PRICE 50 cents

HERON NEWSLETTER

REGISTERED FOR POSTING AS A PERIODICAL CATEGORY (B)

SEPTEMBER 1977

VOLUME 15 No. 2

HERON NEWSLETTER

Published by
National Heron Sailing Association of Australia
1 Ethel St., Balgowlah. N.S.W. 2093

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NEXT ISSUE

Deadline is 1ST NOVEMBER, 1977.

COVER PHOTO

CONQUEST sailed by Steven Kemp – S.A. State Junior Champion (4th in State Titles) – P.L.Y.C. Champion 77.
(Photo by courtesy of M. Arbon – 9429)

EDITORIAL

Readers should have by now noticed that the presentation of the Newsletter has changed.

The decision to adopt this type of presentation without lowering the high standard of the magazine was taken by the Management Committee after an examination of the costs involved in publishing our Newsletter.

COPY DEADLINE

In the past it has been possible to include copy submitted after the nominated deadline. As all copy is now sent directly to the publishers it is imperative that all correspondence be in the hands of the Editor by the required date. If it is not there is a distinct possibility that it may miss being published.

REMEMBER COPY DEADLINES ARE IMPORTANT.

Editor.

THE PRESIDENT WRITES –

Of all Committees involved in the administration of the Heron Class in Australia, none has greater importance than the Measurement Committee. To the Heron owner his (or her) main consideration is the boat – its performance, its appearance, its re-sale value, etc. One rash decision by the Measurement Committee could make nearly 6,000 Australian boats obsolete. Failure to act could be equally devastating to the preservation of the ONE DESIGN concept.

To prevent an over-liberal approach by a Measurement Committee, all recommendations must be approved by Management but with Measurement and Management working in harmony with common objectives there is no problem.

The incoming Measurement Committee comprises both old and new blood. Each member has built at least two boats. All members are dedicated to preservation of the ONE-DESIGN concept.

The membership, too, has a role to play in measurement – in adhering to the Class Rules. Unfortunately, competition tends to make people want to bend rules to gain the edge over a competitor. The only improvers the Association wants are those who want to improve themselves. Remember, in the long run, it's the nut on the tiller that counts. Improve him by all means!

Good Sailing.

MEASUREMENT APPOINTMENTS

Our band of volunteer measurers has been increased by a further five members anxious to run their tapes over your Heron with a view to classification by the Measurement Committee. They are:

John Milton, 37 Ballyshannon Rd., Killarney Heights. N.S.W.
Sam Vandenberg, 9 Levick St., Cremorne, N.S.W.
Don Cranch, 29 Queens Avenue, Avalon. N.S.W.
Ernest Fries, 51 Florence Rd., Surrey Hills. Victoria.
Colin Verrall, C/- Maryborough TAFE College, Maryborough. Qld.

We would be delighted to hear from any member who has built a Heron, is living in the Northern and Western Districts and who would like to help out with measurement duties in those areas. If interested, please contact Mary Clarke, 948-8142 for further information.

PERSONALITY PAGE

Jim Armitage is well known to all Heroners who have been sailing over the years. However, newer members may ask just who he is and what is his background.

John Carter, Chairman of the South Australian Heron Association, has supplied us with information outlining Jim's achievements for the benefit of the new members.

JIM ARMITAGE

Jim Armitage sailed his first boat at 15, built his first boat at 16 and won his first race in a Port River Trainer, a gunter rigged dinghy about the same size as a Heron. Soon he was scratch boat at the Port Adelaide Sailing Club.

Jim has been winning dinghy races ever since and has obviously built up a great deal of experience in the 30 odd years at the helm. From Port River Trainers Jim graduated to Cadet Dinghies – then Gwen 12s and was State Champion in that class one year and runner up in another.

After moving to the country away from the sea Jim stayed out of the water for some 5 years and decided to teach his young daughter to sail and chose a Heron for that purpose. Jim's first Heron was a 209lb. heavy weight called Jay Dee. After milking the cows and shifting the irrigation pipes Jim would drive 50 miles to race each Saturday and after the race the same old thing again – milk the cows and shift the irrigation pipes. In other words he could not stay away from a racing situation. A faster boat was necessary and Jim had Dees Yah built professionally, 8046 performed well and each time she competed in a State Titles took out 2nd or 3rd place. 8046 also performed at Burley Griffin, Perth and Humpybong with Jim at the helm.

Still a faster boat was required and the next season Jim built another Dees Yah 8976 – as Jim explained he wanted to try out a few ideas and keep himself busy over winter! The second Dees Yah performed at Albury and Balmoral and took out places in each of the State Championships sailed.

After Balmoral Jim decided to build Outcast and did so last winter. She has a rigid centre board and rudder made from laminated spruce and weighs 145 lbs. There are no screws in Outcast only bolts – they don't come out when you pull things on hard! She has been built so she is flat on the bottom within tolerances and all adjustments can be made from the cockpit – that's why she looks a bit like a 707 cockpit – wires, ropes, levers everywhere. Only Jim knows when and how much to pull them on.

Talking with Jim is interesting as he is a great believer in progressing the Class and helping others. He is an advocate of the one design concept but suggests that modifications should be reviewed from time to time to keep costs down thereby making the Class attractive to new comers and juniors.

He suggests for instance that the cunningham eye should be explored as a modification to the Heron thereby saving on building costs. The adjustable Gooseneck and boom fitting on the mast could be replaced and the cost difference wouldbe significant. He is not in favour of expensive and more sophisticated go fast gear being considered, as he says the Heron will never be a "fast" boat.

Given a boat up to 160 lbs. in weight Jim considers sails and helmsmanship top priorities for winning races. Jim likes to change sails each season. He has a mental picture of what shape he wants and after instructions to the sailmakers – (he only uses S.A.) uses them for one season and tries to improve the next season with a different shape and cut.

Most stories one hears about Jim Armitage are true – like the story about a mast he made for the first Dees Yah. Deciding to make a new mast one day Jim felt that if he did go to town (a 4 hour trip) he probably wouldn't find good timber anyway so undaunted he took a ladder and slipped up through the man hole in the house and cut a nice piece of well seasoned oregon from the inside of the roof. The mast was made without going into town – Jim saved money and time and made a good spar!! A word of advice however – make sure you know which piece of timber to whip out of your foof, the results if you try may be disaster.

On the beach one day before a race someone remarked that their sails were out of shape and not worth "2 bob". Jim took them, hoisted them on his own boat and won the race by 4 minutes.

During his racing career Jim has never lodged a protest and only has one protest lodged against him. He knows his rules and wont stand for bluffing – like a sharpie skipper found out during one

race some years ago. On a call of starboard the skipper of the bigger boat kept on coming and as Jim ploughed 6" into his hull the blood drained from the Sharpie skipper's face. Jim called hee ho and as Dees Yah tacked a bit more of the Sharpie hull came away – as the Sharpie dropped lower and lower into the water Jim sailed away intent on winning his race. The Sharpie skipper lost the protest.

Racing to win is important for Jim Armitage – he never eats before a big race – it makes you more alert on an empty stomach he says. The last 5 minutes before the start are important as far as Jim is concerned. He tests the start of each race to find the best end – vital for a perfect start. As he pointed out – at the recent Nationals in Adelaide the port end of the line was right 4 times out of 5 but most skippers favoured the starboard end.

As far as the future is concerned Jim aims to stay in Herons as long as the family is interested and that seems to be for a few years yet. Sharon will probably take the helm in a couple of years and Dees Yah is currently sailed by Jim's son in law with daughter Heather as forward hand. Julie is married now with 2 daughters and that makes Jim a grandfather. Betty, Jim's wife has always been interested and keeps a watchful eye on the families performance each week – Heron racing really is a family affair in the Armitage family.

Watch out in Hobart you Heroners Outcast will be there defending the title Jim has worked so hard to take. He also speaks of the tremendous fellowship that exists within the Heron fleet and that is something which he cherishes. Having competed in all States for National Titles he has made many friends and looks forward to seeing them all again this year on the Derwent.

