 9 months.

(b) Notice for Annual General Meetings) Both Passed Unopposed
(c) Notice for Special General Meetings)

These changes are only tidying up the meaning of the Rules.

(d) Rule 6 Officers - Passed with one dissenter.

This motion gave effect to two alterations
(i) Created the position of Immediate Past President, a new Office.
(ii) Changed the name of the Stores Officer to Registrar.

(e) Life Membership for John Keen

Upon representations from Jim Taylor, the Secretary of S.A. Branch, and the agreement of Messrs Shipton and Barrett the published motion was withdrawn. This was to allow the S.A. Association the opportunity of proposing the motion which was duly passed unopposed.

After the formal business had been dealt with reports from State Branches were received including one from W.A. delivered in person by Frank Rennie. Frank must be one of our most mobile members, as he was formerly in Port Moresby, now lives in Perth and just happened to be in Sydney for the A.G.M. It is a long route and we were pleased to see him.

Other items of interest dealt with were:-
(a) Membership at 12/8/68 totalled 2,047.
(b) Arrangements for the Interdominion Challenge between New Zealand and Australia are well in hand. This series will be conducted at Balmoral Sailing Club immediately after the National Championships. New Zealanders will be loaned boats for the Challenge.
(c) A total of 4360 items of correspondence was dealt with by the Secretarial Officers in the last year.
(d) The Association has now been granted affiliation with the Australian Yachting Federation which gives us the right to send an observer to AYF meetings.
(e) A letter from Mr. Mark Childe, Secretary of the Wagga Wagga Boat Club, was read, which proposed the staging of championships at inland country venues.

After the meeting we saw Ian Spies' fine colour film of the last National Championships.

NAMING YOUR BOAT

Our records show that an increasing number of owners, when naming new boats, retain an old name and add the numerals I, II or even III. Although disliked by the Association because of the confusion created when two or more boats carry the same name (distinguished only by the numerals) this practice has been allowed in the past. Confusion has now reached a point where it is felt that the policy of "one boat one name" must be enforced.

From now on the addition of numerals after a name will not be acceptable on new registrations or changes of name. This is intended to stop the situation developing where there could be a "SWAN" a "SWAN II" and a "SWAN III" sailing at the same time.

It is recommended that where an owner sells his boat and wishes to retain the name for future use he should advise the buyer and the Association of his intentions.

ASSOCIATION FINANCES

Y.W HERON SAILING ASSOCIATION OF AUSTRALIA

STATEMENT OF ASSETS AND LIABILITIES AS AT 30TH JUNE, 1968

	1968		1967	
ACCUMULATED FUNDS	$	$	$	$
Balance at 1st July, 1967		2966		2853
Add: Excess of Income over Expenditure for the year as per Statement of Income and Expenditure		1312		113
		$ 4278		$ 2966
Represented by:				
ASSETS				
Cash at Banks				
General	6555			4652
Cash on Hand	30			-
Stock on Hand				
Buoyancy, Plans, Trophies, etc. - at cost	830			901
Loan Account - N.S.W. Heron Association	300			-
	7715			5553
Deduct LIABILITIES:				
Sundry Creditors	3377			2587
Current Account - New Zealand Heron Association	60			-
	$ 4278			$ 2966

G. McTiernan
Honorary Treasurer

AUDITOR'S REPORT

I report to members of the Y.W. Heron Sailing Association of Australia that I have examined the books, accounts and vouchers of the Association in respect of operations for the year ended 30th June, 1968 and in my opinion, the above Statement of Assets and Liabilities and the attached Statement of Income and Expenditure have been properly drawn up so as to exhibit a true and correct view of the affairs of the Association at that date.

