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HERON NEWSLETTER

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NEXT ISSUE

Deadline is 1st NOVEMBER, 1978.

COVER PHOTO

8025 – Steven Askey (Tas.) and 8546 – Mark Sweetingham (Tas.)
in a close battle to the finish.

THE PRESIDENT WRITES

There was no "President Writes" in the June Newsletter because my report to the A.G.M. was published in full. In further reference to the A.G.M. it is interesting to note that all the notices on motion were lost. This would seem to indicate that Heroners, being relatively conservative, are either happy with the constitution or don't really care. I hope it is the former.

I recently received from the Assistant Secretary a full list of all members who were unfinancial and had consequently been removed from the register. Many familiar names were noticed and the total list filled three foolscap pages. No doubt many of these people will rejoin once the sailing season starts but it is disturbing that there is lack of enthusiasm to rejoin the organisation that has been largely responsible for their sailing enjoyment and safeguarding their investment. If you were one of those who forgot to rejoin, how about sending your cheque to us right now.

EDITOR'S COMMENTS: – *John Jeffress*

My apologies to those readers who searched through the pages of the last edition for the photos of the wrecked Botany Bay rescue boats – you're right – they weren't there. Sorry for the oversight so no more letters/phone calls please. A hard working committee man tells me that the donations are coming in very slowly – come on fellas even 20c from each member of your club would help.

Deadlines: Unfortunately from now on I will have to adopt a harder line on correspondence for the newsletter. Regardless of **who** the correspondent is if the item is not in my hands by the advertised date it will not be included, so it's up to you!

Alan Payne our current National Champion has kindly agreed to become our "Dorothy Dix". Any Heroner who has a problem and needs expert advice may write to Alan at 12 Hingsley Ave., Romane Park, Burnie, Tasmania, and Alan will select suitable ones for inclusion in the Newsletter – but remember keep it short.

Technical Type Articles: We are running short of articles of a technical nature which are of interest to heroners of all ages. If any member has an article which is suitable for publication please forward it to the editor, but remember copyright restrictions.

MEASURERS PAGE – *Stan Wymer (7687) – Sec. Measurement Committee.*

Since July 1977, Measurement Committee have made a number of rulings and recommendations to Management, and it is felt that publication of these prior to the commencement of the coming sailing season would be of considerable assistance to all members. In this way it is hoped that the general atmosphere of mystery about what "is" and "is not" permissible in the fitting out and rigging of a Heron will be reduced to a minimum.

There are already a number of permitted modifications to the basic Heron plans, and these are listed in the Association Constitution. These I commend for your perusal, as well as the following items.

1. Boom Vangs.

Variations to the generally accepted boom vang arrangement were brought to the attention of Measurement. This resulted in the following recommendation to Management and subsequently ratified.

"The boom vang (or kicking strap) shall be attached to the boom at a single point, no further from the mast than half the length of the boom. (This does not include down hauls attached to the gooseneck.)"

Naturally, the vang would not be attached to the boom half the length of the boom from the mast, unless you wanted a headless forward hand. The ultimate location, then, of the boom vang on the boom is the decision of yourself.

2. The Droopy Footed Mainsail.

This type of mainsail being unacceptable to the Association, the Measurement Committee check measured about eighty existing normal sails, resulting in a recommendation to Management that a head to centre foot measurement be introduced.

This measurement is to be taken from the head, through the centre of the cringle, to the outside of the bolt rope at the centre of the foot, which is found by folding the foot into two halves. In taking the measurement, only sufficient cloth tension is needed to remove the wrinkles and it should not exceed 4550 mm (14'11-1/8"). Measurers are asked to include this measurement on future measurement forms.

3. **Gaff Jaws.**

Following enquiries regarding the use of metal gaff jaws, Measurement has ruled that:—

"Gaff jaws are considered to be a part of the spar and not a fitting. They shall therefore be made of timber or plywood and shaped generally as per plan."

This needs no further clarification.

4. **Fixed Rudder Blades.**

The official plans show a shock cord or a similar arrangement to allow the rudder blade to pivot. This is a safety factor to prevent structural damage to the hull should the rudder strike a hard object.