EDITORS NOTE

The reference to the Cunningham Eye is interesting. However, as most members are aware this subject has been discussed at length in the past by various committees and is not permitted to be used in Heron racing.

Many Heroners would disagree with the statement that its adoption would reduce costs etc., but all must agree that Jim is entitled to his opinion on the matter.

CONSTITUTION – TO SPLIT OR NOT TO SPLIT – THAT IS THE QUESTION!

HAVE YOU READ YOUR CONSTITUTION?

There are those who say that a large proportion of the membership haven't.

DO YOU FULLY UNDERSTAND YOUR CONSTITUTION?

There are those who apparently do not because of the periodic violations which come to the notice of Management.

If you have read and fully understand the Constitution and see any area which needs improvement, clarification or attention your comment would be welcomed and appreciated by the Sub-Committee, delegated the task by Management, to review the present Constitution with a view to its separation into two documents, one to complement the other and both always to be controlled by the vote of members.

Some preparatory work has already been done and draft documents prepared. The first is the Constitution "as is" which cuts off at Item 6.4 but also contains information on Class Certificates, Powers of the Measurement Committee, Association Liability, etc. The second document titled "Construction, Measurement and Sailing Rules" for plywood, G.R.P. and G.R.P/composite Herons contains information from Item 6.6. to 7.7. of the present Constitution and is more detailed for the information of boat owners.

If there are any areas within the Constitution which you feel are open to misinterpretation please let us have your comments.

Don't leave it for your fellow Association member to comment because he's probably waiting for you to do the same!

It's your Association. If you've got a suggestion, complaint or query put pen to paper and assist with the management of the Association for the benefit of all members.

Mooney on the Rules.

The following article was received from Tony Mooney, Promotions Officer of the Yachting Association of N.S.W. It has been reproduced with Tony's and the Modern Boating Magazine's kind permission for the interest of all Heroners.

For N.S.W. members Tony will deliver an address on the rules of sailing at the Dobroyd Aquatic Club on 21st September, commencing at 8 p.m.

Admission is free and a light supper will be served.

MOONEY ON RULES

Now that the summer sailing season is behind us and the majority of yachtsmen are in hibernation, it is opportune to have a closer look at what will be happening next season.

The Int ernational Yacht Racing Union change the Racing Rules every four years and these changes are operative in the season following the Olympic Games. Hence, 1977/78 season sees the introduction of a modified rule book from that which we have been used to for the last four years.

At the outset let us put your mind at rest by saying that there are no major changes of principle in the new book but considerable efforts have gone into simplification of the rules so that a clearer interpretation of them is possible.

The Australian Yachting Federation will again be publishing its book titled the 1977-1981 Yacht Racing and these books should be available from Clubs during July.

Whilst the effective date in Australia for the new rules is nominally the 1st July, 1977, it is normal that Clubs continue to use the "old" rules until the commencement of the 1977-78 sailing season. So all you hardy souls that sail in winter races should not get confused if you read your Sailing Instructions properly.

The A.Y.F. book will contain the I.Y.R.U. Rules, the A.Y.F. Prescriptions, Appendices pertaining to the rules such as alternative penalties, Protest Committee procedures, guidelines for principal events and so on. It will also contain pointscoring systems and Safety Regulations for offshore racing, keel boat racing in enclosed waters, centreboard or off the beach boats, and for the first time, trailable yachts.

The A.Y.F. 1977-1981 Yacht Racing will have a recommended retail price of $2.00 and as some of the ads in the newspaper say, "may be slightly more in some areas", but over a four year period represents an investment of only 50 cents per year.

Every yachtsman should have a copy and it is recommended that Clubs add an extra $2.00 to their 1977/78 race entry form and issue each entrant a copy of the rule book with his 1977/78 Sailing Instructions. In this way the Clubs can be sure that the boat owners have a copy of the up-to-date rule book and can not then plead ignorance of its existence.

John Iviney of the Specialist Library at Crows Nest has rushed copies of the books out from England which will be invaluable to yachtsmen in a better understanding of the Yacht Racing Rules. The titles are "Paul Elvstrom Explains the Yacht Racing Rules – 1977 Edition" and "The Rules Book" by Eric Twiname.

The new Elvstrom book has a blue cover, and the red covered book of last year should be committed to the waste paper basket.

Little plastic boats and buoys are supplied to help you better understand the rules.

In addition to the "dry" straight and written rules, there is a section that explains the various rules using diagrams which should be most helpful to yachtsmen. There is also a condensed version of I.Y.R.U. Rule Interpretations, which could have been more clearly explained, but are cross referenced to rule and diagram.

For the first time there is also a section titled "Race Officer's Guide" and this could help the poor overworked and often abused Race Officials.

This publication is clearly cross referenced with rule numbers and page numbers and is a worthy addition to the A.Y.F. book which one must have to obtain the A.Y.F. Prescriptions and Addenda to the basic I.Y.R.U. Rules. At a recommended retail price of $8.75, Paul Elvstrom Explains the Yacht Racing Rules – 1977 Edition is a worthwhile investment.

Eric Twiname probably needs some introduction. Many of you will have read his excellent book titled "Start to Win" where he pioneered a fresh approach to the basics of starting in a yacht race with the objective of winning.

In his articles for the magazine Yachts and Yachting, he utilised an almost comic strip presentation of rules and he has continued this theme in his summation of the 1977 Rules.

He is a B.B.C. commentator and was the Rules Adviser to the 1976 British Olympic Yachting team.

In his acknowledgements he thanks the "Father" of articles on rules, Gerald Sambrooke Sturgess, who "was kind enough to read and correct the manuscript as carefully as if he had written it himself". To me that is an assurance of a very high standard indeed.

The diagrams of explanation are excellent and a complete new approach has resulted in the incidents and situations interpreted in the book being graded on three levels. These levels are:-

1. Rules everyone who races should know.
2. Racing at the top end of a Club fleet (these are marked by one boat alongside the explanation).
3. Top level competition (which are indicated by two boats alongside the explanation).

Another new idea is to break down the rules into sections such as Definitions, The Start, Windward Leg, Marks, Offwind Legs, The Finish, Penalties and Rule Enforcement.

This indeed is how I conduct a Rules talk and this layout is designed to help you understand when and where each rule applies. In this way you can learn the rules faster by picking out a particular section – mark rounding from an offwind leg, for example, – and study all the probable situations that can arise.

The I.Y.R.U. Rules are not printed in full and this is a slight disadvantage but the main right of way rules are included. Part I Definitions and Parts IV, V and VI are printed in full. Part II Management of Races and Part III General Requirements have not been included.

Recommended retail price is $7.50 and again if used with the A.Y.F. rule book would be invaluable to all yachtsmen.

Of the two books I prefer the Twiname version because it has treated each leg of the course as a separate section. I believe that in this way een youngsters can understand the rules and thus learn a lot more about their sport.

LINDISFARNE SAILING CLUB – Mark Hey

The Lindisfarne Sailing Club is situat ed in Lindisfarne Bay and was established some 22 years ago. It has a membership of around 250 consisting of cadet, junior and senior members.

Herons have always been associated with the Club, except in its few early years. There are some thirty boats on the Club register that are Herons and it is expected that most of these will be entering in the National Championships.

Commodore at the moment is Dugald McDougall who doubles as President of the Heron Association. Herons are the main class at the Club although Sabots are quite strong. Tamars, NS14's, Lasers and a variety of other craft make up the rest of the fleet.

Launching is by means of three floating ramps. With a bit of practice these become quite easy to use. Full canteen facilities are available in the Club as well as hot showers to wash away the salt water.

At this time the Club is preparing for the coming Nationals in order that competitors will be assured of the best facilities available.