RONALD F. DORLING
Honorary Auditor

CROWS NEST, 5th August, 1968

Registered under the Public Accountant's Registration Act 1945, as amended

STATEMENT OF INCOME AND EXPENDITURE FOR THE YEAR ENDED 30th JUNE 1968

	1968			1967	
	$	$	$	$	$
INCOME FOR YEAR					
Subscriptions Received	7639		5848		
Less: Allocated to Newsletter	2689	4950	2718	3130	
Registration Fees		1215		1381	
Newsletter Revenue					
Allocation from subscriptions	2689			2718	
Advertising	855			262	
Sundry Sales	13	3557		17	2997
Donations		243			319
Commissions		151			192
Interest		201			149
Royalties		4			18
Sundry Income		21			35
Profit on Sale of Buoyancy, Plans, Trophies etc.		1883	12225	2304	10525
Deduct EXPENDITURE:					
Newsletter		2511		3248	
Year Book		1200		-	
Affiliation Fees		-		1645	
State Association Subsidies		2677		1883	
Establishment Grants		167		150	
Secretarial Expenses		1604		1134	
Printing and Stationery		1564		1431	
Postages		464		438	
Duty Stamps		65		46	
Telephone		43		50	
Advertising and Publicity		44		94	
Meeting Expenses		169		200	
Sundry Expenses		405	10913	93	10412
BALANCE, being excess of Income over Expenditure, transferred to Accumulated Funds			$1312		$ 113

THANKS "SMILER"

Greg, McTiernan sailed over my horizon in 1964 when he joined Middle Harbour Heron Sailing Club with Heron No. 3021 (BOO 11). Greg and BOO 11 made a good solid combination. The boat weighed about 250 lb. and Greg, well ..... Middle Harbour soon re-echoed to Greg's hails of "STARRBOARRD". The other boat always tacked - even when Greg was on Port hand. Greg's enormous zest for doing things and being in it soon got him into trouble and at the 1965 Annual General Meeting he was elected Honorary Treasurer of the Association.

My contact with him, since then, has, of course, been much closer. Working with him was always easy, provided you like running square before a 25 knot North-Easter. (For "North-Easter" Victorians should read "Southerly", West and South Australians should read "South Westerly", Queenslanders probably have a suitable wind too.) But Greg's fresh breeze, his new approach, scattered many of the Association's papers and brought your Committee to see better ways of ordering the Association's affairs. The sound financial structure of the Association, the cordial relationships which exist between the Association and the several State Heron Associations are, in a large measure, due to Greg's work. That he should have stood down from office this year is understandable, but none the less regrettable. The Committee will miss his point of view.

I therefore make this opportunity to thank Greg in the most public way available to me, through the pages of the Heron Newsletter, for his sterling work for the Management Committee and for you, the members of the Y.W. Heron Sailing Association of Australia during the past three years. I know you will join with me in wishing him a future with a goodly helping of the stiff headwinds he so enjoys.

W.J. Youll

N.S.W. NOTES

The N.S.W. Association's Annual General Meeting was held this year at the Royal Naval House - rather appropriate! Alan Crane was re-elected as President as was Secretary Bill Brown. A new position of Treasurer was created and this was filled by Charles Grimwood who had previously carried out these duties as Assistant Secretary. Carl Hulton was elected to Assistant Secretary and will also be the Association Handicapper.

One decision arising from the meeting was that in future, where beach entries are accepted for an Association programmed event, these entries will sail off scratch. This should ensure that most people post their entries in time in future, yet still provides an opportunity for others to take part in the race.

After the meeting some films were shown including the proto-type of a new series of sailing instructional films made by Rothmans. This consisted of a series of coloured slides with a pre-recorded commentary. This looked very promising. Supper completed the evening.

JAX TROPHY TEAMS RACES

One of the N.S.W. Association's main events of the season is the running of the Jax Trophy races for inter club team competition. There are two rounds and this season very contrasting venues have been chosen. The first round is being held on Botany Bay - very open water, tideless, with unobstructed winds. The second round will be on the Parramatta River on Concord-Ryde's Club's courses. Narrow waters, tides and gusty winds are likely hazards. These races are always very closely contested and with higher standards of racing in many of the smaller clubs, competition will be fiercer than ever this season.

