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HERON NEWSLETTER

VOLUME 6 NO. 3 DECEMBER, 1968

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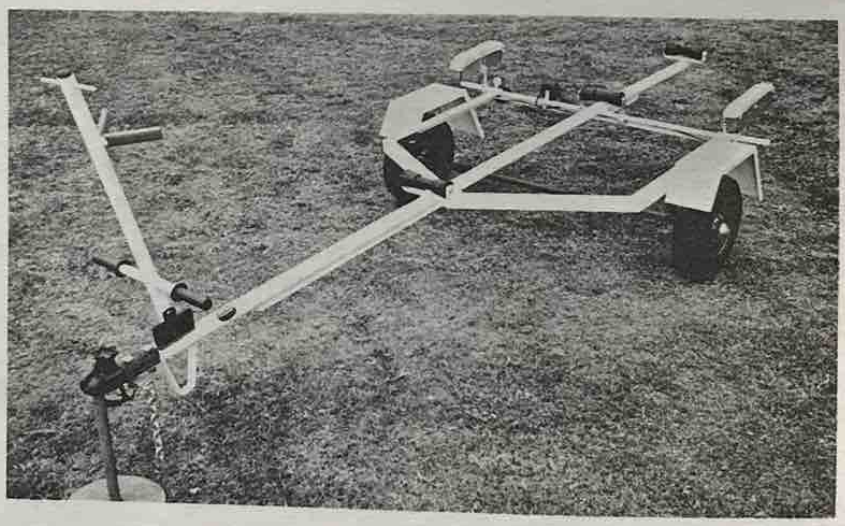

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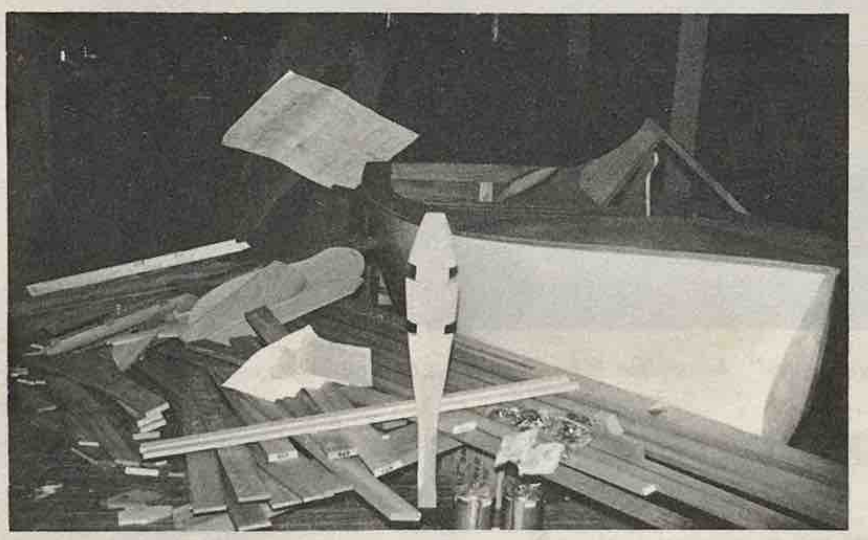

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HERON NEWSLETTER

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NEXT ISSUE

Deadline for Vol. 6 No. 4 - Friday 14th February 1969. Copy to Phil Rowe, Editor, Heron Newsletter, 9 Rangers Ave., Mosman, N.S.W. 2088. Phone 90-1288.

COVER PHOTO

Bruce Rabbidge, and son Chris, sail "Miss Pattie" 6600 at Lake Burrendong, near Wellington N.S.W., during the 1968 Inland Championships. "Paddles" 6645 sailed by A. Loxton is in the background. The Lake Burrendong S.C. conducts races for a wide variety of classes up to small keelboats and the series is becoming more popular each year. Photo taken by Peter Rees, Yachting writer for "The Telegraph" and "Modern Boating".

FIBREGLASS HERON - CONTINUED

The article entitled "Fibreglass Heron?" in the last Newsletter appears to have succeeded in its main purpose, to awaken interest in the problems associated with possible use of this material. The following are some letters received:-

PLYWOOD FOR EVER!

After maintaining a very strict one-design class for many years and rejecting boats for very minor discrepancies from Jack Holt's detailed plans, it strikes me as being ludicrous and hypocritical to even consider fibreglass as an alternative. For years our Association measurers have religiously checked all timbers used in frames, carlins stringers etc. etc.; are we to now throw our hands up and admit that this routine was just a lot of unnecessary nonsense. A fibreglass boat may be similar but cannot possibly have identical sailing characteristics.

Although I consider a glossy varnished plywood boat has much more character and commands more respect and pride of ownership I am not predjudiced against g.r.p. lifeless and artificial as it may look. I simply assert that if glass boats are permitted at all then they should be given a 'B' Class Registration only so that they are not permitted to race in vital class championships.

Even in local Club races it would leave some discontent if the Club champion by a narrow margin was a glass hull.

Herons are progressing very well as they are, let us not confuse the issue, leave g.r.p. to the new round hull designs; wood floats anyhow, glass sinks. Our Herons are fine, sturdy seaworthy little boats. If anything let us tighten up on our current standards and if possible work to improve what we already have . .

My vote is plywood forever.

Ron Jobson,
Elwood Sailing Club, Victoria.
Heron 6159 "Poinciana".

Dear Mr. Rowe,

I strongly disagree with the idea of having a fibreglass Heron.

For a start:- (1) I am reasonably sure fibreglass would have a greater advantage over plywood boats. (2) People who possibly could not afford a fibreglass Heron would be at a disadvantage. (3) You mentioned the Moth in your article. The Moth is a class that has been entirely spoilt.

'We did not mind missing the bus' I can assure you because as you said 'other classes prosper,' other classes are also spoilt.

Also the popularity of Herons does not depend on fibreglass, because for a start they are already popular. Another point is fibreglass after a few years, cracks, splits and the seams open up.

Would you please publish this as I would like to state my feelings to Heron followers.

Yours sincerely,
Roger Quinn,
13 Harvey Street,
Seaforth.

The Editor,
Heron Newsletter,
9 Rangers Avenue,
MOSMAN, 2088

Dear Sir,

I read with interest the article on the Fibreglass Heron in the September, 1968 issue of the Heron Newsletter.

This is a subject of vital interest to every individual member of the Y.W. Heron Sailing Association of Australia, and one they should consider at some length before making up their own minds yea or nay.

Before a fibreglass Heron could be accepted by this Association, the rules would need to be altered at an Annual General Meeting, and it would appear that within the forseeable future, such a Notice of Motion will come before an Annual General Meeting and it will be the responsibility of each individual member to attend such Meeting, or submit their proxy votes, either agreeing with or disagreeing with the concept of the fibreglass Heron. It may be of interest to members to know that the matter of fibreglass Herons was discussed at some length by the Management Committee of your Association at their Meeting held on 9th July, 1968, following representations by a prospective manufacturer of such craft. The Management Committee resolved at that time " ... That this Association disassociates itself from fibreglass hulls within the class ... "

Fibreglass Herons have also been considered by the Measurement Committee of your Association, and their unanimous decision was that fibreglass hulls would not be in the best interests of the class or the individual members of the Association. I will now set out, for the benefit of members, some of the arguments which led to these decisions being made.

First and foremost, we believe that the Heron has attained its present popularity for certain fundamental reasons:-

(1) The boat, while not being a racing machine by any stretch of the imagination, is capable of giving keen, even racing due to strict adherence to the one design concept of the rules;
(2) The boat is easily constructed by the amateur builder using readily acquireable materials, and at a cost which brings it well within the reach of the average family.

A recent check of the 750 boats in Australia with sail numbers in the range 5501 to 6500 revealed that 409 had been classified and of these 55% were amateur built (as opposed to "non owner-built" or professionally built). As to the remaining 341 not classified it is highly likely that most of these would be amateur built since members purchasing professionally built hulls usually take the trouble to have their boats measured and classified. Assuming all the 341 to be amateur built we find that 75% of all boats are amateur built.

A check of past championship results will show that amateur built boats have held National and State Titles and have more than held their own with professionally built boats.

Let us now see how the fibreglass Heron would fit the above reasons for the Heron's success.

(1) A fibreglass Heron would not be identical with its plywood built sister. To counter the flexing of the fibreglass hull, a side buoyancy tank would probably have to be moulded into each side of the boat forming a box section to give the necessary strength. The fibreglass hull would have no frames, chines or risers etc. and while the article in the last issue suggested that this would lead to a weight disadvantage compared with plywood, this is still a matter for some conjecture. The hard chine Heron is not really a suitable boat for fibreglass moulding. (Fibreglass is ideal for producing round flowing curves.) Instead of the sharp chine of the plywood Heron, it would be necessary for the fibreglass chine to be rounded, probably more so than is allowed for under existing rules. The upshot of these basic differences would be that we would use a different measurement form for the fibreglass Heron than that used for the plywood Heron. It would seem to me very difficult to maintain the strict one design concept which has been of such great benefit to our growth in the past when the two boats are so dissimilar in construction, that they must use different measurement forms and measurement techniques.