MEASURERS PAGE

At the July meeting, the Management Committee appointed the following Measurers to join Stan Wymer in the formation of a Measurement Committee:– Messrs. Alec Barrett, Andrew Gillespie, Merv. Tallis and Sam Vandenberg.

At that same meeting the retiring Acting Chairman/Secretary, Murray Bailey, was sincerely thanked for his efforts and contribution to the Measurement Committee over the past years.

The newly formed Committee met on Friday, 22nd July and elected Sam Vandenberg as Chairman, and Alec Barrett as Secretary.

The Committee considered several matters referred to it by Management and were able to resolve many of the problems. (See items appearing below).

In noting these matters the Committee was greatly disturbed by the apparent widespread "developmental" attitude to a Class which, since its inception, has been fostered on the ONE DESIGN CONCEPT.

We would like to place on record our strongest disapproval of experimentation in the area of spinnakers, aluminium masts and other spurious fittings, none of which are permitted in the Constitution and Rules of the Association.

Our Measurement form for both G.R.P. and Plywood clearly defines the tolerances which permit a boat to be granted "A" classification. If a boat is rigged or fitted outside that given classification the Committee has only one option available to it and that is revocation of the "A" class certificate.

We totally endorse the following comments made by a previous Measurement Committee:–

"Please avoid making life difficult for yourselves (and more so for the measurers who are usually pressed men not volunteers) by trying brilliant improvements, however small. It leads to lots of argument and bruised feelings because it is contrary to the ONE DESIGN CONCEPT on which the class is founded and, more importantly, WHICH WE ACCEPT IN CHOOSING TO SAIL A HERON."

CUNNINGHAM EYES – The Measurement Committee reaffirms a previous ruling that this type of setting for a mainsail IS NOT PERMITTED and any boat seen to be fitted with same is liable to disqualification.

ALUMINIUM MASTS – Aluminium spars ARE NOT PERMITTED by Class Rules.

SPINNAKERS – State Associations and Clubs are requested to actively support the Heron Class Rules which DO NOT PERMIT the use of a Spinnaker. A current "A" class Heron which uses a spinnaker ceases, for the time the spinnaker is in use, to comply with its "A" classification.

FOR LADIES ONLY

Is the man in your life (husband, son, brother, father) celebrating a birthday or anniversary in the near future?

Why not surprise him with his VERY OWN HERON TIE – guaranteed to draw him into discussion on his favourite sport – sailing – wherever he wears it!

Asst.Sec., 1 Ethel St., Balgowlah, 2093 can supply for a sell-out price of $3.50 – get yours now.

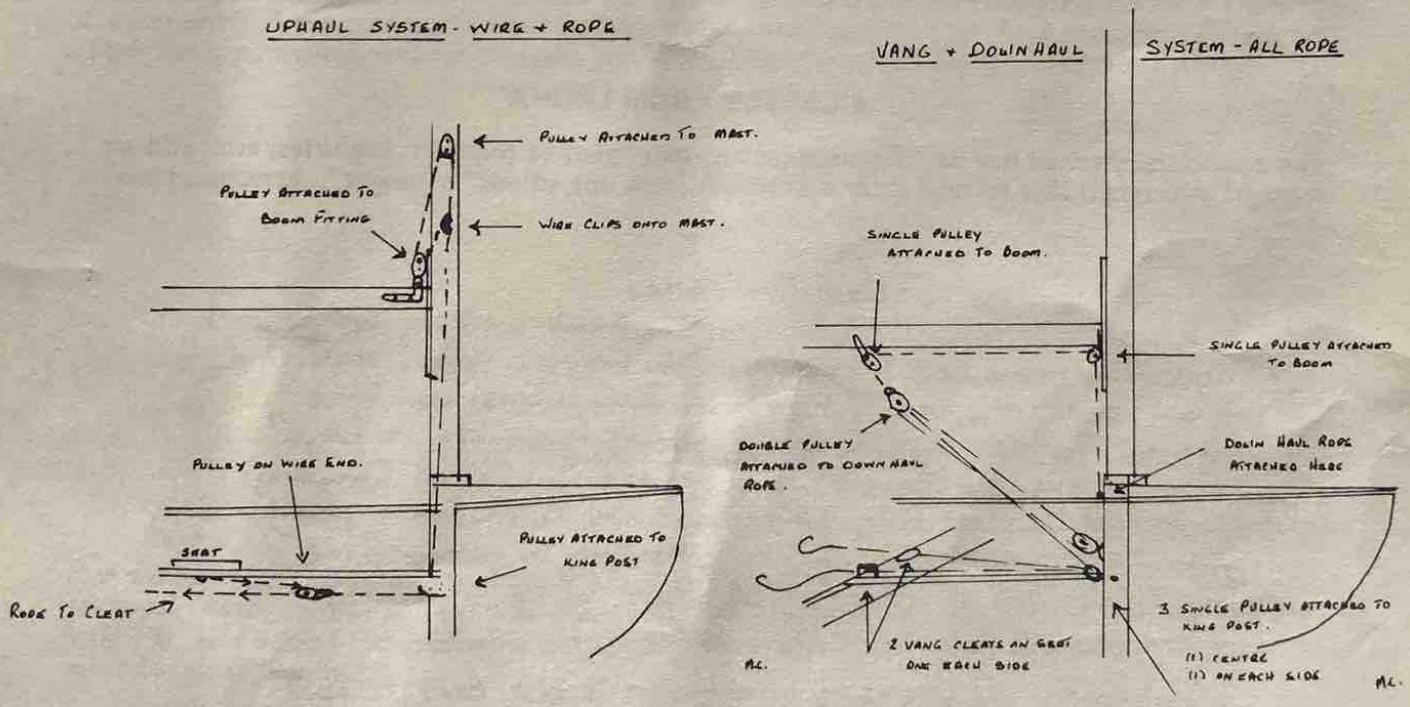
LEARNING FROM THE OTHER FELLOW

Since winning the 18th Nationals at Henley, Adelaide last January, Jim Armitage has been flooded with invitations from South Australian Clubs to address members and divulge the secrets of his success.

We didn't think it fair that this priviliged knowledge should benefit only the South Australians and prevailed upon Jim to put something on paper for the assistance and information of ALL Heroners.

True to his reputation of being a man of few words he wrote little except to say that he didn't have any adjustments that most other competitive Herons had but perhaps the main difference was that OUTCAST'S rig was adjustable more readily by skipper or crew without coming in from the side of the boat or having to go forward on hard down-wind legs.

According to Jim, Heroners in the 40+ bracket have to be a little more thoughtful on placement of fittings to get the best possible out of them in order to compete with the more agile, younger contingent. If he had to rig another Heron he wouldn't make any alteration to the system which appears below:—



THE CHALLENGE OF MT. DIAMINTINA

I suppose when you live in an area studded with high mountains and beautiful bays the urge to explore becomes overwhelming. But not all exploring is restricted to the waterways when it comes to Heroners. Don McDonald (8206) and friends decided, after having previously spent an enjoyable time at Zoe Bay, to return to the area and climb the imposing Mt. Diamintina.

Here is their graphic description of the expedition:

The party left Dungeness (near Lucinda) in two outboard driven craft about 0500 hours and moored in the creek at the south end of Zoe Bay. With light lunch, cameras, insect repellent in case we were delayed for the night and plenty of water we started inland at 0620 through the existing pad to the rock pool and waterfall. We left the track here and started climbing to the top of the falls and then followed the creek about 1½ miles. After this we started on the nearest spur and climbed about three quarter of the way up and then circled the first peak and came out on fairly flat ground and walked along the ridge for a couple of miles. A small forest had to be negotiated at the bottom of the main peak and from then on it was just slogging to the top. The actual Diamintina Rock cannot be seen from this side until just near the top. We reached the top after numerous stops in about 6½ hours. There were quite a few cuts and cramps among the crew but no bad falls. We collapsed at the base of the rock and had lunch, enjoyed the fantastic views and took some snaps of the surrounding terrain.