THE SYDNEY BOAT SHOW

This year, for the first time, Sydney had its own Boat Show. (Previously, boats had only occupied one pavilion at the Motor Show). The N.S.W. Heron Association had a stand with two boats displayed. One was a completed boat - a beautifully finished example of the professional boat builder's art by Sydney builder Gerry Wyllie. This is the Heron that is going to the Brisbane Boat Show. Also on the stand was a partly constructed hull made from a Marine Packs kit. This attracted tremendous interest from potential home constructors. The Stand was manned by Heron enthusiasts, well provided with descriptive literature. Newspaper coverage of the show gave the Heron its share, enquiries resulting from this coming from as far as Wagga and Armidale. Walls of the Stand displayed photos by Warren Clark. The Theme of it all was "Heron, the versatile one".

VICTORIAN NEWS

The Annual Meeting of the Victorian Association has seen the passing of many well known names and the start of a new phase in the activities in that State. Marshall Hawes, who has served as Vice President then President over most of the Branch's existence has handed over to John Coen. In some respects it looks as though Elwood Sailing Club has taken over the VHSA or is it the other way around? Elwood S.C. has nine representatives out of the 15 members of the Executive and Committee. No doubt the Elwood motto is "Get with the Strength" since they have now replaced Black Rock Y.C. as the largest Heron Fleet in Melbourne. The new Executive and Committee is:-

President	John Coen
Vice Presidents	A. McClure
	J. Arscott
Secretary	C. Tucker
Asst. Secretary	R. Symonds
Treasurer	A. Seales
Committee	I. Bircher, K. Johnson, K. Bullen
	A. Amess, L. Murphy, L. Ralph,
	J. Botterill, J. Ryan, L. Outram

One of the first problems the new committee has dealt with is a move in some quarters to allow the use of spinnakers (what a terrible thought). No doubt this arises from the competition with another class (whose name will remain unsaid) but the crisis now appears to have been dealt with, judging by John Coen's statement in the VHSA "Heroner".

Frostbiting appears to be as well established as ever although adverse weather has affected attendances.

Progress placings after 3 races were -

		Line Honours				Handicap	
1	5606	Julieann	294 points	1	7177	Wentwell	297 points
2	5147	Sepik	292 "	2)	5147	Sepik	278 "
3	7177	Wentwell	287 "	2)	5606	Julieann	278 "
4	5938	Nina	275 "	4)	5938	Nina	266 "
5	6376	Millewa	268 "	4)	6376	Millewa	266 "
6	6515	Opal II	266 "	4)	6506	Tall Ship	266 "
7	6506	Tall Ship	258 "	7	6515	Opal II	255 "
8)	6725	Half Yani II	177 "	8	5626	Pride Of	186 "
8)	5626	Pride Of	177 "	9	6725	Half Yani II	167 "
10	7179	Bet Bet	98 "	10	7179	Bet Bet	103 "

NEWS FROM ALEC AMESS

Alec McClure has sold the trusty "ALCHERA" 5025 and is building a new light-weight boat. Ken Bullen and Bob Bluck are doing rebuild jobs, replacing redgum with cedar (beware chaps, the minimum is 145 lbs.) Gary Naismith, as predicted, is putting up good performances in his new "WENTWELL" and will be a top skipper by the time serious racing begins in summer.

Not many Black Rock Herons were sighted at the Winter Series this year; could it be that they cannot tear themselves away from the cosy warmth of their new clubhouse, or are they resting on their laurels?

NORTH QUEENSLAND NEWS

TINAROO SAILING CLUB.

Although it is officially "off season" the keen ones are still sailing on the Lake. The weather has been glorious - ask any of the tourists who shed myriads of warm coats on arrival and then proceed to enjoy Northern winter. Some, in fact, never return to the South again - they can be seen beach-combing in their ragged shorts and extremely tattered bikinis.