(2) If a fibreglass Heron was accepted by the Association, one hull moulder would be given the exclusive franchise to mould all fibreglass hulls. Should this moulder, by constant improvements to his plug, manage to achieve in time, the ultimate hull shape (as has happened in other classes which have accepted fibreglass), and these craft prove superior in speed to the plywood hull, it would mean that to be competitive, all members who wished to take part in other than handicap racing would need to purchase their fibreglass hulls from the franchise holder. It is generally accepted that a fibreglass Heron would cost more than a professionally built Heron costs at present.

The result of a situation such as I have outlined above would be to:

(i) Exclude a large proportion of the Association members from building their own craft as they obviously prefer to do at present.
(ii) Drastically reduce the price of second-hand plywood boats. Who would buy a second-hand plywood boat if a maintenance free fibreglass hull were the faster boat?

I cannot state conclusively that the above situation would apply if fibreglass hulls were introduced. May be they would be much heavier and much slower than a plywood hull. However, once a decision is taken to allow fibreglass hulls, it is a decision taken for all time. That is why I ask you to carefully consider this problem before you make up your own mind.

If you decide against fibreglass Herons, you will be:

(1) Maintaining the true one design concept as we have come to know it in Heron sailing
(2) Retaining the right to build your own boat at the cheapest possible price with equal opportunity to compete on even terms with the professionally built plywood boat
(3) Maintaining your investment in your existing boat. Herons have always been famous for the way they maintain their resale value. Lets keep it that way.

Yours faithfully,
Alex Bentley,
Hon. Secretary Measurement Committee.

Each of these letters raises points which call for comment.

Ron Jobson's letter

1. The question of equality of sailing characteristics and performance is vital to the acceptance of fibreglass. At this stage all we can do is look to other classes using both materials for a guide. The wide acceptance by other classes suggests that fibreglass does not have an advantage in performance. If outside hull shapes and weights are the same, why should there be any difference in performance.
2. There should be no half-acceptance in the form of "B" class registration; acceptance should be total or not at all.
3. Herons may appear to be progressing very well now but will it be the same in 2 yrs.? 5 yrs.? 10 yrs.? 15 yrs.? We are not dealing with a problem which troubles us now, we are dealing with the future of the Heron Class.

Roger Quinn's letter

1. The question of the durability of fibreglass was dealt with in the previous article but if you still have doubt, the following article taken from the August 1968 of "Snipe Bulletin" will be of interest

"GOOD NEWS FOR FIBREGLASS OWNERS

Have you ever wondered how long your Fibreglass boat will last? Have you ever listened to the dockside ignoramus spout "Fibreglass starts to break up after - years," then looked askance at your gleaming pride and joy as she rode carefree and innocent in her berth.

If you have, read on ... because recent navy tests of some long-term rugged duty of a Fibreglass submarine fairwater tell an important story about Fibreglass and longevity.

The U.S. Naval Applied Science Laboratory conducted the tests on the fairwater, which was being retired from service on the U.S.S. Halfbeak to make way for an even larger all-FRP structure, of advanced design.

"Fairwater" is the U.S. Navy's name for streamlined structures used to replace the less than hydrodynamic conning tower and topside hardware on vintage submarines.

The first all-FRP fairwater was mounted on the U.S.S. Halfbeak in early 1953. Strong enough to withstand a 1,000 lb. "Wave-slap" as required for submarine hulls, it remained virtually unaffected by salt water corrosion throughout its eleven years of service life, and required a minimum of maintenance during that time.

The navy tested two panels which had been on the Halfbeck for the full 11 year term. Evaluating the data obtained in these tests, the official navy test report concludes that, "The reinforced plastic fairwater on the U.S.S. Halfbeak (SS-352) suffered no significant degradation after eleven years of service. The mechanical properties of the material after this service period did not differ substantially from those of the material in its original condition. The material in its present condition still meets the requirements of the appliable specifications." - Owens-Corning Fibreglas Corp."

Alex Bentley's letter

1. One of the main reasons for the Committee's choice of words" . . . . . dissociates itself from fibreglass . . ." was to dissuade the prospective manufacturer from speculating on future acceptance of fibreglass, to the extent that he might proceed to make and sell hulls as Herons when they were unacceptable to the Association for registration. (This situation has occurred with the Trailer-Sailer class.) The Management Committee could change its mind at a future meeting.
2. Whereas the internal layout of the fibreglass Heron is likely to be different to plywood hulls, the external shape of the hull can be made to conform exactly to the existing dimension tolerance for plywood hulls. A ¼" radius curve is allowed along the chines and this is ample for fibreglass construction.
3. Whilst fibreglass is ideal for producing round flowing curves it does not follow that it is not suitable for hard chine shapes.
4. It is unlikely that variations within the tolerances are likely to produce boats of noticeably superior performance in view of other factors influencing performance. Should this be thought a risk it can be controlled by the Association by insisting that all moulds be taken from the same plug and that the plug may not be varied without the approval of the Association. The same opportunities for achieving "ultimate" hull shape are of course available to the builder of plywood hulls.
5. The question of value of second-hand plywood boats is an important one and a complicated one. Probably the most important factor to be considered is the popularity of the class as a whole. Nobody will pay big money for a class with little popularity no matter what the original cost may be. While the class grows the value of used boats will be held. If it is necessary to introduce fibreglass Herons to maintain the growth of the class, owners of plywood hulls will also benefit.

The main objections to fibreglass for Herons hinge on the presumption that fibreglass will have a superior performance. However if outside hull shape and weight are the same why should there be any superiority? Experience in other classes suggests that performance is not any better. The fact is that more and more yachtsmen and sailing dinghy classes are adopting fibreglass and it is reasonable to suppose that there are those who would buy a fibreglass Heron if one was available instead of some other class.

The one-design concept must be preserved and we can take a lead that this is possible from the large number of one-design classes which already offer the choice. "Choice" is the important word as we will always need the amateur builder. The list of well known dinghy classes offering the choice has grown since the last Newsletter to include Gwen, Cherub and Fireball (all chine built).

The most interesting piece of information has been saved till last and that is that the U.K. Heron HAS ADOPTED FIBREGLASS. Not very much information has been received yet but the following is interesting " . . . . . the hull follows the style of the GP 14 with aluminium stiffeners, side buoyancy and 50% buoyancy in bow . . . " From another source we heard that Jack Holt had an initial batch of 50 under way and hoped to have two finished for the Boat Show in London.

TENTH ANNUAL CHAMPIONSHIPS

The arrangements for the Tenth Annual Championships to be held at Woollahra Sailing Club in Sydney are now of course well advanced. If you have not entered by now it will be too late.

At 28th November there were 77 entries received as follows:

N.S.W.	51
Victoria	15
South Australia	5
A.C.T.	3
N.Z.	3

No doubt there will be the usual rush of last minute entries.

A recent trip to Woollahra for an Invitation Race showed that a little local knowledge could influence results and with the Mirror Class Championships being conducted over the same courses from Woollahra S.C. up to the day before our Championships it could be difficult to gain practice before the series. However the prevailing wind at that time of the year is a N.E. sea breeze which should give all competitors equal opportunity.

The Social programme will be briefer than previous series with a Barbecue on Tuesday 31st December and Presentation Buffet Dinner on Friday 3rd January.

An innovation will be an "Open Forum" to be held on Monday 30th January after the Management Committee meeting. This meeting will be open to all members and is intended to provide an opportunity to members to raise any matter before the Committee. Although open discussion and debate is to take place it is not intended that resolutions binding on either the Committee or the members will be voted on.

* * * * * * * * * * * *

For those travelling from interstate, may we wish you Good Travelling and to all those competing in the series may we wish you Good Luck.

* * * * * * * * * * * *

HOW TO BUILD A HERON - 16mm FILM

The Association now owns an 11 minute 16mm colour, sound film entitled "How to build a Heron". This has been produced and photographed by Heroner Norman Little and the star, builder and narrator is John Shipton. Heron filmed under construction was John's "Overture" No. 7000.

The Association is very proud of the result of their combined efforts and particularly thankful to Norman Little for his part. The film was produced for cost of materials only, a fraction of normal cost.

Having a film and making good use of it are two vastly different matters and the Committee is now considering what copies should be made and how they should be used.

INTERDOMINION CHALLENGE

The proposed Interdominion Challenge has failed to eventuate because of insufficient support at this time from N.Z. Heroners. No doubt when the class is stronger in numbers in that country we shall have a visit from them. However we shall see some New Zealanders in the Australian Championships. Three families will be billeted for the duration of the series. They will need to borrow local boats and anyone who is prepared to lend their boat for the championship series should contact N.S.W. Secretary, Bill Brown. Please make your boat available if you are not using it yourself in the championships.

SAILING IN SYDNEY BY AN ENGLISHMAN LIVING IN VICTORIA

Contributed by John Carter, noted skipper of Victorian Heron "Quinta" as a farewell note upon his return to England and in which he demonstrates, among other things, his command of "Strine".

Some months ago, admitting to myself with that honesty which characterises all sailing men (except when in a pile-up at a mark) that the weather in Sydney at Easter was likely to be better than in Melbourne, I took the train to Sydney. When I had recovered, I got in touch with your Editor, who suggested that I could recuperate further, and he would find it easier to get on with some domestic carpentry, if I borrowed his boat for the afternoon. I therefore gratefully dedicate these few remarks to Phillip Rowe - and to the memory of all those Victorians who have perished on the perilous waters of Port Jackson and Middle Harbour.