The weather was that clear you could almost see the numbers on Geoff Higham's sails at Kurramine. Under the rock there is a stainless steel casket with a notebook and the names of all who have climbed since 1890. We could not see anyone who had been up and down in the one day. The return trip took about 4½ hours by a different route. We were fortunate to have a couple of C.M.F. men who taught us how to use a rope to descend rocks as we needed it this way. Zoe Bay was reached about 1830 and the last hour was without sunlight. Apart from being unable to walk for a couple of days we were quite OK and enjoyed the experience.

"A LETTER FROM LEONA"

The Association's mail bag usually contains an assortment of requests, inquiries, etc., and we thought you might like to read some comments from one of our "younger" correspondents:

Dear Mrs Clarke,

I am writing to you about the name Dad has chosen for his new Heron 9481 "Otus". I am Dad's crew, and I hate the name, which he chose without consulting me or the family. Mum thinks "Otus" sounds like the name of an American Cornflakes Company. In short we all hate the name "Otus". With Dad's permission I am asking you to allot 9481 a new name from this list, in order of preference. We are all happy with these names.

1) Ragtime 2) Lotus 3) Blood, Sweat and Tears

4) Rampage 5) Cabana 6) Mad, Sad and Glad

7) Pivot 8) Unidentified Sailing Object (U.F.O)

Sorry to trouble you, Mrs. Clarke, but please give our boat a new name or Dad will have to find a new crew.

Thanking you,

Yours Sincerely,

Leona Harris.

JUDE'S EXPERIENCE A LESSON TO ALL

So says Phil Bessell, a stalwart member of the WHYALLA YACHT CLUB. But let's go back to the beginning of Phil's story. He and other Club members decided to accept an invitation extended by the Broken Hill Sailing Club to travel to Lake Menindee to compete in a Queens Birthday Sailing Regatta.

As luck would have it Jim Armitage was a guest of the Whyalla Club for that particular week-end for which Phil was to be forever grateful.

The trip to Broken Hill was uneventful with good cruising speeds being maintained on the good bitumen roads.

Phil takes up the story from here:–

"On arriving at the Club house and receiving a warm welcome from the local sailors no time was lost in getting the yachts ready for the days sailing. I was about to slide JUDE from its carrying trailer when I noticed a red building brick as made by BHP at Whyalla (612 kilometres away).

I bent down, picked it up and thought"How does a BHP brick get to Lake Menindee and how odd it should be sitting just under my boat." It hit me and sent cold shivers down my spine, for at our Annual wind-up sailing day, my boat and another Heron was used by two heavyweight deep keel skippers to settle an argument on who was the best sailor. To add a handicap one skipper, unbeknown to his opponent, slipped 15 building bricks into my boat. Yes, you guessed it, they took out all the bricks BUT ONE. And that one had been bouncing around for 2 months, the trip to BROKEN HILL putting the finishing touches to the bottom ply."

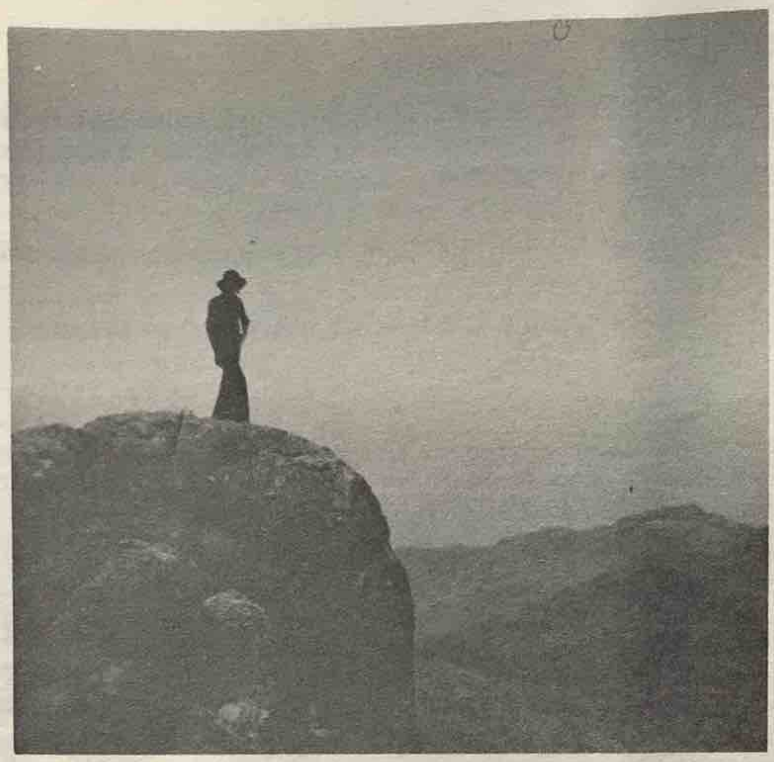
Jim Armitage supplied the answer to the problem suggesting that the jagged hole be rounded to accept his bulkhead sealing cap, someone supplied a tube of "Selastic" (silicone rubber) and after much hacksawing the sealing cap was liberally smeared with "Selastic" and a shock cord attached for hooking to the deck beam; this held the cap secure for the three race programme – not a drop of water entered the rear water tight bulkhead. Jim Armitage won all three races and JUDE, with all her damage, managed three seconds. See photos for the whole (pardon the pun) story.

DOBROYD AQUATIC CLUB

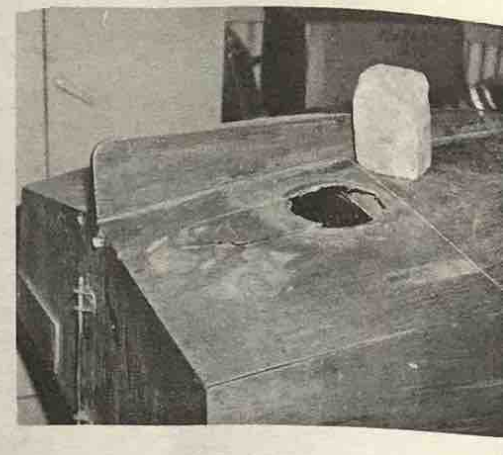
From 'Dobbie'.

Our winter races this year gave some hardy skippers a chance to keep in touch. Fred Dobner had his usual winter capsize and his wife Sam, who was with him, was not amused. Mel Picman and wife Viv, also braved the cold with Dave Brown (who also had a swim) and John Jeffress sailing with daughter, Pauline.

The grapevine tells me that several experienced skippers will be joining D.A.C. this season including one recently returned from 'overseas' and also an ex D.A.C. Club Champion will rejoin. Look out you complacent D.A.C. skippers!