Three who did not stay, but returned to their own Utopia in Port Moresby were John and Robyn Bartlett and Paula Stansfield, who sailed in the South-West Pacific Heron Championship at Cairns in June. "Edith Alice" with Helen and Laurie Garnaut of Cairns took the honours for the week-end. In second place "Oroo" of Tinaroo sailed well with John as crew and Papa Pont as skipper (that fellow stages more come-backs than Melba).

"Oroo" again represented the club at the August regatta at Kurramine Beach where normally there is only a lone Heron. Looking for competition the Highams invited Heronfolk to a week-end at their caravan park, and beside the Tinaroo boat, 4 came from Cairns and 2 from as far away as Mackay - some 360 miles. "Oroo" romped home with three wins and Bert Tonkin of Mackay in "Tira-Vento" with Peter Grumley of Innisfail as crew, won the handicap event.

Daphne and Kev. Walls were defeated for the Tinaroo Championship by Heather and Garth Gorton in "Flipper". In the last heat of this event, the Walls' were sailing merrily towards Pelican buoy when "Calm" came to a sudden halt; looking down into the water Kev. spied some grass and reasoning he was aground he jumped out - only to disappear into a floating mass of weed. He has been kicking himself ever since - not for his error, but in not being fully conscious of his superior role he could have (as in any emergency) ordered his crew over the side.

Opening day for the 1968/69 Sailing Season is the 15th September and we are looking forward to the return of the Haighs in "Vim". Newcomers to sailing who can expect a warm welcome (and plenty of sea-room) are Marjorie and Bill Geech who have bought "Gretta" and Marie and John Gude who have just completed building their Heron, and are at present awaiting its birth certificate.

The new Committee consists of:-

President	Ray Stubbs
Hon. Sec.	Ted Fletcher
Hon. Treasurer	Don Davis
YAWA Reps.	Bill Baker
	Roy Carless
Courses	Frank Rennie
Handicaps	Gordon Howe
Measurers	Tony Oram, Frank Rennie

It didn't take long to trap Frank Rennie into some work after his transfer from T.P.N.G.

W.A. NEWS

Not much doing in W.A. during the Winter as far as sailing is concerned but there appears to be plenty of boat construction under way. Their own W.A. Newsletter mentions "6 or 7 new boats on the stocks and several more projected." This addition to 31 already sailing indicates a healthy growth rate and indicates good prospects for this season.

Briefing for a race at Royal Perth Yacht Club last season; 18 starters and their biggest fleet.

SOUTH AUSTRALIAN NEWS

Present at the Annual General Meeting of the S.A. Heron Sailing Association on 19th July at Glenelg Sailing Club were 15 skippers, 6 forward hands, 4 wives, one Commodore representing Brighton and Seacliff Yacht Club. The short business session, Chairman's Report and election of officers were followed by the presentation of the Championship Awards, a light supper and an informal chat.. Mr. H. Haselgrove received, on behalf of B.S.Y.C., the Largs Bay Commemoration Plaque, the award presented annually to the club winning the team event sailed in conjunction with the State Championship Series.

The following were the successful yachts and helmsmen:-

Kumale	Peter Sievewright
Puddle Duck	David Kerr
Pancho Too	Brian Punke
Yogi	Jim Glazebrook

Trophies for the 3rd S.A. State Championship 1967/68 season were distributed. The placegetters were as follows:- Peter Sievewright (Kumale), David Kerr (Puddle Duck), Brian Punke (Pancho Too), Jim Glazebrook (Yogi).

It was with deep regret that the meeting accepted the final decision of its popular Secretary John Keen to step down from this office after 4 years of devoted service to Heron owners. It was fitting that a motion to grant him life-membership was passed with great enthusiasm and much high praise and subsequently approved at the Annual General Meeting of the Australian Association.