We sailed from the Balmoral Club. The setting is magnificent - in front, the crescent of Balmoral Beach with its firm smooth sand, rippling wavelets, and bonny children splashing at the edge; behind, grass and trees inviting relaxation before the struggle; and across the water the imposing shapes of the Heads closing a prospect of steep ridges discreetly decked with Gloria Soames. What could be more inviting? None of those nasty little breakers that make launching at Elwood in anything over Force 1 a damp and messy business; no aroma of decaying seaweed arising from a layer of primeval, protozoic sludge; no limitless expanses of grey-green water to the south and west tempting masochistic sailing committees to set three-mile slugs to windward.

But appearances, as we all know, are deceptive. It was quite by chance, in casual conversation on the beach, that I learnt the drill for bottling on Sydney Harbour: don't. At least, not if you want to go on with the race. Now I've never believed in it as a method of actually winning races; but there are some folk who like to see how few places they can give away while doing it. Sydney is not for them. It seems that the sharks find the sight of dinghy sailors' legs thrashing about as they struggle to right their tiny craft quite irresistible. So, the advice went, if you bottle, hop up quick on to the hull and sit there with your toes well out of the water. All you can do then is pray that the pick-up launch arrives before the tide sets you on to the rocks or a passing keelboat makes firewood of your mast.

And that's another thing. There's enough water in Port Phillip Bay to separate Herons from all those big fast boats with nasty sharp bows. It was a new experience being constantly overtaken close to windward by 16-footers manned by tough youths who glared at me through narrowed lids as if to dare me to luff them and see what happened. I would have done it, too: by that time there wasn't much left to worry about, after the tide that complicated the start, and the wind that came and went in a way that would have done credit to Albert Park Lake, and the ocean swell that somehow sneaked in through the Heads and lay in wait for us at the outer mark. To earn immortal glory by luffing up for the rights of all oppressed classes would have been splendid, but futile. The only people to profit from it would be New South Welshmen, and we have enough trouble beating them as it is. Besides, "Astrid" is a nice boat.

But is was the final experience that really seared me. There we were, running down to the bottom mark, nothing anywhere near us astern, and exerting all our willpower, in flagrant breach of Rule 60 (that one about "the natural action of the wind on the sails"), in an attempt to close up on the little bunch just ahead. They rounded the mark, hardened up; we followed, and concentrating furiously took the mark perfectly in spite of the fact that it was steaming uptide at an impressive pace. Just as I was settling the mainsheet in my hand for a bit of knife-sharp windward work, I became aware of a looming presence somewhere behind my left shoulder. It hooted. Unusual for a 16-footer! I turned. The huge black cliff-like bow that towered over us had ominous streaks of once-gay dinghy paint upon it. To tack, and abandon the pursuit? Or bear away under the jaws of death? "Ease jib" I said tersely, with the lunacy born of years of racing. As I spoke, I remembered another thing I had been told: more skin-divers are taken by sharks exactly where we were than anywhere else in the Harbour. If the juggernaut took our wind a moment too soon .....

Of course, it didn't. Phillip still has his boat, and I my legs. When the wind went, we were safely under the monster's lee. We glared viciously as we crouched under the flapping main at rows of family-outing, Saturday-afternoon faces. "Jees, dad, take a look" "What a funny place to stop" "Ooh, mum, they're real close".

Anyone for Port Phillip?

N.S.W. NOTES

So far, this season has been most noteworthy for its wild winds. This has resulted in broken gear, postponed races and some very wet Heron crews.

Nowra's Heron Holiday week-end had to be held entirely on the Shoalhaven River when conditions were too rough on Jervis Bay. Even then there were only two finishes in the Monday race. At Concord-Ryde Club's invitation day the 41 entrants were reduced to 20 odd starters and only about a dozen finishers. Middle Harbour Club had to postpone the first heat of their Club Championship until later in the season.

Fortunately the weather was kind for the first round of the Jax Trophy teams races. These were held on Botany Bay and a steady Easterly of about 10 knots made conditions ideal. Competition was very keen and some close races were seen. Leaders at this stage are as follows:-

Balmoral	4 wins	96 points
Woollahra	4 "	95 "
Lake Macquarie	4 "	90½ "
Connels Point	4 "	90 "
Middle Harbour	4 "	89¾ "

THE ILLAWARRA HERON GROUP

On the 25th March 1968 a number of Heron owners and crews met to see some sailing films and talk about Herons over a cup of tea. The meeting was a success and as the need for further such meetings was obvious we decided to form the Illawarra Heron Group and a five man committee volunteered to see that it kept going.

The aims of the group were quickly drawn up and are simple and to the point:-
(1) To provide opportunities for Heron folk to meet.
(2) To introduce others to the pleasures of sailing.
These aims are certainly being realised and our achievements to date are:-

1. A monthly news sheet to Heron owners.
2. A visit to the Opera House.
3. A display day at Belmore Basin - Wollongong's fishing harbour with Channel 4 making a short film.
4. Class Racing at Illawarra Yacht Club on a benefit day for the family of a former member.
5. A picnic week-end at Oak Flats Sailing Club.
6. An instruction day to start the season at Koonawarra Bay Sailing Club.
7. A camping week-end at Green Patch on Jervis Bay.

We very quickly found that Heroners wanted the opportunities to meet one another, apart from race days, when hardly any time can be spared for a chat. Questions from beginners on starting lines and whisker poles always get the best answer possible and we hope to short circuit years of trial and error sailing with this method.

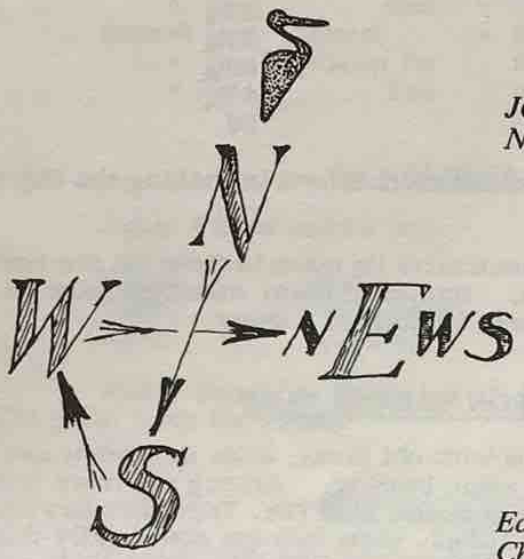
The group looks forward to a gradual increase in the strength of the class in a district where sailing has been slow to take on as compared with Sydney and Nowra.

Anyone who wishes more information on the Group and its activities can contact the convenor TED RICE,
48 Yellagong St.,
WEST WOLLONGONG 2500

NOWRA HERON HOLIDAY

If you count the boats, this week-end started with a lot and finished with few. If you measure the wind, the week-end started with nothing and ended with the lot!

After a still morning, the Saturday race started in a pleasant breeze. 60 boats made the Shoalhaven River very crowded and meant that the start was all important. 4143 Pat Lawson had a fine win while local Bert Wright (3372) won on handicap followed by 7001 (Michael Stomp) and 5761 (R. Abernathy).



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

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

HELP!

That's what I need, help. Even the best editor in the world can't produce a Newsletter unless information is fed to him to include. I have received no news from any of the many Clubs sailing Herons in N.S.W. This issue has been made up with the aid of the N.S.W. Association result book plus my own observations at a couple of events that I personally attended. People are interested in what is going on at your Club. Why not let them know? Let me have your news a couple of days before the deadline for the next Newsletter.

* * * * * * * * * * * *

The N.S.W. Association has its arrangements well in hand for the State Championships at Toukley next January. Have you made your arrangements yet? Entries have of course closed by now, but accommodation is likely to be difficult. Are you going to be left out in the cold?

JAX TROPHY TEAMS RACES

The weather was superb, the organisation was smooth, the competition was fierce. What more could one ask for?

Sailed on a special course on Botany Bay, the first round of the Jax Trophy teams races was very successfully run on October, 13th. A nice steady easterly of about 10 knots made conditions ideal for team tactics and the 16 competing teams made the most of it. Results after the first round are as follows:

Balmoral	4 wins	96 points
Woollahra	4 "	95 "
Lake Macquarie	4 "	90½ "
Connells Point	4 "	90 "
Middle Harbour	4 "	89¾ "
Western Suburbs	3 "	86¾ "
Oyster Bay	3 "	77¾ "
Port Hacking	1 "	75¼ "
B.Y.R.A.	1 "	73¼ "
Kyeenagh	1 "	73 "
Botany Bay	1 "	77¼ "
Nowra	1 "	67¼ "
Concord Ryde	1 "	67¼ "
Burraneer Bay	-	69¼ "
Cronulla	-	67¼ "
Narrabeen Lake	-	56

Our thanks go to Botany Bay Club for all their efforts in making the day such a success.

By the way, make sure your Club nominates its team in time for the second round to be held at Concord-Ryde Club on February 9th. Names of team members must be in the hands of the N.S.W. Association Assistant Secretary by 25th of January.

MIDDLE HARBOUR HERON SAILING CLUB

Old boats with new faces, new boats with old faces, even new boats and new faces - yet still the old boats with old faces take some beating. Among the more outstanding new boats with old faces are, not surprisingly, Wily Snork 7188 (Dr. Frank Buckley) and Goldfinger 7007 (Warren Clarke). Both beautifully finished, these two are continually doing battle with the older well tried boats like Deft 5703 (Bill Imlay) and Jamp Too 4964 (Phill Crane).