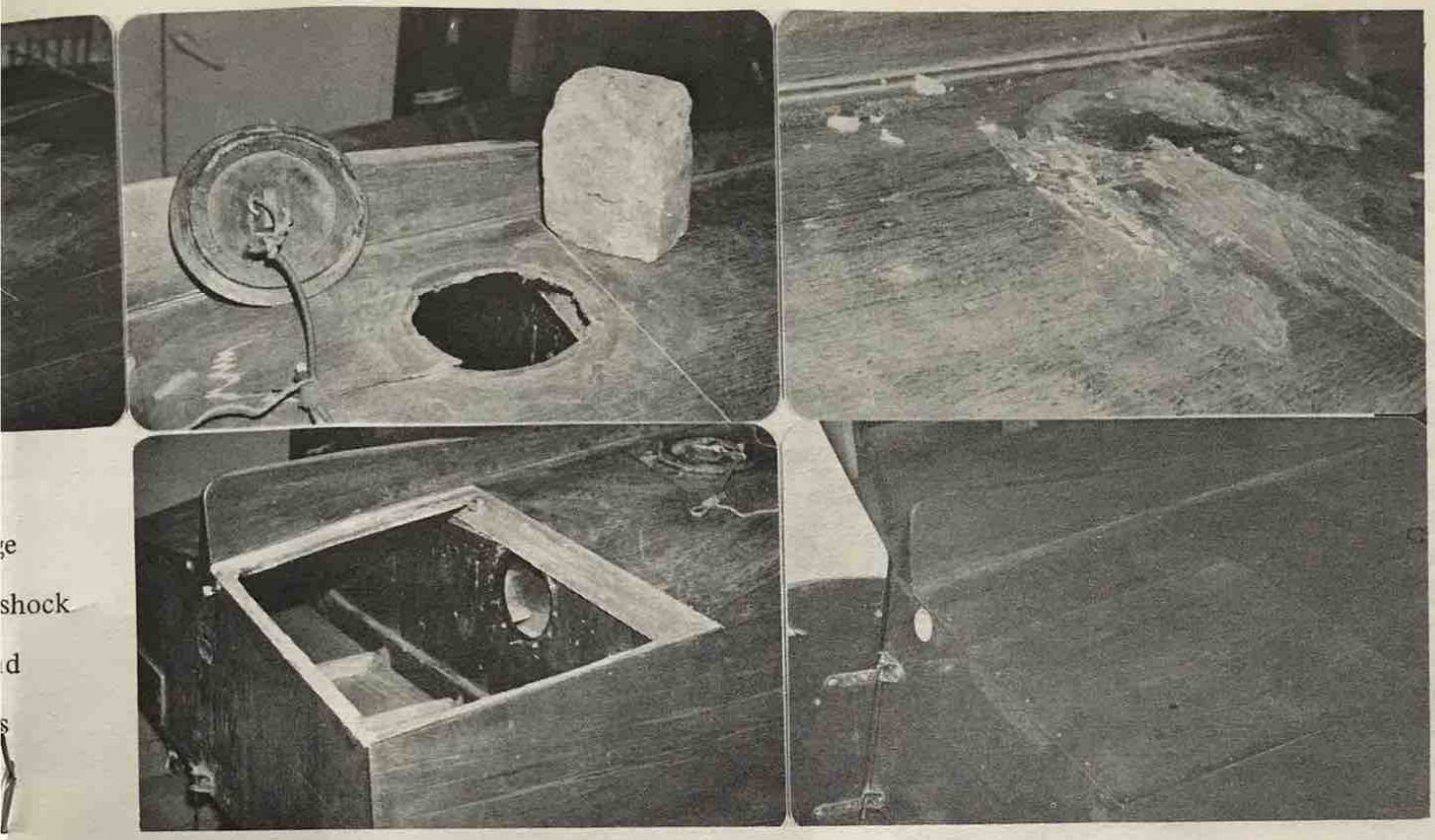


Jim McDonald on rock almost at top towards Coral Sea.
(Photo by courtesy of Jim McDonald)



1) The offending brick and the damag
caused to JUDE.
2) OUTCAST'S SEALING CAP with
cord which hooked to deck beam.
3) Liberally coated with "Selastic" an
ready to race.
4) A thin bladed Stanley knife enable
a clean cut.
5) Both sides repaired neatly.

"Marama" (Craig McPhee) Runner-up
P.L.Y.C. Club Championship.
(Photo by courtesy of Mike arbon)



DON CRANCH (NSW) and TWO FOR TEA revel in the "wild" conditions on Spencers Gulf.
(Photo by courtesy of Mary Clarke)

NEW SOUTH WALES NEWS – Don Cranch

At the time of writing, the final preparations for the N.S.W. Boat Show are entering their last phase. By the time this newsletter is printed however, it will be all over. We just wanted you to know that the N.S.W. Association still exists.

We will be displaying two boats this year, one timber and one fibreglass. These are being provided by Verne Hildebrandt, and John Cole of Balmoral Club.

A lot was learned from last year's Show, and with this experience the N.S.W. Yachting Association hopes to make this year's show the best ever.

Thirty-three centre-board classes will be on display in the A.M.P. pavilion, top floor.

As a follow-up to the show, a "Sail a centre-board dinghy day" will be organised for the Sunday following, to help introduce the general public to centre-board dinghy sailing. Naturally, Herons will be well represented at Bayview, Clontarf and Sans Souci on this day.

Next season's race programme is well along the way with a good variety of events, the six Travellers Trophy heats will be raced at Narrabeen, Shoalhaven, Speer's Point, Jibbon, Bayview and Balmoral.

The annual general meeting of the N.S.W. Association was very well attended this year and those present were treated to a lecture from Mike Fletcher, Olympic team coach, on current sail trends and general boat handling. For those of you that can't remember, those figures were 45lbs. for a 10% sail camber, plus the other 200 variables. Absolutely mind boggling.

Thank you Mike Fletcher.

The Traveller's Trophy Presentation was made at the meeting. The Tallis and Imlay families figured very prominently this year. Results were:

1.	BINATANG	8749	Brad Tallis
2.	DODI	9200	Dick Sleeman
3.	ADONIS	9118	Merv. Tallis
Scratch	DEFT	5703	Bill Imlay

If last season was anything to go by, we should be looking forward to a record year, with most clubs reporting vastly increased memberships. Considering it is still only the middle of winter, this is a healthy sign.

In conclusion, to those of you that rarely experience the pleasure of travelling and competing in interclub events, particularly those involving anovernight stop, you don't know what you're missing. Next season's programme caters for every taste, from semi ocean racing at Jibbon to the quiet waters of Lake Macquarie, Sussex Inlet, Narrabeen and Canberra.

How about making the effort and travelling about this year? You won't regret it. See you there.

18TH N.S.W. HERON STATE CHAMPIONSHIPS 1977/8

NOTICE OF RACE

The Canberra YMCA Sailing Club invites entries for the 18th N.S.W. Championship 1977/8 for Heron Class Yachts to be held on the waters of Lake Burley Griffin on behalf of the N.S.W. Heron Association under the authority of the Yachting Association of N.S.W.

1. **Rules**

   Races will be conducted under the current Racing Rules of I.Y.R.U. The prescription and safety regulations of the A.Y.F. and the class rules, all as modified by the Sailing Instructions.

2. **Programme**

Saturday 28th January 1978	10.30am	Briefing
	11.00am	Heat 1
	3.00pm	Heat 2
Sunday 29th January 1978	10.00am	Heat 3
	2.00pm	Heat 4

Monday 30th January 1978	10.00am	Heat 5
	2.00pm	Resail if necessary

3. **Briefing**

A briefing will be held for all entrants at 10.30am on Saturday 28th January 1978 at the Canberra YMCA Clubhouse.

4. **Scoring System**

Points will be scored and any ties resolved in accordance with Addendum 'A1' page 94 of the A.Y.F. 1973 Yacht Racing Rules, except that there will be five (5) races of which four for each yacht shall be counted for her total points. If less than five races are completed, all races shall be counted for total points. A minimum of three races must be completed or the title will lapse until the 1978/9 season.

5. **Conditions of Entry**

Entries for the Championship Series are invited from and restricted to, financial members of the N.H.S.A.A. as at 31st December 1977. and who are members of Clubs affiliated to a recognised State/Territory Yachting Authority as required by the current A.Y.F. prescriptions to I.Y.R.U. Rules 20 and 21. Only boats registered with the Association as having an 'A' Class certificate of registration current as at 31st December 1977 may be accepted as entrants. Craft entered shall have the same helmsman throughout the series who shall be a financial member of the Association. The crew may be changed from heat to heat.

6. **Entry**

Entries for the Championship must be submitted together with the entry fee of $6.00 to—

Mr. B. Baker
Hon. Assistant Secretary/Treasurer
N.S.W. Heron Association
16 Forest Rd.
Heathcote. 2233

by 1st December 1977. Late entries or entries unaccompanied by the proper entry fee will not be accepted. All entries will be acknowledged.

7. **Sailing Instructions**

Sailing instructions will be mailed to all entrants if possible otherwise they will be available for issue to entrants at Canberra YMCA Sailing Club upon Registration on Sat. 28th Jan. 1978.