The election of officers for the forthcoming season resulted as follows:-

President	Dr. C. Alderman
Secretary	J. Taylor
Treasurer	W.J. Hall
Publicity Officer (temporary)	J. Bernie

BRIGHTON & SEACLIFF YACHT CLUB

Both Grange and Brighton/Seacliff Yacht Clubs commenced a winter sailing season on Sunday, 4th August. The week preceding this first race of the series was characterised by heavy rains and gale-force winds coming from the antarctic regions to the despair of yachtsmen attempting to lay on that final coat of paint. Only small fields faced the starter, but Herons outnumbered other classes.

At Brighton, John MacPherson in "Jellybean" got off to a good start pursued by Geoff Wilson in "Echo" and Jim Hall in "Nyanda". With the wind slowly dropping off, that was the order of the leaders for the entire race. A keen tussle for third place between Bill O'Brian ("Columbus") and Jim Taylor ("Cobber") resulted in a victory for "Columbus" by a length, much to the joy of Jim's wife, Jeannie, who was crewing for Bill O'Brian. The weather deteriorated with a series of lows and cold fronts before the second race of the winter series. Only 5 Herons started in the 25 knot northerly which had created a chop on the incoming tide. The honour of being the first Heron to receive assistance from the new rescue boat went to Robert Kay ("Betelgeuse") who broached on the first run from the northerly. Geoff Wilson in "Echo" maintained his early lead and finished well in front of Jim Taylor and Bill O'Brian. Geoff has struck top form early, and is likely to improve on his third in the State Titles last summer.

Peter Sievewright of Brighton leaves the ranks of Herons in a blaze of glory as State and National Champion. He began sailing at the age of 10-in a Cadet Dinghy, tried a V.J. briefly, and changed to a H.W. Sharpie for some 7 seasons. Then followed 2 or 3 seasons in P.M. Sailing Canoes and a couple in 5-0-5's interspersed with some ocean racing - keel-boats of the Royal S.A. Yacht Squadron. In the early 1950's Peter was southward bound on Norm Howard's "Southern Myth" on the first of five Sydney-Hobart races. He also sailed with Dick Fidock on "Kareelah" in the Sydney-Hobart, Queenscliff to Pt. Lincoln 1965 and in coastal races. Peter was a member of our first co-operative building scheme, and "Kumale" was one of the 15 built and was chosen by ballot. As we are all well aware, "Kumale" has a perfectly standard hull and uses Quin sails. Noticeable is the lack of "gimmicks" of any sort. Always a good club man, Peter has spent countless hours helping with club activities and has performed the duties of official measurer which has been a service appreciated by Heron skippers within and outside the club. He has been, and no doubt will continue to be, a solid club supporter no matter what class of yacht he sails. His recent acquisition of a Jubilee appeared to indicate a more leisurely approach to sailing, with family cruising a possibility. But this image was changed with the news that Peter had been asked to skipper a Dragon, Jim Taylor's "Nan". The boat is being sponsored by the Royal South Australian Yacht Squadron and S.A. Dragon Association in the Prince Phillip Cup Series at Brisbane next January.

ROYAL PORT PIRIE YACHT CLUB

Heron activities are at a fairly low level at present time but are expected to improve. Dick Emery and Terry Matthews have started making frames for two new boats in the latter's new "barn". It is hoped that these will be in the water by Christmas. Commodore Doug Martin might be mistakenly called "Rockefeller" Martin now after having had the good fortune to win the State Lottery. Wouldn't it be nice to see a gold-plated Heron in the club?

There was an S.A.Y.R.A. Country Meeting here on August 24th. Valuable discussions with other Clubs sponsoring Herons (especially in the Spencers Gulf areas) were held in conjunction with this. For the first time, we will be holding our Opening of the Season Regatta at Port Pirie on October 5th - 6th, with three races being sailed. An enjoyable weekend can be guaranteed and all Heron sailors are welcome. In fact, Heron folk are welcomed to join in with us at any time if passing through Port Pirie.