The 1st heat of the Club Championship had to be postponed when a howling north-westerly came in just as the briefing finished. This postponement disappointed a couple of the heavy weather experts but was clearly the right thing to do. The second heat was, by contrast, sailed in a very pleasant, if somewhat variable, north-easter. There was lots of place changing throughout the race, but when it mattered, Phill Crane (Jamp Too) was in front of Bill Imlay (Deft) and Warren Clarke (Goldfinger). These were followed by Frank Buckley and Charles Grimwood (Zenith) while Chris Lloyd-Owen led in the next little group including Jim Street and Bill Brown.

Sailed on Sunday mornings, the Junior point score is attracting plenty of interest. Jeff Brown has so far been the most prominent although other familiar surnames like Buckley, Imlay, Hulton and Bailey keep appearing in the results.

CONCORD-RYDE SAILING CLUB

This Club's Annual Heron Invitation Day had already a reputation for producing some wild weather but this year was the best yet - if you like wild weather! A howling Westerly reduced the 40 entries to only about 20 starters and not all of those even reached the starting line. Local boat Rufus (Chris Lloyd-Owen) showed windward ability in the comparatively smooth water to round the windward mark first. Off the wind however his lightweight crew made things a bit too lively and three grannies and two gybes later, John Shipton took the lead in his new "Overture". Zenith (Charles Grimwood) and Ikara (Fred Elphinstone) also slipped past Rufus with Mustang (Don Brown) close behind.

With his wind clear, John Shipton drew steadily ahead in the wild conditions while the next few battled more with the weather than with each other. The weather continued to take its toll too. Zenith dropped quite a few places when he capsized gybing round a mark and his tiller extension broke. Ikara held on to second place until the last run when an unexpected gybe found them in the water.

This left Rufus in fairly comfortable second with Overture well out in front and Mustang third. Less than a dozen other boats finished, most of which had capsized at least once. Handicap adjustments gave a 1st to Rufus, second to Overture and 3rd to Col. Brennan in Chauvic.

KOONAWARRA BAY REGATTA

No report on this to hand but here at least are results:-

Koonawarra Bay Shield		Chalky	M. Stomps
	2nd	Odin	A. Gillson
Race 1	fastest	Chalky	
	handicap 1st	Chalky	
	2nd	Noni	K. Milne
Race 2	fastest	Viper	C. Willoughby
	handicap 1st	Gem II	G. Francis
	2nd	Odin	
Race 3	fastest	Freba	A. Wright
	handicap 1st	Freba	
	2nd	Noni	

WOOLLAHRA INVITATION DAY

Again I have results only:-

5763	Kulani	Mrs. Jill Lawson	1st and fastest
7188	Wily Snork	Frank Buckley	
5672	Scomac	M. Shift	

Heard that Wily Snork led all the way until he sailed into a hole in the breeze about 100 yards from the finish.

WESTERN SUBURBS SAILING CLUB

Now sailing off Cabarita beach - almost unlimited rigging area and "the best beach west of the harbour bridge". Disbelievers are welcome to come and try.

Bill Douglass' new double decker two Heron trailer is an interesting sight, especially coupled to a car with a Manly Junior on top.

For more information on the advantages of river sailing, contact class Captain Jim Wiley at 84-4512.

KYEEMAGH YACHT CLUB

First race of season - skippers ready - course set - breeze just right - then a southerly. Skippers sadly unrig as no race.

First heat of Point Score went to "Minoine", J. McCarthy, while Doug Thomas in "Valkerie" gained 10 points towards the pickling trophy. Club Championship first heat went to "Doley Dooley" (J. Moodie) after the fleet picked its way through a 16 footer regatta!

BOTANY BAY SAILING CLUB

The Botany Bay Club is thriving, enthusiasm is high and our membership is growing beyond expectations. Members were delighted to play host for the first heat of the Jax Teams race in October and gentle Bay waves must have claimed some more suitors as our Secretary reports receiving race entries for our forthcoming Invitation race. Entrants are advised that this event will be sailed in our regular water at the eastern end of Ida St., Sandringham.

Our Secretary, Keith Laker, who rejoices in the sobriquet, "The Cool One", has promised to provide similar weather to that which obtained during the Jax. I am also pleased to report that 7 of our members journeyed down to Nowra for a Heron Holiday week-end. Once again the Elphinstone brothers, Fred, Ron and Kevin revelled in the rather heavy going and collected quite a few trophies. We would like to extend our thanks to the Nowra Club for a memorable week-end and commend future events to all Heroners.

This year the Club said good-bye to our founding Secretary, Ian Casburn. Ian has gone to another class and is said to be teaching a Gwen 12 to swim. Best of luck, Ian, our sincere thanks for your services to the Club.

All hands rejoiced in the great win by Chris Hamilton and Chris Blake in Jith in the last Club Championship. However members commiserated with John Choice and his daughter who recently led all the way, only to have to swim at the second last buoy.

Current points score for Club Championships is:-

Mustang	-	Don Brown	-	75 points
Hornet	-	Kevin Elphinstone	-	70 "
Jomanie	-	John Wilson	-	65 "

Handicap Point Score:-

Hornet	-	K. Elphinstone	-	207 points
Ikara	-	F. Elphinstone	-	203 "
Mustang	-	D. Brown	-	187 "
B. B.	-	G. Bowen	-	186 "

BALMORAL SAILING CLUB

Races are just as hard to win as ever at Balmoral. and the unsettled weather has produced sailing conditions resulting in boats clearing out from the fleet by wide margins. Firstly,Pat Lawson "Kuma" and Phil Rowe "Astrid" in a light, patchy NW early in November finished more than a leg of the course clear; then Ian Spies in a blustery NW with Phil Rowe again clear by a similar margin. The most spectacular race however, was on Sunday 24th November when only three boats finished out of the usual 30 - 40 starters. John Shipton won this race. with Phil Rowe again second; the other finisher, "Santis", G. Deller, was more than a lap of the course behind the second boat. A blustery NW was the destroyer, as in earlier races.

The form boats at this stage are John Shipton's new "Overture" and Laurie Anderson in "Finesse" and no doubt these two will carry the Club's high hopes in the National Championships. Ian Spies, although now the owner of an NS14 has entered for the Championships, and cannot be discounted as he won at his only appearance in the Heron. Incidentally, Ian's NS14 drew many admirers at the Club at its first appearance with its immaculate rigging and superb finish.

The Club's plans for a new club house are slowly nearing a breakthrough. Parties involved in a recent conference concerning the possible future site included an MHR, Dept. of Navy, Lands Depts., Mosman Council and Club representatives. No doubt the Maritime Services Board was lurking somewhere nearby. This conference resolved most of the difficult aspects subject to everyone putting pen to paper to confirm the arrangements.

HELP NEEDED DURING NATIONAL CHAMPIONSHIPS

Although the Committee has been working hard on the organisation for the National Series and has all jobs covered, there are some areas where the burden falls heavily on a small number of shoulders. In other words assistance is required from members not taking part in the Championships. Even if you are not racing you will enjoy being on the spot and meeting old friends - while you are there you might as well be doing something.

Please ring Bill Brown (72-1869) if you can lend a hand.

BARBECUE AND PRESENTATION DINNER CHAMPIONSHIP SERIES

If you are not sailing you can still enjoy the atmosphere at the Barbecue and the Presentation Dinner. Prices are $2.00 ea. for both events, children up to 14 yrs. 50¢ each and under 6 years free. The September Heron Newsletter contains a form of application which will get you some tickets, but do not delay, as there will be a limit to the numbers at the Presentation Dinner.

Sunday racing was to have been held on Jervis Bay at Vincentia but an early morning inspection showed that the Bay was to be no place for Herons that day. A convoy of Herons returned by road to Nowra to face a strong gusty north-easter on the River. Many of the 56 starters had occasion to test their buoyancy and to taste the muddy Shoalhaven. John Shipton (7000) however enjoyed the fresh conditions to come in 1st. Handicap results were:-

5893	K. Elphinstone
2785	C. Pratt
4964	P. Crane

The afternoon race found the field reduced to 20 boats due to broken gear and the onset of discretion. Conditions were just as wild and among the sufferers was John Shipton who lost his mast when a swage split. 5893 Kevin Elphinstone came in first. His speed on a square run was noticable with his stiff spars keeping his mainsail well controlled. Handicap went to Kevin's brother Fred in 7256 followed by 6738 (A. Gillson) and 5843 (B. Springwall).

The Nowra Shoalhaven Heron Trophy which is allotted on the aggregate of points over these three races went to Phil Crane (4964) with 20 points, closely pressed by Charles Grimwood (4075) 23 points and Kevin Elphinstone (5893) with 24.7 points.

The Monday morning race saw 20 heroes (some called them otherwise) face the starter in a westerly that was almost unsailable. Only seven boats made it through the bridge to the first mark and of these only two managed to finish a drastically shortened course. Line honours and lots of credit went to Jim Dallaway of Nowra Club who showed us all how to sail. Needless to say an enjoyable, if exhausting, week-end was had by all.