Measurement Committee has ruled that fixed rudder blades are not permitted, and that the blade must pivot as per plan.

5. **New Sails. (or replacements)**

Should a new or second hand sail, be it main, jib, or both, be obtained for regular use on your Heron, it is necessary for them to be presented to a Measurer, who will enter the dimensions on a Measurement form, to be forwarded to the Association. This enables the updating of Association records for that particular Heron.

6. **Tapered Keels.**

Unregistered Herons are re-appearing after a number of years, and some of these have been found to have tapered keels, i.e. keels which have been reduced in width below the minimum 2-3/16" (55 mm) forward of the fin case area. This reduction of width must not occur until a point 9'5½" (2880 mm) from the transom measured along the keel, is reached.

7. **Adjustment of Jib Halliard Tension while Racing.**

The Association policy on this is stated in "Summary of Measurement Rules for G.R.P. and Timber Hulls" wherein it states:—

"Adjustment of foresail or jib luff is not permitted while sailing." This also covers the jib halliard.

If your jib halliard is attached to a highfield lever, it is not permissible to let off the highfield lever when you go off the wind, and then pull it on again when you round the leeward mark and work to windward.

8. **Down Hauls and/or Up Hauls.**

Following a request for a decision on the use of the above, this recommendation was made to Management and duly ratified.

"The use of down hauls and/or up hauls, attached at the gooseneck is permissible, and may be incorporated in the boom vang (kicking strap) arrangement."

The Measurement Committee hope that these items will help to clear the air on some contentious matters on your Heron.

Complete documentation of all matters would be a mammoth task, but a good policy to adopt is "if you cannot find it in print, don't do it."

Refer your query to the Measurement Committee, who will give you a ruling, bearing in mind that they are dedicated to the preservation of the Heron as a "one design" class.

If any alterations are made to the rigging or hull of your Heron, which could affect measurable items on the Measurement form, have them checked by a Measurer at the earliest opportunity. Doing so could save a lot of disappointment and remorse later.

Good Sailing Next Season.

SOME THOUGHTS ON THE THREE T's. – *by John Shipton. 8800*

So you are thinking of ways to make your boat go faster? Aren't we all? Here are a few thoughts that come from sailing Herons for many seasons. Some of what I say may cause a few raised eyebrows, but I find that these ideas seem to work for me so I pass them on for what they are worth.

The art of yacht racing depends on the three T's.

TUNING TECHNIQUE and TACTICS

All are important and you must become proficient in all three before you can regularly begin to show your transom to the opposition. Fortunately there are many excellent books on all three subjects by experts far more skilled than I, so I would suggest that you read widely as a start. However, a word of caution. Different types of boats require different tuning procedures and techniques. Perhaps only in tactics can one feel on reasonable common ground.

TUNING: My philosophy is that the boat should be as simple as possible. The fewer gadgets, strings, fittings etc., the less to go wrong. Make sure that those you do have work properly and easily. You may have a mirror like finish on the hull but this is to no avail if the centreboard won't stay in position or the rudder keeps floating up.

I will not go into details of tuning – the article in the December 1977 Newsletter by Mike Fletcher covered this excellently. However, I draw your attention to a few details.

Centreboard positioning: I am still amazed at the number of boats with ropes to keep the centreboard up and ropes to keep it down – all with associated cleats and so on. The following works excellently – Cut a slot in the centreboard about 4" long and ¾" deep. In the slot fit a piece of ¾" diameter **rubber** hose with two 1¼" self tapping screws with washers under the heads (Fig.1). By tightening the srews, the hose is expanded to grip the side of the centreboard case. The screws can be reached easily while sailing so the exact tension obtained. Presto! – the fin stays in position on land or water – no strings – no cleats – no bother.

Floorboards: In 1968 I blew a great opportunity to win a National Championship when, during a close quarters manoeuvre in a vital heat, my feet slipped on the floorboards and temporarily losing control, touched a starboard boat while I was on port. This was before the 720 rule. It was mighty lonely sitting on the shore watching the rest of the fleet revelling in the fresh conditions.