PORT RIVER SAILING CLUB

Members have been busy these last few months cleaning up the odd jobs at home and preparing their boats for the coming season. The Heron fleet will consist of 41 boats and there are several new skippers to the class which will certainly make the racing more interesting for everybody concerned. Among skippers to be welcomed will be Dave Jolliffe, Geoff. Babidge, Miss Sue Ellis, Owen McKay, John Nobbs, Geoff. Luders, Malcolm Simmons, Geoff. Jarrett, and K. Watkins, and we will be pleased to see Alan Jenkins with us again with a new Heron, "Flash II".

One of our craftiest skippers, Jack Nobbs, was elected Commodore of the Club for the coming season, and another Heron man, Roy Lewis, is Secretary - a very good combination. While on the subject of elections, Dave Jolliffe, who still seems to be worried about his brush with the law at Pine Point, has taken on the job of Treasurer. Rumour has it that the new job gives him a feeling of security.

Some people have icy blood in their veins, and have proved this by sailing right through the winter. Among the regulars sailing from Heron Beach have been Jack Bernie and his wife, Marie, who looks like being a top-rate for'ard hand. Harry DeGilio took only two weeks off to varnish his boat, and Kevin Loughead also believes that Herons were made for sailing regardless of the weather. One of our most successful Heron skippers, Greg. Ockenden, has sold his boat and has been working with his dad, Les, building a 21' trailer-sailer. They hope to have it in the water by Opening Day. Three new boats made the annual school holidays camping trip to Barmera - a lot of tuning and fun for all taking part.

LARGS BAY

The best news to hand, so early in the season, is that once again we will have an influx of brand new boats and the usual sprinkling of good used Herons coming into our Club. Proudest owner is Robert McPharlin (ex "Yeti") who has acquired the Australian and State Champion "Kumale". This worthy craft could not have fallen into a keener camp. Our spies tell us that Dad does all the deep, down thinking, Robert reads up everything the old masters ever wrote about sailing and Mother does all the painting and varnishing. How can they lose? The winter sailing opened at Grange on August 4th and young Robert soundly thrashed Alan Leigh in the last season's Club Champion "Carumba", and "Carumba" is no slouch.

The young lady skippers will probably be headed by Erina Gordon in "Tarka" with Lesley Shepherd in charge of the sharp end. Erin had "Tarka" really moving last season and it is confidently predicted that she will slay many "oldies" this season. It is very disappointing to hear that Helen Aldermann, ("Seeker") has given sailing away to take up a nursing career. Never have we known such a relaxed skipper as Helen. She never appeared to be really trying, but in any weather she was always up with the leaders. We all wish her well in her exacting new work. Brother David will now skipper "Seeker", with Neil Weidenhofer looking after the jib.

Rumour has it that "Booby" will be sailed by an ex Commodore of the Club; we trust that he will push it fast as young Robyn Aldermann did, when she was skippering! John Le Leu "Zip", Rex Dix "AigretII" and young Bill Zinnack "Penguin", are still hibernating, but are all expected to put in an appearance at the Grange tune-up sessions which commence each Sunday afternoon at 1.15 p.m. It is anticipated that the marker Buoys will be positioned early in October, in readiness for our opening later in that month. Our Commodore Syd O'Halloran has indicated that tune-up sessions can be arranged on Sundays after buoys are moored. Rex Dix has been appointed to the Sailing Committee as Heron Class representative, and one other person remains to be appointed. Old and new Heron owners are urged to bring their sailing problems to their representatives who will be only too pleased to assist them.

BOOK REVIEW "INSTANT WEATHER FORECASTING"

In some respects this issue of the Heron Newsletter may be called the "Weather Issue" and it is appropriate that we should mention a new book called "Instant Weather Forecasting" by Alan Watts and published by Adland Coles Ltd., London.

We quote from the first chapter: .....
"When the sky has a certain look about it then very often a certain sequence of weather follows. There is nothing certain about it however. We see watery skies and thundery skies, red skies and even blue skies, but can one be sure that the weather forecast written into the clouds, or lack of them, will turn out correct? Most of us know that sometimes a watery sky passes without a drop of rain, that thundery-looking clouds do not always bring thunder and that evening redness is not always followed by a quiet night.
In just twentyfour cloud studies there is only room for the most obvious inferences and sometimes the weather will not develop true to form. Even so there will be, perhaps, 75 per cent of occasions when pictures in this book and the short notes which go with them will prove to be largely correct in foretelling the coming hours....."