8. **Trophies**

Trophies will be awarded on the following basis—

(a) First 6 Helmsmen and crews.

(b) *Best Lady Helmsman and crew.

(c) **Best Junior Helmsman and crew. (Helmsman must be under 18 years of age at 30/12/77).

*Lady Helmsman Trophy only to be awarded if 3 or more entries are received from ladies.

**Second and third Junior prizes dependant on number of Junior entries received.

Trophies will be presented as soon as possible after the last heat.

9. **Measurement**

(a) All boats may be scrutinised at any time prior to and during the series for compliance with Class rules and A.Y.F. Safety Regulations.

(b) The Race Committee will make arrangements for Sails to be stamped at the Canberra YMCA Sailing Club on Sat. 28th Jan. 1978. Only sails which have been checked, initialed and dated by a measurer during the 12 months prior to 28th Jan. 1978 will be acceptable. This stamped suit of sails will be the only ones used for the series, unless, in the case of emergency damage, the Sailing Committee may approve the use of a substitute sail.

BAYVIEW YACHT RACING ASSOCIATION – From "Over the side".

The combined Heron/Mirror Le-Mans start marathon race and following barbeque wound up an extremely successful and enjoyable season at B.Y.R.A.

All Heroners joined in their thanks and gratitude to Heron Fleet Captain Bob Young (8560), who is passing the reins over to Don Cranch for next season. Bob's untiring efforts and encouragement to Heroners at Bayview have resulted in a vastly improved quality of racing competition, good fellowship and have literally put Bayview on the N.S.W. Heroning map. If the new Captain can achieve half these results next season, he will be content.

Prize-giving night saw the clubhouse packed with 300 members (we have 500, not all Heroners), and was notable for the fact that herons did not take out that most coveted award, 'the ditching Trophy'. This was won by a Moth sailing with 156 swims for the season. We'll have to encourage Mark Hextall (5683) to try harder next summer.

Similar to most other clubs, B.Y.R.A. looks like having a bumper season next summer with three new boats joining the fleet already (July). Welcome to Bob Oakeshott, Clive Gillan, Bob Stokes and their families. In addition, three of our current members are trading their old boats in for new. At this rate we'll have an all fibreglass fleet in no time.

For next season, we are adding a windward and return to the club course in addition to the present two triangles to provide Heroners with experience for championship and interclub events. It will be interesting to see if we can finish within the time limit (we sail the same size triangle as the 505's).

Club memer Verne Hildebrandt, has just completed a beautifully finished G.R.P. composite heron for the boatshow. In between building herons and finishing his house, he has indicated that he will be sailing this boat next season.

About half our fleet intends to do quite a bit of travelling around in the future. Some shake-down races with our friends at Narrabeen for starters then the Invitation followed by the Shoalhaven Shield Regatta, will be the first of our interclub efforts.

Watch out for Bayview, N.S.W. Heroners, and don't forget the Bayview invitation (Travellers' Trophy Heat) on 12th of March 1978. See you beside the cold-box and, of course, on the water.

HAWKESBURY RIVER SAILING CLUB – Hawk Eye.

It was a very good year, so goes the song, for a new class in a club not very old. We were delighted with the growth rate in 76-77 and hope to improve on this in the coming season.

Last year our champ was John Mellers and wife, Vandra, who took a wheelbarrow to the presentation night (absolutely true), Scratch Event, Handicap, Clubman of the Year etc. . . It must be great to put those trophies on the sideboard. I hope to experience it next year.

Dave Murray took the Open Event "Nugget" in which all the other classes took part, so the Herons really made themselves felt, in more ways than one.

For the first time we entered the Duffield Trophy and although only a dummy run in the last event, we didn't disgrace ourselves. Like to take the opportunity to thank Narrabeen S.C. for their hospitality. We'll return it next year on 12/2/78. So don't forget you guys and gals from P.B.S.C., B.Y.R.A., N.S.C., we are waiting for you.

Had a great time up at Speers Point. I'd like to put on record that out of 8 Herons in the Club, 4 entered. Can any other club top it in percentage? We didn't do too well but the Heron mob up there made up for any disappointment. Thanks a lot Speers Point.

This coming season is going to be even better than last year, a rough estimate on going to print is 11 boats, among them Ken and Jan Elton from Ballina, who sailed half a season last year. Also this year, Margaret Millward, who is sailing "Chestnut" with her young son Struan, two of her other sons sail with the Club, Andrew in "How Now Brown Cow" (Heron) and Chris in a VS. So You Lady Helmsman, look out. Must mention Alan Dicko's new GRP. It's a beauty and called "Trifecta". In other words he reckons he'll be coming in 1,2,3. . .

Finally, our sincere thanks to all Heroners who have helped us last season. It's terribly hard to pick out names, but thanks Ian Cook, Alec Barrett, Don Cranch, Peter Urban and John Asilton for inviting us to Narrabeen. Last but not least, Mary, and we all know who that is. . . .

P.S. Anyone interested in joining us this coming season please phone Pat O'Donnell on 457-9037.

PORT KEMBLA SAILING CLUB

The PORT KEMBLA SAILING CLUB is holding its Annual KEMBLA KLASSIC on Lake Illawarra on SATURDAY, 12th NOVEMBER and SUNDAY, 13th NOVEMBER, 1977.

This is an Open Event with several classes participating. Entries close with the Port Kembla Sailing Club on 7TH NOVEMBER. The KLASSIC is conducted over three heats, heat one being sailed at 1490 hours on Saturday, Heats 2 and 3 in the a.m. and p.m. of Sunday.

Send your entry (noting Class, sail number, colour of hull, skipper/crew names) and entry fee ($5.00 for series, $2.00 for single heat) to THE RACE SECRETARY, P.K.S.C., 4 BERKELEY ST., GWYNNEVILLE.

Hope to see you there.

BOTANY BAY HERON SAILING CLUB – Henry Heron

With a new season now before us there are a few things of interest to report to our association friends.

Firstly, like most other clubs at this time of the year, we have some new faces on the committee and I will introduce you to them –

Commodore	Merv Tallis	ADONIS	9118
Vice Commodore	Bernie Baker	FUZZ	8596
Secretary	Lloyd George	BINATANG	8749
Treasurer	Terry Reilly	PIRATE	5871
Captain	Les Morris	RENEGADE	8788
Publicity	Jeff Harris	JASI	8722

Secondly, as usual, we invite all Heroners to come sail with us any Saturday (except 25th Feb.) but advise this season we will start all races (except marathon on 4th Feb. – 1.00pm) at 2.00pm regardless of daylight saving. I will not say when we used to start during daylight saving – that will only confuse you – just remember 2.00pm.

Thirdly, there are congratulations in order for our Heroners of last season. The honours went to the following:–

Club Champion	ADONIS	Merv Tallis
Handicap Point Score	RHUBARB	Jack & Paul Ranger
Handicap Series	PIRATE	Terry Reilly
Marathon	BALMORAL	Ron Singleton
Junior Champion & Handicap Point Score	ADONIS	Narelle Tallis

Also we produced the 1st on Handicap in the Traveller Trophy Series this year – congratulations to Brad Tallis this time in BINATANG.

It was pleasing to note the comments in last issue of Newsletter re the "Duffield Plaque" by "Over the side" (I wonder how he got that name?). As you are all no doubt aware we have a similar war each season down south called the Endeavour Series which is contested in similar "friendly" manner and which we were conned out of last season by some disgusting handicapping! Such interclub racing is to be commended and I urge all Heroners in involved clubs to support these races and those in clubs not involved to get off their ends and organise, it is not a lot of effort and can result in a lot of fun and good experience to improve your sailing.

By the time you read this we, and most other clubs, will have started sailing for the season and I take this opportunity to wish all Heroners good sailing for 1977/78 and evermore.