Slat floorboards are built-in toe breakers. The ply floorboards on Overture were given a sprinkling of sawdust on the first coat of varnish. Another coat over the sawdust, gave me a reasonably good low cost non skid finish.

And have you any weapons in the boat – fittings with sharp edges, screw heads not properly countersunk? Now is the time to file off those sharp corners and make the screws flush.

Jib Fairleads: I can vividly recall a costly capsize when the spray jacket of the crew caught on the jib cleat during tacking and held him on the wrong side. This incident made me seek a safer system which would also prevent the crew from having to sit on the wretched cleats all the time. My system is to re-inforce the area under the deck for 9" forward of the No.3 frame with a piece of ½" solid timber. Through this a hole is bored to take the jib sheet and a plastic friction ring screwed both sides of the hole. The cleat is placed upside down on the underside of the cabin (Fig.2) and the sheet released by flicking the sheet **downwards**. Crew soon get used to it. Some Heroners have criticised the system because it is difficult to gain adjustment. When the fairlead is fixed, adjustment can be made by raising or lowering the jib at the stem or by raking the mast.

Which brings me to adjustments in general. My notion is that the fewer things adjustable the better and fewer things to distract one from the complete concentration required to sail the boat. The boom vaang **should** be easily adjustable but generally speaking, once the starting gun has sounded, forget the adjustments and concentrate on technique and tactics. Invariably the greatest adjustments which provide the most noticeable improvements in performance are those on the **nut at the helm.** Don't be misled by gadgetry. If the winning boat is a gadget boat, chances are they are only a red herring and the skipper would have won even without them.

Before leaving the subject of tuning, I would suggest that your sails and spars be reasonably well matched. I have found that flattish sails on fairly stiff spars are more versatile in all wind conditions and points of sailing than bow and arrow sets.

TECHNIQUE: It is fairly easy to pick the beginners in a boat merely by the way they sit towards the stern. Except when running downwind in fresh conditions the rear thwart is only an ornament. When sailing to **windward** keep the transom just awash so as to have the maximum length of boat in the water. (Fig.3)

In a fresh breeze keep the boat flat by swinging **hard** (are the swinging straps so fitted that you can swing comfortably for considerable periods and easily placed so they can be quickly found without having to look down?) When all the human ballast is at full stretch then ease the sheet or luff slightly so that the leeward floorboard is never tilted past the horizontal.

When the breeze is light keep as still as possible, stalking across the boat when tacking and altering course but slowly. Above all – concentrate and don't be upset when a boat picks up a puff you don't get. Your turn will come. And remember, oversheeting will kill a boat dead in light weather.

One other word of advice. When a tight tactical situation develops there is a natural tendency to tighten the grip on both tiller and sheet, resulting in lost performance. This happens most frequently at the start and the finish. I find I must consciously relax on both tiller and sheet allowing the boat to sail freely. This tightening up is a problem in all sports. We have all seen instances of first rate sportsmen succumbing – that vital short pull that is missed – the overcareful shot that finds the net or the edge of the bat. There is only one way to improve technique and that is practice – often and regularly in the best competition you can find.

TACTICS: This is the one area of yacht racing that is generally regarded as being exhausted as far as new ideas are concerned. Failure to use the correct tactics nullifies your tuning and technique. In my early sailing days I sailed week after week for over two years without ever finishing better than second last on a limit handicap. Then it was suggested that I read that great classic "Yacht Racing and the Aerodynamics of Sails" by Manfred Curry. I splurged almost my entire savings on the book (the price, £6.8.6 is still on the inside cover.) My eyes widened as I read avidly. Unknown terms like 'safe leeward position', 'hopeless position' etc. seemed very real and very soon my improved performance attarcted the attention of the handicapper. It might be as well to note here that prior to reading Curry and appreciating the tactics of racing, I had always looked enviously at the boats that beat me, blaming my sails, the weight of the boat, the bend of the mast, the clumsiness of my crew of some other reason. (As stated earlier, start your adjustments with the nut on the helm.) Beg, borrow or buy some of the excellent books available on dinghy racing. Try putting the contents into practice and chances are there will be plenty of boats astern to read the Heron sticker on your transom.