The book contains 24 beautiful cloud photographs in colour illustrating different conditions of weather and with each there is a comprehensive, yet easy to follow, table of predictions covering wind, visibility, precipitation, cloud, temperature and pressure. There is also a section dealing with the elements of weather conditions explaining such items as depression, air masses, inversions, jet streams and occluded fronts. Although written in the northern hemisphere the information applies in the southern hemisphere when allowing for variations explained in the book.

If you bought only one book in your life on weather forecasting this would be the one and I recommend it for Heroners. Cost of the book is $2.60 and it may be purchased at all good bookshops and ship chandlers carrying books.

Anyone seen a cumulonimbus cloud recently?

R. STUART MARINE

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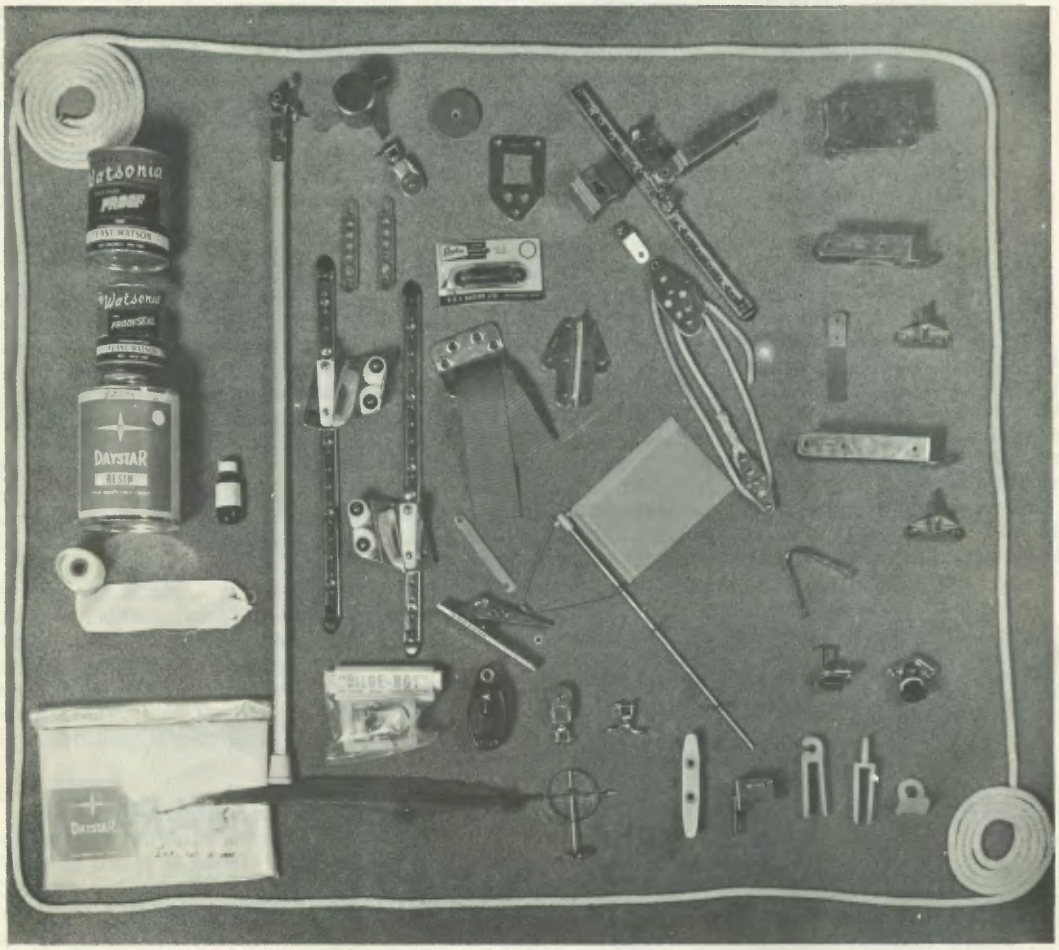