QUEENSLAND NEWS – John McKeown

South Queensland look like having at least six representatives at the forthcoming National Championships to be held in Hobart at the end of the year.

A demonstration and coaching afternoon held by the Association at South Brisbane Sailing Club was well attended and thanks go to all those who participated. Senior Measurer and Heron Stalwart Army Bruton being kept quite busy and his efforts are very much appreciateed by members. Sorry to hear Army's wife has been in Hospital and all wish her a speedy recovery.

Peter Robinson "jumped a plane" to London straight after the Championships and will tour the Continent and Asia but will be back in time for the Tassy Championships. While in England, Peter is going to have a close look at the Heron "set up" and in particular will endevour to find out if all sails cut in the U.K. are as flat as the ones he recently bought over there. We hope to have a comprehensive report from him on his return. In the meantime Mick Miles has kindly offered to fill the role of Treasurer.

A good time had by all recently at the Presentation Night for South Brisbane Sailing Club held at the Clubhouse with Alan Timmins picking up the Club Championship Trophy for the season just ended. All congratulations go to Alan who has produced really outstanding sailing in his first full season. Alan's feature article which appeared in the last edition of the Herald was very well received and we hope we will have for you a further article from him in our next edition discussing how close to sheet and how high to point.

Don't forget to renew your subscription for the coming season.

SOUTH AUSTRALIAN NEWS – Ray Power

The 1976-77 sailing season was a most successful season and the State Association intends that the coming season will be equally successful.

This season, the Association's activities are being increased and it is hoped this year to attract many of the 300 members living in our State to these functions – it doesn't matter if you do not sail regularly – nor does it concern us if you are not a member of a club – if you sail a Heron you are very welcome at any Association event.

The programme is:–

1) **"An Evening with Jim Armitage"** – On Friday 28th October.

   This evening will probably be held at Henley Sailing Clyb. This sounds a first class evening and with Jim imparting his knowledge so early in the season we will all be having high expectations.

2) **"Heron Promotion Day"** – At West Lakes on Sunday 6th November.

   The Association wants to positively promote the class this season and during the week prior to the 6th of November we intend to have publicity in the media inviting the public to come along, view the family boat, go for a sail, discuss Herons and talk with members about the sailing life. For the promotion to be a big success we need members and Herons – in large numbers – so please come along, have a picnic day and demonstrate the Heron to the interested public.

3) **Fleet Race**: – Sunday 27th November.

   This race, a handicap event, will be starting from Largs Bay Sailing Club and sailing to Outer Harbour, up the Port River and ending at the Port River Sailing Club. The race will be starting in the morning and the Association would like to see a large fleet for a pleasant days racing. A shuffle service will be provided from Port River to Largs to pick up cars and trailers. Trophies will be awarded.

4) **1977/78 State Championships** – January 28, 29 and 30th.

   The State titles will be held at Port Lincoln Yacht Club during the long weekend in January. You are advised to make early bookings for accommodation as the long weekend is also the Port Lincoln Tunarama Festival and bookings will be very heavy. Bookings can be done through the Port Lincoln Tourist Office, Tasman Terrace, Port Lincoln. Many Heroners from the Metropolitan Clubs intend to travel to Lincoln and it should be a keenly sailed series.

5) **Joint Heron – Mirror Sailing Day** – Sunday February 12th at Henley Sailing Club.

For the first time the two Associations are combining to stage inter-class races – come along and show the Mirrors they are followers and not leaders.

6) **Annual Picnic - Goolwa** – Sunday 26th February.

The popularity of the picnic social races and the Heron fellowship increases each year and this season it will even be better.

7) **Annual Teams Race:** – Sunday 9th April at Port River Sailing Club.

Six teams competed last season but the "local knowledge" of the Port River team only just made it again – can their luck hold out!!

The Association has prepared a full, interesting programme for the season and asks for your support to ensure its success. The Committee looks forward to meeting you on the water.

The next newsletter will contain the usual news snippets from the clubs when there will be many items of interest to report.

SOUTH AUSTRALIAN CLUB NEWS

PORT LINCOLN YACHT CLUB – M. Arbon (9429)

Our 1976/77 Season finished on a high note with a visit by National Champion, Jim Armitage. Jim and Betty were most impressed with our excellent facilities and rigging area, and no doubt gained useful knowledge for the next State Titles (Holiday weekend January 1978) by participating in several short races with local skippers.

The 1976/77 Port Lincoln Yacht Club Championship was convincingly won by our State Junior Champion Steven Kemp in "Conquest". "Marama" (Craig McPhee) was Runner-Up. Philip Turner in "Karamba" sailed consistently throughout the Season to win the points Championship. Runner-Up was Steven Kemp in "Conquest". Many skippers showed marked improvement on their early performances and the coming Season promises to be keenly contested.

The Easter Regatta was this year hosted by the Whyalla Yacht Club - 35 Herons competed, 8 from Port Lincoln Yacht Club. All competitors slept soundly on Saturday night having sailed the first 2 heats in 20 - 25 knot breezes. Sunday a 5 - 7 knot south-easterly was a welcome relief to all skippers and crews. Close racing resulted in the 4 heats being won by different boats, all from the Port Lincoln Yacht Club. "Conquest" (Steven Kemp) narrowly won the Series, with a 1st and two 2nds, from "Marama" (Craig McPhee) 1st, 2nd and 3rd; in third place was "Stargazer" (Michael Arbon) 1st, 3rd and 5th; with "Cravada" (Jasper Thompson) 4th overall, with a 1st, 3rd and 6th.

Our Port Lincoln members are frantically preparing their Herons for the coming Season, and we anticipate approximately 80 boats will represent their various Clubs in the State Titles. As this is to be held on the weekend of the "Tunarama Festival", we remind all entrants to book well in advance.

NEWS FROM WHYALLA YACHT CLUB – Graham Butt (6708)

The official 1976/77 W.Y.C. Sailing season has been and gone but considerable off-season Heron sailing has taken place since. The season culminated in the Easter "Queen of the Gulf" Regatta sponsored by the Spencer Gulf Yachting Association and hosted this year by the W.Y.C. Predictably, the class best represented was the Herons with a total of 36 nominations. All fears that we at Whyalla, had of handling the organisational and logistic problems for a 2 day regatta, with more than 100 boats of 6 classes, proved groundless and the weekend was a resounding success. The weather was kind and provided a wide variety of conditions from strong winds and heavy seas on the Saturday to light conditions on the Sunday. Overall the Port Lincoln Heroners proved too good for the local skippers.

1st Heat.

	LITTLE AL	C. Hansen	(Pt. Lincoln)
8531	CRAVADA	J. Thomson	(Pt. Lincoln)
8371	SCARPER	G. Pudney	(Whyalla)

2nd Heat.

5158	AUSTRALIAN MAID	K. Petry	(Port Augusta)
8978	JUDE	P. Bessell	(Whyalla)
	MARAMA	C. McPhee	(Port Lincoln)

3rd Heat.

9429	STARGAZER	M. Arbon	(Port Lincoln)
8781	CONQUEST	S. Kemp	(Port Lincoln)
	MARAMA	C. McPhee	(Port Lincoln)

4th Heat.

	PORT DOUGLAS BAY	M. Mattson	(Coffin Bay)
	GAI	P. Hurrell	(Coffin Bay)
9188	CAVALIER	W. McNair	(Port Lincoln)

GENERAL CHAMPIONSHIP PLACINGS

8781	CONQUEST	S. Kemp	(Port Lincoln)
	MARAMA	C. McPhee	(Port Lincoln)
9429	STARGAZER	M. Arbon	(Port Lincoln)

Overall the season was very successful with few races postponed and none lost for the Herons. There were few "drifters" but more than a few "blows" which caused some shortened courses and the inevitable "ditchings" but only minor damage.

The Club was represented at the Nationals at Henley by 3 Herons –

Rhona	9288
Kiama	7164
Scharnhorst	9434

Unfortunately, due to the conditions and resultant damage the best place achieved was 59th.