Ask questions – most Heroners are quite happy to give hints when asked and can be a mine of information. Above all, realize you will never learn all there is to know and if you did you would never be able to put it into practice. This is the beauty of dinghy sailing – it will be different next time out.

Fig 1.

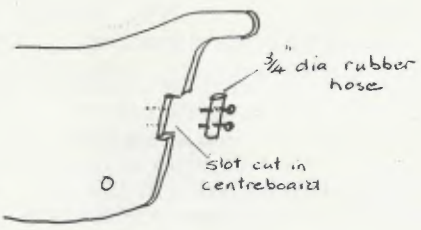


Fig 2

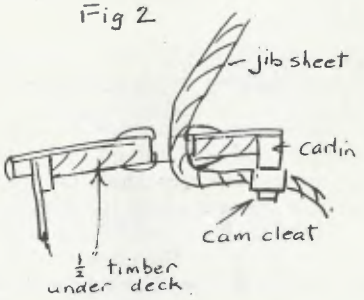


Fig 3 When sailing to windward

Keep weight in the centre of the boat.

Fig 4

Keep the boat flat

NEWS AND HINTS FROM OUR ENGLISH COUSINS

First, the news – The Eyott Widdy-Wid Cruise Race sounds fun, the race is sailed in two parts from Eyott to Brandy-hole Yacht Club then to Burnham on Crouch on the outgoing tide.

The crews then partake of a lengthy luncheon by which time the tide has turned, the boats launched to flow along with it back to Eyott – could this be called glad tidings!

Now for the hint – J. Taylor gives a clue on the painting and varnishing of the inside of a centreboard case – a tricky job at the best of times – "At one end of a piece of hardwood approx. 18x½x18 araldite two pieces of window draught proofing foam, one on each side, thus making a brush. By illuminating the inside by light from an electric bulb, painting the inside presents no difficulty. The makeshift brush can be cleaned and used repeatedly. All backing should be removed from foam before aralditing. To rub down the varnish, replace foam with sandpaper.

Australian note – the best scheme is to coat the inside surfaces with fibreglass resin before putting the centreboard case together – Mr. Taylor's suggestion is a good one when a fresh paint or varnish job is required on an older boat.

WHAT IS THE NATIONAL HERON SAILING ASSOCIATION OF AUSTRALIA?

It is **your** Association, it exists to help you and, in helping, hopes that you will encourage your friends to become part of the Heron fraternity. It has available:–

FOR THE NEW MEMBER

* Official Plans
* Full size frame plans
* Trailer plans
* Booklet "How to Bu-ld the Heron"
* Licensed g.r.p. builders
* Buoyancy equipment
* Association Rules
* Boat measurement service and Heron Handling advice

FOR THE OLD HAND

* Newsletter – Quarterly
* Boat Insurance data
* Ever popular T-shirts, ties, lapel badges, cuff links and tie bars
* Boat selling service

AND an active Association which by maintaining the Class as a ONE DESIGN ensures that your investment in a Heron does not waste away.

State Associations exist in all States and Territories to foster social and competitive use of the Class by individuals and Sailing or Yacht clubs.

20th NATIONAL CHAMPIONSHIPS – 30th December 1978 to 5th January 1979 – *Alan Wilson (9566)*

The Championships are to be sailed from Perth Dinghy Club which, we think enjoys a better situation than any other Yacht Club on the Swan River. The whole course is visible from its elevated verandah, it has wide lawns, large shady fig trees and long sandy beaches with no hazards for yachts. The Swan River may be the central feature of a large city but it remains remarkably clean and unpolluted thanks to the efforts of its management authority, and there are numerous well used swimming spots along its length. The Club is also very centrally located with respect to the City and suburbs. Because of the popularity of sailing there are ten yacht clubs which every weekend launch hundreds of yachts of many classes. In spite of the best efforts of the sailing committee of Y.A.W.A. in co-ordinating events, there is a great deal of congestion at peak periods. Relief from this is expected in 1979 when a new major yacht marina, situated adjacent to the Fremantle fishing boat harbour is to be opened. The clubs which sponsor keel-boat classes are to use this on a joint basis for all the larger boats, which will then sail in the Cockburn Sound and Rottnest Island waters, leaving the river mainly to the centreboard classes.