It looks placid doesn't it? How wrong you are! 60 Herons went to Nowra, 20 heroes braved the start, 7 hopefuls reached the 1st mark, and only 2 indestructibles reached the finishing line of a shortened course including the winner, 65? yr. old Jim Dallaway of Nowra Club in 5855 pictured above.

Some Herons in undignified circumstances including eventual Nowra Series winner Phill Crane 4964.

VICTORIAN NEWS

Most Victorian Clubs have resumed racing for the 1968-69 season and for most Clubs bigger fleets of Herons seem to be assured. Mordialloc with an increase of 8 or 9 to 22 and Elwood with an increase of 10 to 63 have done best. Frankston have increased from 1 to 5. Royal Melbourne have 10 in the shed ready to start and Beaumaris with its new building and ramp facilities has 18 Herons on the register. Black Rock 43, and Altona are the only Clubs not to increase numbers. Bluey Pearl, one of the stalwarts of the Altona Club, has not been well and has been told to take it easy but is still sailing; hope you are better by now Blue. The season has been very erratic weather-wise, either flat calms or gale force winds. Several opening days have been blown out and it is to be hoped it will settle down soon.

The Black Rock - Elwood challenge was won by Elwood for the first time on Sunday 13th Oct.

Albert Park is back in action with the lake full after a 12 month dry-out and this Club reports a reasonable fleet to start, with all members enthusiastic and raring to go.

I feel a message to the new members of Clubs would not go amiss, ... if you want help or hints the leading skippers of all Clubs and the Association are only too willing to help so do not hesitate to come forward and ask if assistance is required.

ANNUAL INTER-SERVICE YACHT RACE - VICTORIA

In October 1967 Commonwealth Aircraft Corporation Pty. Ltd. presented a trophy to the R.A.A.F. Yacht Club (located in Victoria) for annual competition. The R.A.A.F. Yacht Club kindly offered this trophy to the Services for annual competition in teams racing. The conditions at the time required Service to field a team of five yachts each and, since none of the Services had enough yachts of like design nor experienced crews it was agreed by the Inter-Service Sports Committee to -

use Heron class yachts
permit non-servicemen to act as crew provided that the skippers were currently serving either full or part time in R.A.N., A.M.F., or R.A.A.F.

The first race in this competition was unofficial and was conducted for the Services by Royal Melbourne Yacht Squadron off St. Kilda on Sunday 12th November, 1967. The Heron Association provided its best yachts and crew: these were selected by each team captain by ballot. This first race gave a "narrow" win to R.A.N.: the final scores being R.A.N. (57 points), A.M.F. (56 points) and R.A.A.F. (42½ points). The second race was conducted, again at St. Kilda, on Sunday 10th November, 1968 on the same basis as in 1967. Again good yachts and crew were available from V.H.S.A. and this gave regular skippers the opportunity to experience the discomforts of a forward hand.

This year's Inter Service Sports Committee decided to make yachting an official sport so, for the record, it can be taken that the annual competition really began on 10th November, 1968. The results were again close with R.A.N. retaining the honours and the trophy: the scores were R.A.N. (50 points), A.M.F. (49 points) and R.A.A.F. (44½ points). One A.M.F. and one R.A.A.F. yacht capsized and received only 1 point each for retiring - had they remained afloat the final result may well have been reversed.

It is hoped that the Services will still want Heron Association support and V.H.S.A. looks forward to providing assistance again in 1969. Both the Services and the Association have much to gain by this co-operation and it is most doubtful if a better one design racing yacht can be found that can replace the Heron yacht. The racing instruction and point scoring system was identical to those used in the V.H.S.A. Inter-Clubs teams racing. The system used in Victoria was described in outline in an earlier Newsletter. Other state Associations may wish to organise the Services in their own areas to take on similar Inter-Service teams competition. The results would be well worth the effort.

PAPUA - NEW GUINEA HERON CHAMPIONSHIPS

The 1968 Papua New Guinea Heron Association Championships were held at the Papua Yacht Club over the long week end. Seventeen yachts were entered for the four races, the first of which started at 2 p.m. on Saturday. In the heavy weather it turned out to be a death or glory affair and of the fifteen starters, only ten managed to complete the course. At one stage five crews were taking uncalled for swims near the Beacon. Some idea of the conditions may be gauged from the fact that both "Pepita" (David Royale) and "Noku" (Don McIntosh) had to retire due to broken masts. "Pepita" had taken a comfortable lead at the time of her retirement and this left "Natalie" sailed by John Bartlett to take over the lead and eventually win the race. "Masalai" (John Walls) came prepared for the rough weather and after having broken a tiller last week, carried a spare for any emergencies. This turned out to be justified when the first one was broken near the Oil Buoys and the spare was damaged near the finishing line. However in spite of these mishaps he managed to gain second place.

The second race on Sunday morning was a much more sedate affair with only a light breeze blowing for most of the race. It turned out to be a neck and neck struggle between "Pepita" and "Noku", and eventually after several changes of position, "Pepita" took line honours followed by "Noku".

The wind on the Sunday afternoon was even lighter and more variable than in the morning and all boats were becalmed at the start. All that is, except "Natalie", which kept close to the shore and somehow picked up a bit of extra breeze which gave her a remarkable 5 minute lead at the first mark. This was more then enough for her to win the race and although the five minutes was gradually reduced to about one minute, she was never headed and took line honours, followed by "Pepita" and "Noku".

At the start of the fourth race "Pepita", "Natalie" and "Noku" had chances of winning the trophy and "Noku" made an early bid for the lead and reached the first mark nearly a minute ahead of the rest of the fleet. In the light conditions she held this lead until the last leg from the Oil Buoys to home when "Pepita", "Natalie" and "Masalai" used the windward hike to move to the front. In a close finish with less than a minute separating the first four boats "Pepita" crossed the line first followed by "Natalie", who had made up ten places since the first mark - five of these on the last leg - and "Masalai". This appeared at first to give a ties result for the championship between "Pepita" and "Natalie". However both "Pepita" and "Masalai" were disqualified following protests involving right-of-way rules. This left "Natalie" to take line honours followed by "Noku" in second place.

With three firsts out of the four races "Natalie" was declared the Champion for 1968. This was a masterly performance by John Bartlett which gave him a well deserved victory. "Natalie" also won the Ken Lee Chue trophy for the 1st on handicap.

Results

	Scratch Score			Handicap Score	
Natalie	(John Bartlett)	2¼	Natalie	(John Bartlett)	6¾
Noku	(Don McIntosh)	7	Scoobie Do	(Paula Stansfield)	11¾
Susie J	(Jim Kelly)	9	Billie	(David Houghton)	16

SOUTH QUEENSLAND NEWS

The TELEGRAPH BOAT SHOW was held recently. It is held annually in the Brisbane Exhibition Grounds between the 4th and 11th September. We are pleased to say that the National Heron on display commanded just as much interest as all the other classes on display. The attendants on the stand reported that enquiries were plentiful and interest shown in the Heron was most encouraging. The Heron on display was sold during the show and is now sailing at Humpybong Club. All concerned thought it highly successful and well worth the effort. We think that as the sailing season progresses we will see most likely, that the Heron fleets in Southern Qld. will increase and will then realise how valuable the representation at this boat show and future ones will be.

HERON INTERCLUB RACE On the social calendar the coming event will be a race to be held at the Cleveland Yacht Club. Cleveland Yacht Club is situated at the southern end of Moreton Bay. They have been fostering Herons for some time and now have a small fleet that sails each weekend. The race will be held on the 10th November. Trophies will be provided by the Heron Association. To date the entries have been numerous so it is hoped that the competition will be strong and the trophies well contested.

COMMENCEMENT OF THE SEASON The start of the sailing season began on the 15th October at Humpybong Yacht Club. A warm day with light variable N.E. winds greeted us. As we rigged our boats we resigned ourselves to the fact that we were in for a leisurely drift with a possible good suntan. A fleet of 12 bobbing on a glassy calm faced the starter's flag. We started off the wind towards the first buoy trying to sort ourselves out before the nerve wracking rounding. All seemed quiet until the wind decided to give the rough water boys a treat. Within 10 minutes the sea had changed from a picture of tranquility to rolling white caps which are common to the shallows of the bay in rough weather. With an average 20 knot Sou-Easter blowing it was natural that a few unlucky helmsmen suffered the eventful capsize.

The placings were:

1st	Helga	H. Nilsson	Time:	1.50.13 (Fastest time)
2nd	Pepita	G. Pickers	Time:	1.50.53
3rd	Janus	C. Marshall	Time:	1.51.33

The sailing committee has been nominated. They are Gordon Ives, Lex Aravandino, and Jack Anderson.

If trophies were given out for trying two gentlemen by the names of A. Bruton and D. Coates should receive one. Keep trying boys, the wind of success will blow on your sails also.

A face that has been missed the past few weeks has been Sid Blee. Through illness has been unable to make it. Hope to see you on the water soon.

I have heard we have quite an accomplished helmsman in our fleet. He has competed in the National Finn Titles and appears to be giving Lex Aravandino and Harry Nilsson some anxious moments. We call him the dark horse.