Eight Herons made the journey to Grange for the S.A. State Championships achieving a best place of 11th by "Rhona" 9288.

Conditions were a vast improvement on those at the Nationals and the worst damage to a Whyalla Heron was when "Kiama" did an unmanned and unplanned gybe at 40 m.p.h. when its trailer came to grief on the way home. "Kiama" is back racing again after a couple of weeks of furious repairs by its junior skipper and crew (S. & P. Kittel).

Heron numbers continued to grow during the season with the following fleet additions:–

"MUTSEA"	7878	skippered by K. Knott
* "BEATRICE"	6970	N. Siegmann (previously "Aurora")
"REBEL TOO"	9286	B. Smallacombe

Also several Herons changed hands and these promise more regular appearances in the future.

* "Y-NOT"	8506	A. McCarthy (previously "Nell")
"PEEPLETA"	6123	K. Marriott
* "FLORENCE"	7063	A. Smith (previously "Pee Jay").

(* Provisional name)

The Club Trophy Presentation Cabaret was held on Saturday 28/5/77 with the Guest of Honour being Mr. Jim Armitage from the Port River Sailing Club (no introduction to readers necessary) who also presented an excellent lecture on the Saturday afternoon and participated in a Heron Picnic Day on the Sunday (which after the previous evenings revelry ensured most skippers kept their boats and heads very level indeed!!).

Jim was able to give many worthwhile hints and pointers on rigging and sailing techniques which were gratefully received by all skippers – thanks again Jim.

On the Queen's Birthday Holiday Weekend 3 local Herons made the trip to Lake Menindee (as did also Jim Armitage from Adelaide) to participate in the Broken Hill Sailing Club's Australian Winter Inland Regatta. This proved a most enjoyable weekend with the 4 Herons sailing a s a class in the 3 race series. Many thanks must go to the Broken Hill Sailing Club for the excellent organisation, fine facilities, catering and hospitality that was provided. Results were:–

1st	OUTCAST	9282	J. Armitage
2nd	JUDE	8978	P. Bessell
3rd	MUTSEA	7878	R. Knott

With KATY-J 8306 generally being "tail-end charlie" – in the first race actually coming ashore sundown!!

With some local Heroners now intending to spend a week at Lake Bonney (Barmera) during the August School holidays to show a thing or two to (or be taught by!) the Port River & Barmera Heroners, very few weeks remain to do all that off-season scraping and painting and "go-fast" modifications – It could be that we start the next season with tiller and mainsheet in one hand and paint brush in the other!

Rest assured we plan a bigger and better season next year.

Regards to Heroners everywhere.

VICTORIAN NEWS – Alan Clarke 8537

Although Victorian readers will know who they are our interstate friends will be interested to know who are the office bearers in the Victorian Association. They are as follows:–

President	Peter Hunt		
Senior Vice President	Alan Clarke	Secretary	John Erlandsen
Vice President	Len Ralph	Treasurer	Ken Harrison

Business of the new committee is already well under way with a number of sub committees working on different aspects of the Association.

These sub-committees have the following titles:–

Sailing, Promotion, Technical, Membership and Social.

All of these committees are working toward the objectives of making the Association and the Heron attractive to newcomers and enjoyable to existing members.

The Technical Committee have been hard at work looking at such things as G.R.P. boats, Kites and alloy spars.

The Sailing Committee have produced an interesting and varied sailing programme.

The Promotion Committee are organizing the annual training course which always attracts new members. They have also lined up displays at T.A.A.'s City Terminal and two shopping centres.

The Membership Committee have been busy following up enquiries and unfinancial members.

A Film Evening, a Car Trial and a Dinner Dance have been organized by our energetic Social Committee which now includes the personable Marie Ralph.

All is set for a good season in Victoria and all that the recipe needs now is enthusiastic members. Victorian members back your committee by participating.

TASMANIAN NEWS – Mark Hey.

Since the end of last season there has been no sailing in the activity agenda of the Association. Social activities, however, have been to the fore and a number of enjoyable outings have been had.

An end of season birthday bar-b-que organised by James Andrewartha and Mark Rasmussen was appreciated by all and kicked the social programme off.

This was followed by a car trial organised by the same two workers that started at the club and ended at South Arm at the home of Michael and Jenny Dix. Stephen and Cheryl Gumley took first prize narrowly from Don Ash and family. Peter Davis scored a prize with his rubber glove drinking container.

Organisation is now well advanced for the major social event of our year – the 21st birthday party of the Tasmanian Heron Yacht Racing Association. By the time this newsletter is printed the party will be over. The Tasmanian Association is the oldest Heron Association and commenced its life with DEE KAY, the oldest Heron in the country. This boat can still be seen sailing and may even be an entry in the Nationals.

Thanks to all those who have so far participated in helping to make the coming series the success it is going to be. We all look forward to meeting and entertaining our mainland guests in December and January.

WELCOME TO NEW MEMBERS

The start of a new sailing season accompanied by warmer weather will see the emergence of some new faces and "tucks". Most Clubs will have an influx of new members so please make them welcome and extend the Heron Hospitality. Some "NEW FACES" in the last three months are:-

NEW SOUTH WALES

3625 - F.Gorenc (LINUS)
4190 - I. Wheat (-)
4656 -C.E.Gillam (HOO ROO)
4695 - Mrs. S.Holden (PAUA)
4844 - V.White & R/O'Reilly
4885 - F.R.Price
5361 - A.Rathbone (JENNI LIND)
5614 - R.& C.Papworth (BANTER)
5636 - I.D.Young (RED CAT)
5774 - R.Bycroft (JACQUELINE TOO)
5834 - D.& J.Watts (FOXIE LADY)
6525 - W.V.Cray (CASSIE)
6951 - B.W.Price (SKIDDA)
7036 - G.I.Moffatt (LEI-ALA)
7379 - G.N.Dahms, (AURIGA)
7607 - S.G.Rigby
7619 - E.J.Richardson (RIPTIDE)
7623 - R.K.Lock (DAME NELLIE)
7804 - J.Sullivan (ZITA)
7946 - C.A.Booth (JAFFA)
8282 - J.& I.Ireland (VOGEL)
9489 - R.Watts (RAPAD)
9493 - B.Jackson (MAROLYN)
9501 - R.Riley (CHIKA-D)
9502 - 1st West Ryde Sea Scouts
9505 - B.E.Cossar

SOUTH AUSTRALIA

6118 - M.H.Pohlenz (DAIZZIE)
6744 - R.& P.Larner (LITTLE BEN)
7198 - J.Stephens (PESTLE & MORTAR)
7432 - P.J.Smith (MASIE MOU)
7835 - K.R.Barnett (TUSANI)
8506 - A.McCarthy (Y-NOT)
9478 - G.Weatherald
9486 - R.Graves (ORANGE PIP)
9492 - B.W.Baker (PENIK)

VICTORIA

4113 - J.Polic
4214 - D.Eabry (BULLDOG)
5122 - W.Sherriff (HELAINE)
6197 - C.E.Rogers (ALYSI)
6715 - R.Parkinson (MAREE LOUISE)
7381 - J.Douglas (ALCHERA)
9491 - R.Holgate (EL CONDE)

QUEENSLAND

3582 - R.E.Milligan (LEANDER)
7617 - K.Crowley (SPIRIT)
9189 - B.McLaren (WAPI)
9423 - MissE.Robinson (DOMINOE)

WESTERN AUSTRALIA

7860 - A.Ramshaw (JEDDA)

A.C.T.

6747 - B.T.Sweeney (CITRONELLA)
8779 - F.L.Dogan (SANDRA J)

TASMANIA

753 - A.Palfreyman (DARING)
5535 - J.B.Lock (KATY TWO)
8753 - J.Lock (SHARA)
8926 - K.Adkins (TELOPEA)
8933 - J.Bridley (JAPHER)
9504 - D.McDougall (STARLITE)

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