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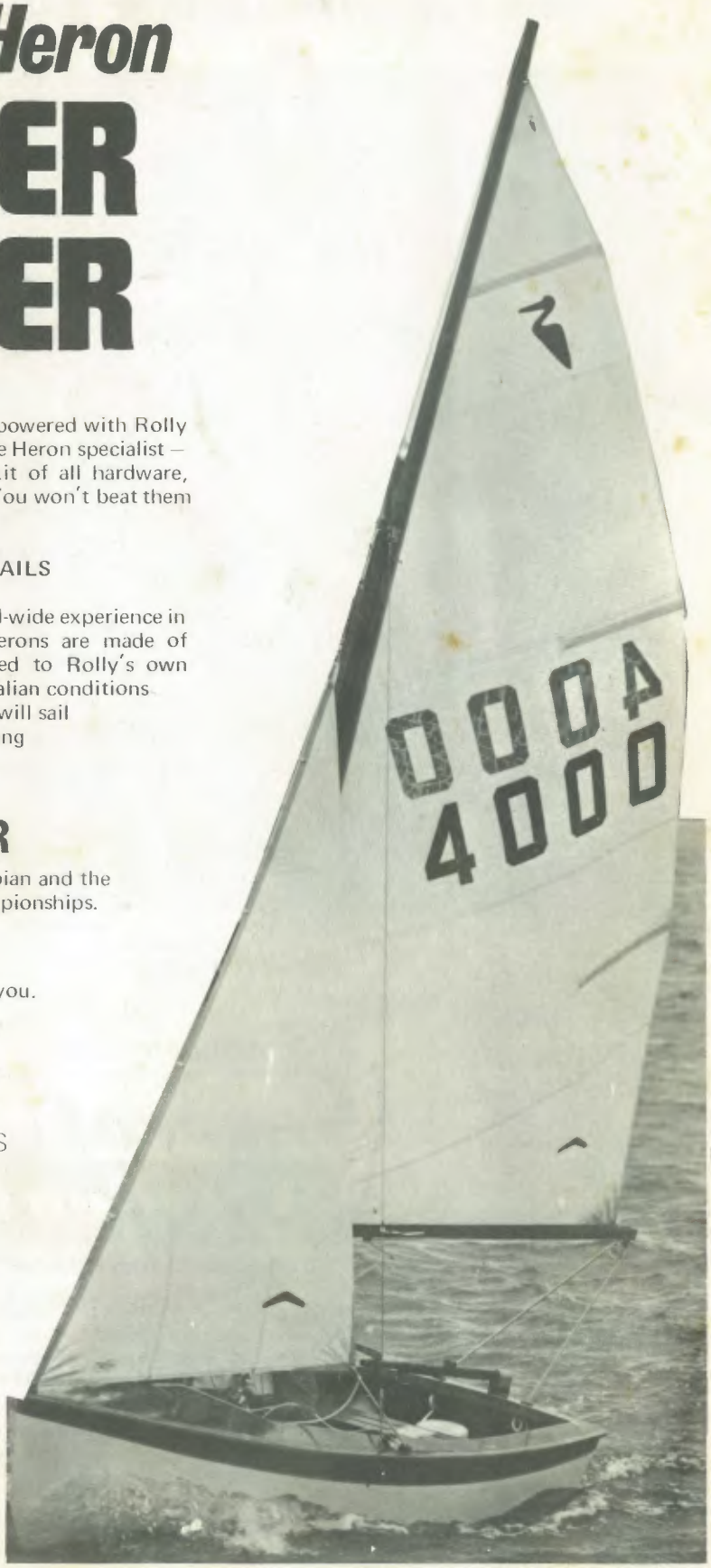
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