So far this season sailing conditions have been very good. Each weekend has offered steady and moderate breezes. A fleet of at least six regulars come to Humpybong each weekend to compete. On a couple of occasions our sailing strength was up to fifteen. Mirror Dinghys and Lasy E's have added a touch of variety on the water lately at Humpybong. The Heroners decided to extend an invitation to the Mirrors to sail with us until they can organise their own races. Their additional numbers give us more competition as well as a practical opportunity to brush up on sailing rules which are essential in the bigger fleets.

MEMBERSHIP STATISTICS

SUMMARY OF MOVEMENTS 1st SEPTEMBER 1968 TO 31st OCTOBER 1968

	N.S.W.	VIC.	S.A.	TAS.	QLD.	WA.	TPNG.	O'SEAS & NT.	Total
New Members joining									
- with new boats	25	15	11	1	3	3	-	1	59
- with secondhand boats	35	5	9	-	3	3	4	-	59
- without boats	3								3
Total New Members	63	20	20	1	6	6	4	1	121
Old Members Changing Boats									
- buying new boats	5	2	5	1					13
- buying secondhand boats	3	1							4
Resignations									40
Boat name changes & registrations									82
Changes of Address									34
Miscellaneous									100
Financial Members at 26/11/68 *	792	334	362	9	55	36	31	5	1624

* At this time of the year there is always a reduction in membership total arising from deletion of unfinancial members from the records. Upon deletion from the records an ex-member receives no further Newsletters or other correspondence and his Heron loses its registration. Lists of unfinancial members struck off the records are circulated to State Branch Secretaries, and racing with the Association is no longer permitted. Loss of status is also the case in many Heron Sailing Clubs.

SOUTH AUSTRALIAN NEWS

The S.A. Heron Association commends Port River, Brighton and Largs for having reached a similar conclusion about the same time. These Clubs are cracking down on unclassified boats to the extent that a boat will remain on scratch until the owner advises that he has been notified of official classification.

New Association secretary, Jim Taylor, reminds that nominations for the State title close on Dec. 31. Later entries will cost an extra dollar and will have to be cleared by the sailing committee. Sailing instructions, course charts and an information sheet will go out early in the New Year for the series to be conducted at the end of January.

The S.A. Heron Association proudly owns a quarter-scale Heron model made by George Robertson of Port River. The model has been a valuable asset and has aroused great interest whenever displayed.

Recently it was "nesting" in the front window of a newspaper office which was totally destroyed by fire. The model was "snatched from the very heart of the $1m holocaust" and is now undergoing a refit at the hands of George Robertson and sailmaker, John Robb.

GRANGE -

With the opening of the 1968/69 Sailing season now behind us it is interesting to note the change in skippers in the Heron fleet for the current season. These changes have proved that the Heron is the ideal Club boat and has proved its worth as an intermediate as well as senior training craft. Changes noted this year (mainly due to growing children and the fact that the dads have not watched their diets closely enough)are that last year's Club champion Max Rees and third placegetter John Bauer have graduated to L.W. Sharpies and both Max and John agree that the experience gained over the past years in Herons has proved invaluable in their new boats. Tom Foster well known in Heron circles has been sacked from Heron "Chum" by son Kim, who incidentally is already showing the fleet a clean pair of heels and we look forward to Kim putting up a good showing in this year's State Titles. Derek Harrison, Dave Martin and Max Brunger, who last season were in the beginners' class, have already shown that they also are after all the titles they can grab and in this regard we wish them well. "Old" Tom Foster is now trying his hand in a Moth.

All looks well for a bumper season at Grange this year and the Club's Friday night theoretical and Saturday morning practical training sessions are well attended.

Grange will conduct an open Championship Series this Christmas from Saturday, December 28th to Saturday, January 4th inclusive. Nomination fees are $3.00 for the series (8 races) or 50¢ per race and all enquiries should be directed to the Secretary, 18 Sunset Crescent, Grange. Ph. 56 5877. Trophies for the series will be awarded for both scratch and handicap events and all Herons are invited to sail at Grange and thereby equip themselves better for the coming State Titles.

From Grange a very Merry Christmas and a bright and prosperous New Year - Good sailing to all!

LARGS BAY -

Heron owners who have not yet had their boats officially measured are urged to complete this chore as soon as practicable. Sailing Committee delegates, Bill Zinnack Jnr. and Rex Dix, are arranging to have a sail measuring profile to be available at the Club House at all times and measuring days will be arranged. To those battlers who are striving to squeeze that elusive bit of extra speed out of their galleons, we bring good tidings. Friendly advice and practical rigging demonstrations, prior to racing and at other suitable times, are being arranged so bring your problems to Dr. Dix and his helpers and something is sure to go into orbit, probably the Dr.

Has anybody noticed Bert Hassell's new boat "Cheeky", snapping at the leaders and quite often doing a spot of leading. Bert has a winner in this one. Philip Barnes reports that he has "Khan" almost ready for launching. Phil has built a beauty and we are all waiting to see him in action. Phil sailed for'ard hand with Robert McPharlin in "Yeti" last season, so he should be well schooled in what NOT to do. Noticed Robert McPharlin, "Kumale", excitedly waving aloft his first trophy. He won the Winter tune-up series at the Grange Sailing Club. This trophy is probably the fore-runner of many more for this young fellow. Only hope Mum can keep up with the polishing - what with the lino tiles, the car, the boat and now the trophies a woman's work is never done ...

Heard young Warren Cosh urging Dad and "Glendoveer" along in recent racing. The way this craft is going, it will only be the handicapper that will stop her. Stick to it, Keith, you've got all day Sunday to recover. It never ceases to amaze when we see the way these youngsters knuckle down and enjoy the wearying and wet for'ard hands job. Young Noeline Dix (a tender, slender 9 year old) is the new for'ard hand in "Aigret". Since Noeline took over this flyer has taken off like a rocket; two fastest times to prove it. Have you noticed the Bradbury boys ("Outward Bound"), Paul Stanley ("Grace E"), Bill Lucas, Bill Marles and Phil Magnusson - all sailing faster than last season or like many others, is your concentration slipping? Heard a well known senior skipper expounding the concentration angle recently. The conversation went something like this - "and when the gun goes, concentrate on your sailing, not on those flipping female for'ard hands, that have a habit of flashing past so very fast."

My spies inform me that Rex Dix and "Aigret" will be off to Sydney to do battle once again in the Australian Championships. Rex is looking for another Heroner to tow their boats on his double decker trailer, so if you are interested please contact Rex direct. Good luck, Rex, we'll all be barracking for you.

SOMERTON -

On Opening Day, Saturday Oct. 26th, the weather was again unkind to us. After a gale all day on Friday it abated somewhat for our big event. 25 Herons nominated for the Sail Past. Included were four new boats, "Joanee" sailed by Hugh Payne, "Sharee" by last year's Club Champ Bruce Mutton, "Cherokee" by a very keen junior David Lyons and "Voron" by John Cale. After the new boats were christened Commodore David Abell was rowed out to the Flagship by the Holdfast Bay Sea Scouts for the Sail-Past. Then the fickle wind again took control with the breeze dropping away and only two boats could finish the short course. Russ Davies in "Mittamit" was first with Barry Hall in "Kerron" second. Russ looks set for a good season again. Good to see Bill Forbes joining in the racing this year, his crew will come in handy if any member needs an "Aspro".

Hugh Payne has been elected Heron Captain for this season, and will be assisted by Vice Captain Don Lapthorne. Many thanks to our neighbouring Club, Brighton, for the opportunity given our boys to tune up their boats during the Winter Sailing Season. One of our boats "Echo" was good enough to win the series. Now let's get down to some good sailing and see if we can win back the shield we lost last year.

BRIGHTON -

The Club has started the season with the record number of 101 Herons on the register. Judging by past experience this should increase to at least 120 by the end of the season. Brighton Heron skippers have had the benefit of two years competition with Peter Sievewright, the current National, State and Club titleholder. This has set a high standard of racing within the class and although Peter no longer sails a Heron, his influence remains.

Among those consistently near the head of the fleet are Jim Hall, Ian Snowball, Brian Punke, Stan Coultas, Dick Southwood and Robert Kay. Robert had a convincing win from a fleet of 50 Herons in the first heat of the Club championship on November 9. He is the 15-year-old son of the Club's Vice-Commodore, Ron Kay, and sails with his 13-year-old sister, Debbie. These two youngsters, who have been sailing together for four years, spent two years in a Holdfast Trainer before turning to the Heron last year. They sail whenever Ron is on duty as the Club's O.O.D. which makes them the most consistent sailors in the Club.

Brian Punke was first over the line in the race on November 16, his 40th birthday. Brian cannot be convinced that it was a birthday gesture on the part of the other competitors who allowed him to win. His son, Stephen, gained fastest time in the Holdfast Trainers the same day.

PORT RIVER -

The Port River plan to have all Herons measured is working satisfactorily. Treasurer, Dave Jolliffe, has the job of checking all certificates and recording the class of each boat. Geoff Luders, John Nobbs and Malcolm Simmons (youngsters who graduated from Holdfast Trainers) are making their presence felt in the Heron fleet this year and are already giving the more experienced skippers keen competition.

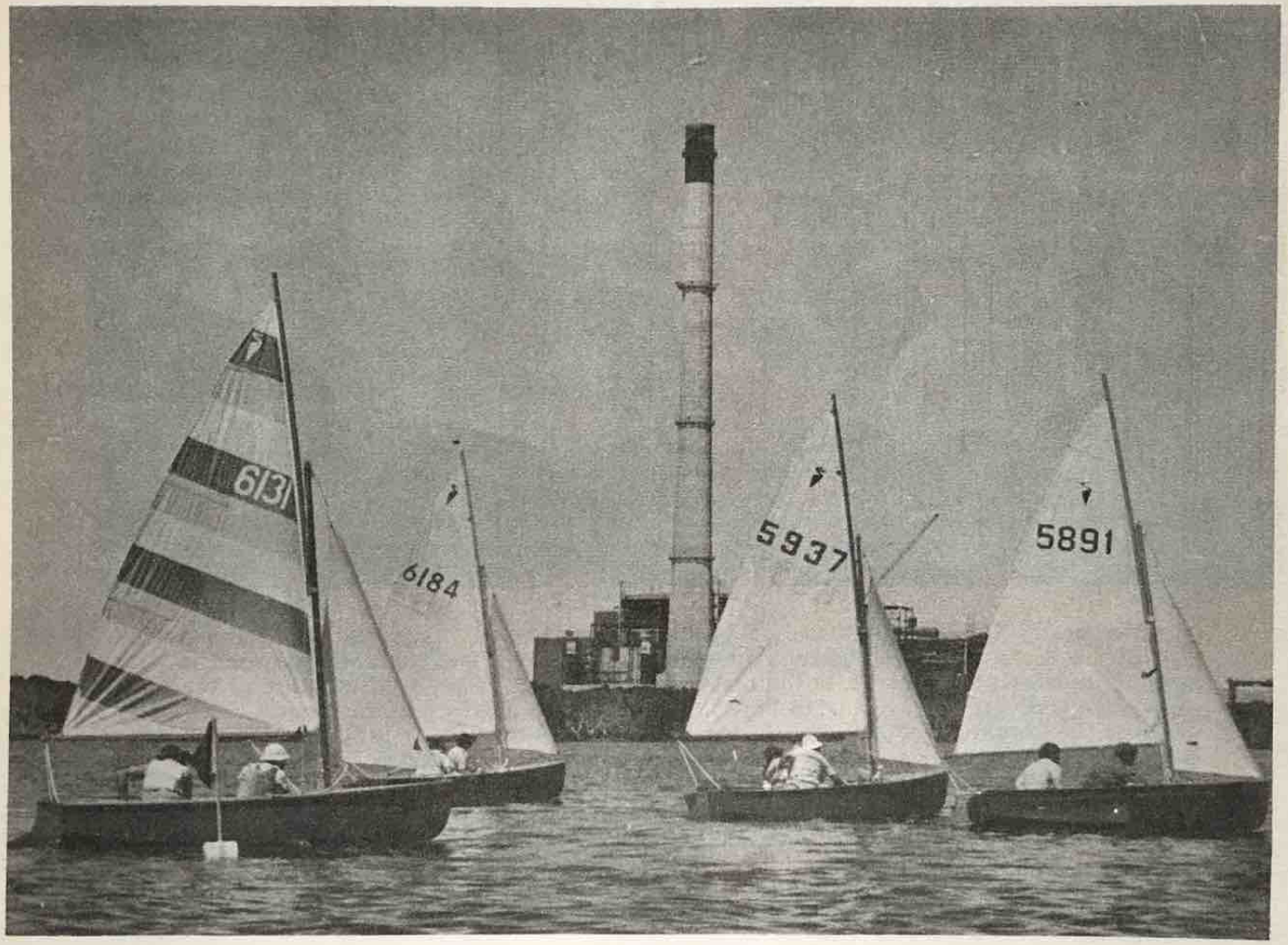
Our old pot-hunting friend, John Keen, recently had a popular win in his division. Skipper of the racing machine "ARAB" suggests there is a trap-door device in the floor of "KOROWAHLE" and further suggests that pink, hairy legs tramping along the bottom is a sight only for the strongest stomachs.

GLENELG -

Sailing commenced for this season with two tune-up races. These two races were notable in that Ian White showed his intentions for the season by showing a clean pair of heels in his new boat, "Nandroya". Even his son Chris sailing his father's "cast-offs" (last year's Club champion, "Charade") was unable to hold him. Apart from this demoralising exhibition, the occasions were used mainly for the purposes of gamesmanship on the beach, with various crews pretending that they had done nothing to their boats over winter.

The season was opened on October 19th by Mr. Dunstan, Leader of the Opposition. As is invariably the case, there was no wind, with the result that the course was drastically shortened, to the delight of the crew of "Vulture" who happened to be leading at the time. However, in the next two weeks, conditions were normal again, and so the lead was fought for by "Nandroya" and Ross and Betty Keays' "Pippita", with the rest of the fleet trailing far behind.

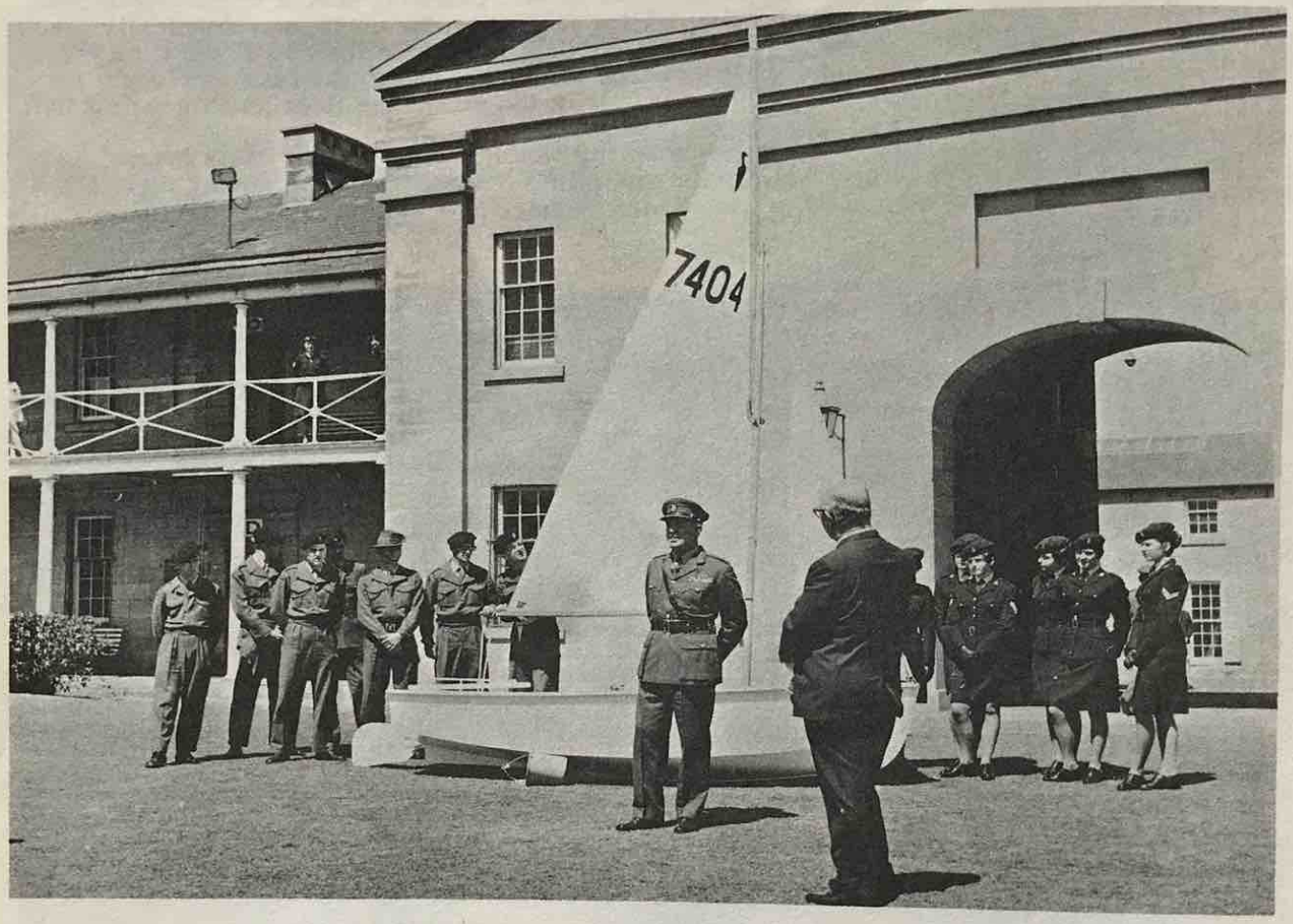
Even so, the season promises to be an interesting one as various "dark horses" appear to be lurking in the shadows, waiting for the right moment. Notable among these are Bob George "Debbie", Andy Patton "Ayr" and Kingsley Ratcliffe "Tarana".



It was very quiet this day with Port River (Adelaide) boats rounding a mark. Torrens Island power station is in the background.

HERON FOR VIETNAM

The presentation of a Heron to the Army for recreation use in Vietnam has recently received wide publicity in "The Sun" newspaper in N.S.W. The project was a joint effort by Marine Packs, Riley Marine, Miller & Whitworth, The Daily Sun and the Heron Association. Our part in this was the final rigging and fitting, carried out on our behalf by well known Heroner Alec Barrett. The picture below was taken at the handing-over ceremony.



Chief of Staff, Eastern Command, Brigadier O.D. Jackson, accepted the Heron on behalf of the Army, from yachting writer Lou d'Alpuget. The craft will be used in Vietnam by Australians on leave at the resort base at Vung Tau. Construction of the craft was a combined effort by Marine Packs, Riley Marine, Miller & Whitworth, The Daily Sun and the Heron Association. At the handing over ceremony Brigadier Jackson described the project as "a fine gesture by all the firms concerned."

"I'm sure the boys in Vietnam will love and look after her", he said. "They get down to Vung Tau two or three times during their stay in Vietnam, so the boat will be put to good use. Vung Tau is perfect for sailing, with moderate breezes and a relatively smooth sea."

W.A. NEWS

The W.A. Association shows all the signs of growing into a strong and vigorous Branch. Their Secretary states:-

"Our numbers have increased quite well and the class is getting some publicity. Our President, Ray Stubbs and Treasurer, Don Davis had a 15 minute session on the radio during a yachting programme and each gave a short talk on the Heron and its Association. The kit position has improved considerably here and we hope to see some active merchandising programmes which will help the class a lot."

The Association is producing its own newsletter for W.A. members which is very readable and a fine effort. Even at this stage of their growth the value of the local newsletter is obvious. The following are items reported in their Spring Newsletter.

Rules Night - October 5th
Royal Perth Opening Day - October 6th

First	6609	Viva	V. Brittain
Second	5787	The Witch	J. Hogan
Third	5359	Plod	B. Baker
Fastest	5546	Betsy V	T. Oram

Training and Measuring Day - October 13th
On which 10 boats were measured.
Cruising Yacht Club Opening - October 14th
On which 6 boats turned up even though the wind was gusting to 50 knots.
Perth Dinghy Club Opening - October 26th
Fourteen boats started and last year's State Champion Roy Carless in "CEE-L" "came a resounding last due to the fact that somebody had drilled a lot of holes in his boat ..... 1/64th in diameter". (Whatever/whoever does it you can keep it/him in Perth - Ed.)
Race Day Royal Perth - October 27th
Race Day Perth Dinghy Club - November 9th
On which Roy Carless finishes 2nd after filling up 50 holes.
Picnic Day - November 10th - Mundurah
On which 8 Herons take on 10 Mirrors and finish with honours even.
Races at Perth 14ft Dinghy Club to be held November 16th and 30th, December 14th and 28th and permanently thereafter.

Due to a lapse of concentration at the critical time, The Editor, last issue, inadvertently published the W.A. Committee details in the North Queensland News. The following repeat insertion is provided with apologies and free of charge:-

The new Committee consists of:-

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

LETTER OF DISTRESS

Dear Sir,

Just a note to say that Sunday last I sailed my Heron for the first time.

My two sons aged 10 years and 13 years were the forward hands. The boat sailed well, and incidentally this was on the Hopkins River which has a bridge running across it approximately 7ft. clear of the water. We sailed down the river with a tail wind reasonably strong, and approximately 200 yards before the bridge I tried to come about, but the boat refused to obey, and after trying approximately 8 times we collided into the bridge. Pushing the boat away from the bridge I managed to turn the bow in to the wind and sail away.

Alas, unknown to me one son, in the (controlled?) panic had tied his half of the jib sheet rope to the stay and undid the mainsail halyard. Have you tried to sail a Heron which will not come about, with the jib rope tied and the gaff half down? Needless to say I increased his knowledge of English. We managed to right everything and then I was informed by the other son that I didn't have the centreboard down; such a simple thing, but what a difference it makes coming about.

I am still trying to convince my sons that the centreboard handling is their job, but their feelings are, I'm afraid, that if the boat had gone down, I, as skipper, would have gone with it. Incidentally I have a stainless steel selfbailer in the bottom of the boat just behind the centreboard casing on the starboard side, but for some reason, when opening the shute it lets water in and does not syphon water out - can you advise?

Yours sincerely,
Anonymous.

SAIL NUMBERING, NATIONAL CLASSES

The question of sail numbering for National classes has recently been under discussion at the Australian Yachting Federation, the particular point at issue to the Heron class being the use of the "K.A." emblem on the sail. It was thought that this may be a requirement for all National classes but this matter has been clarified by the A.Y.F. in a recent letter as follows :-

"John E. Shipton Esq.,
Hon. General Secretary,
Y.W.H.S.A.A.,
18 Brisbane Ave.,
LINDFIELD.

Dear Sir,

I acknowledge receipt of your letter of 30th August in connection with Minute 17 of the A.Y.F. Meeting of 27/28 July last.

It was decided that members wishing to use the "K.A." numbers must be numbered on a National basis, this to be enforceable by 1st July 1969. In other words, unless your class is numbered on a National basis and in your case it does not appear to be so, you would not be permitted to wear the "K.A." emblem.

Yours faithfully,
G.W. Sweeney,
Hon. Secretary,
Australian Yachting Federation."

Heron sail numbers used in Australia are assigned to the Y.W.H.S.A.A. in blocks by the U.K. Heron Association, and are part of the U.K. number series. The "K.A." emblem will not be used by Herons.

R. STUART MARINE

CNR. MARKET & KENT STREETS,

SYDNEY 29 4277

****

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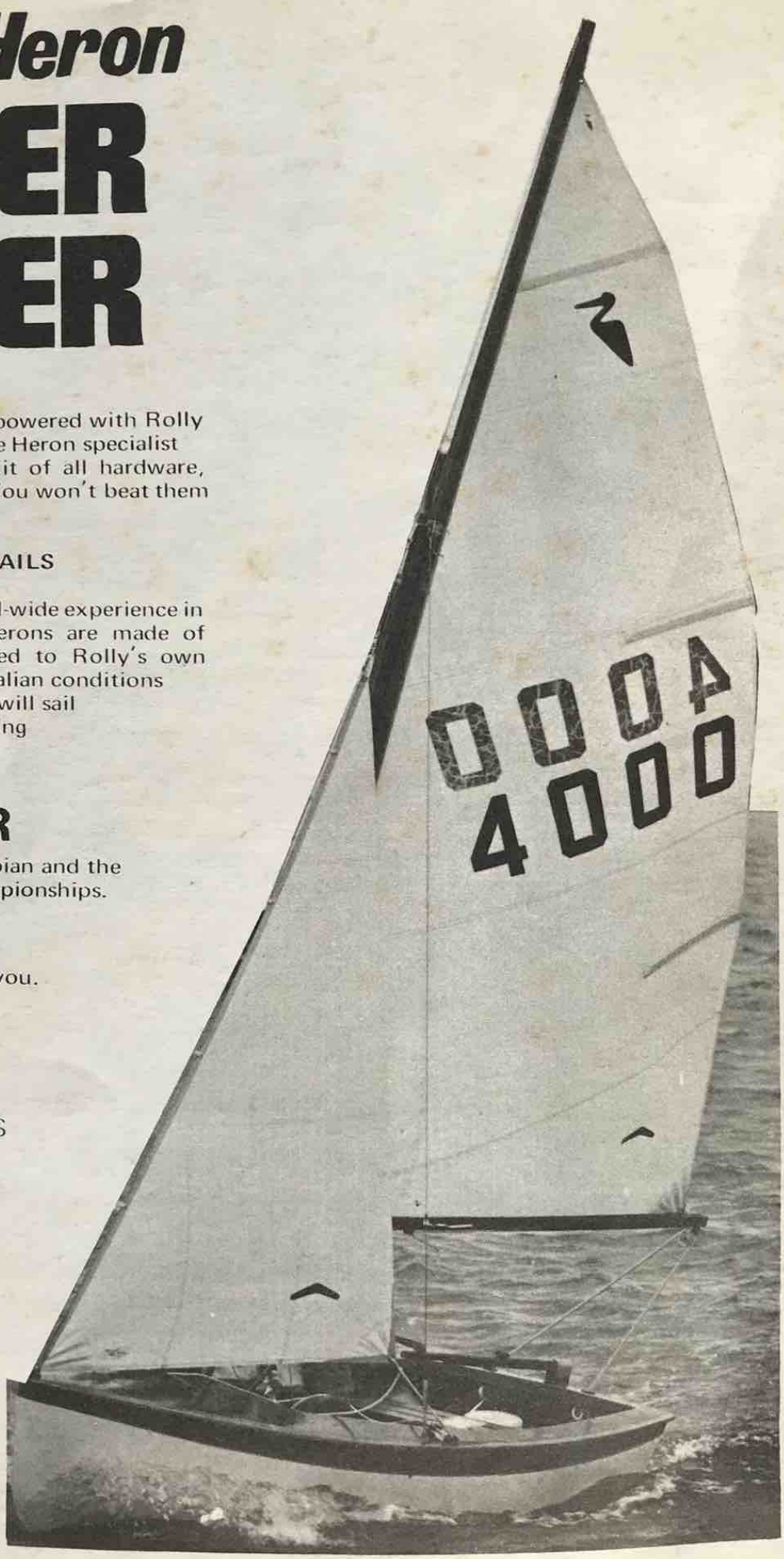
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HOBART:	Mr Jack Campbell, 538 Sandy Bay Rd., Hobart 7000. Ph. 5-2053.
GEELONG:	Mr J. Sim, Bellarine Marine, 25 Bellarine St., Geelong, 3220 Ph. 9-9200.