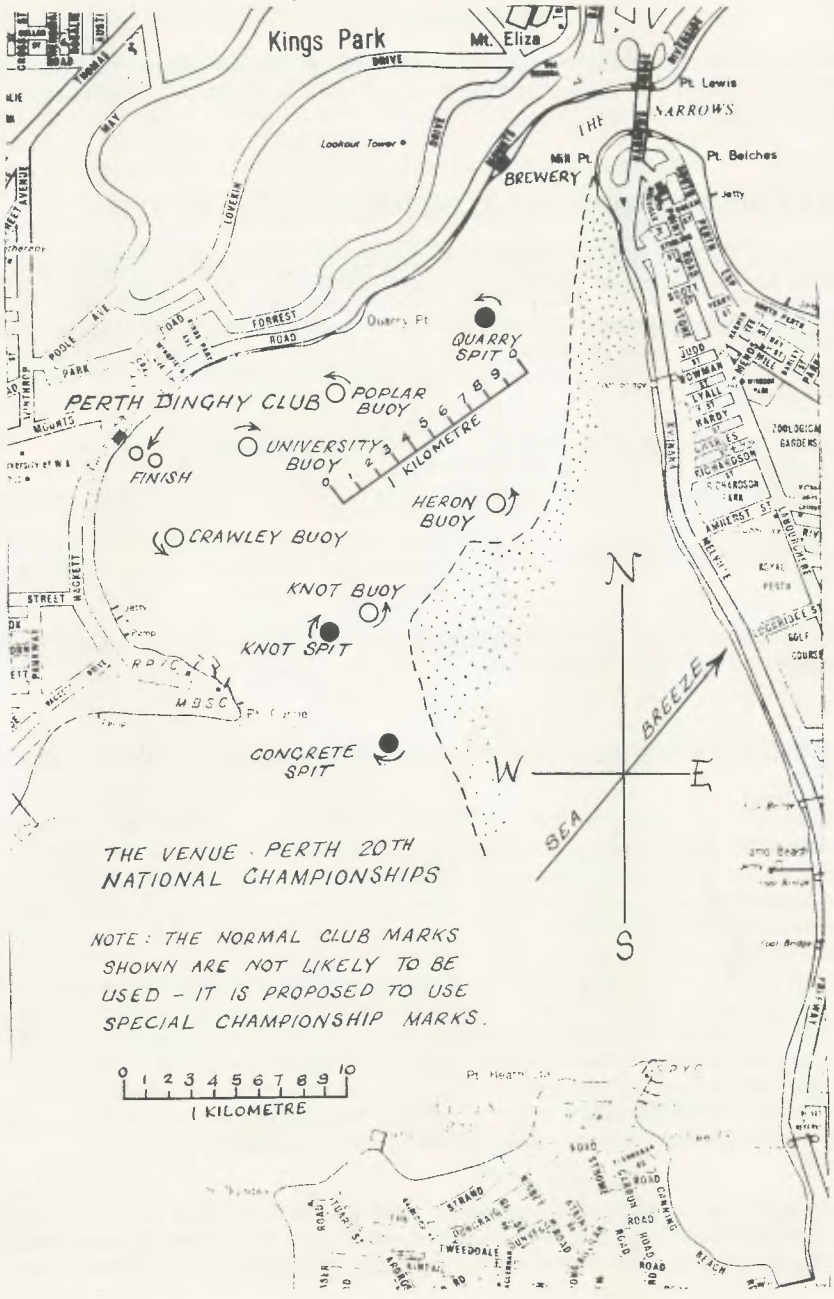
Heron sailors coming to Perth for the Championships from the Eastern States will probably find the south-westerly breezes rather strong. The range is around 12 to 25 knots with an average in the vicinity of 18. The waves on Melville Water are not very large, but there is a short hard chop,

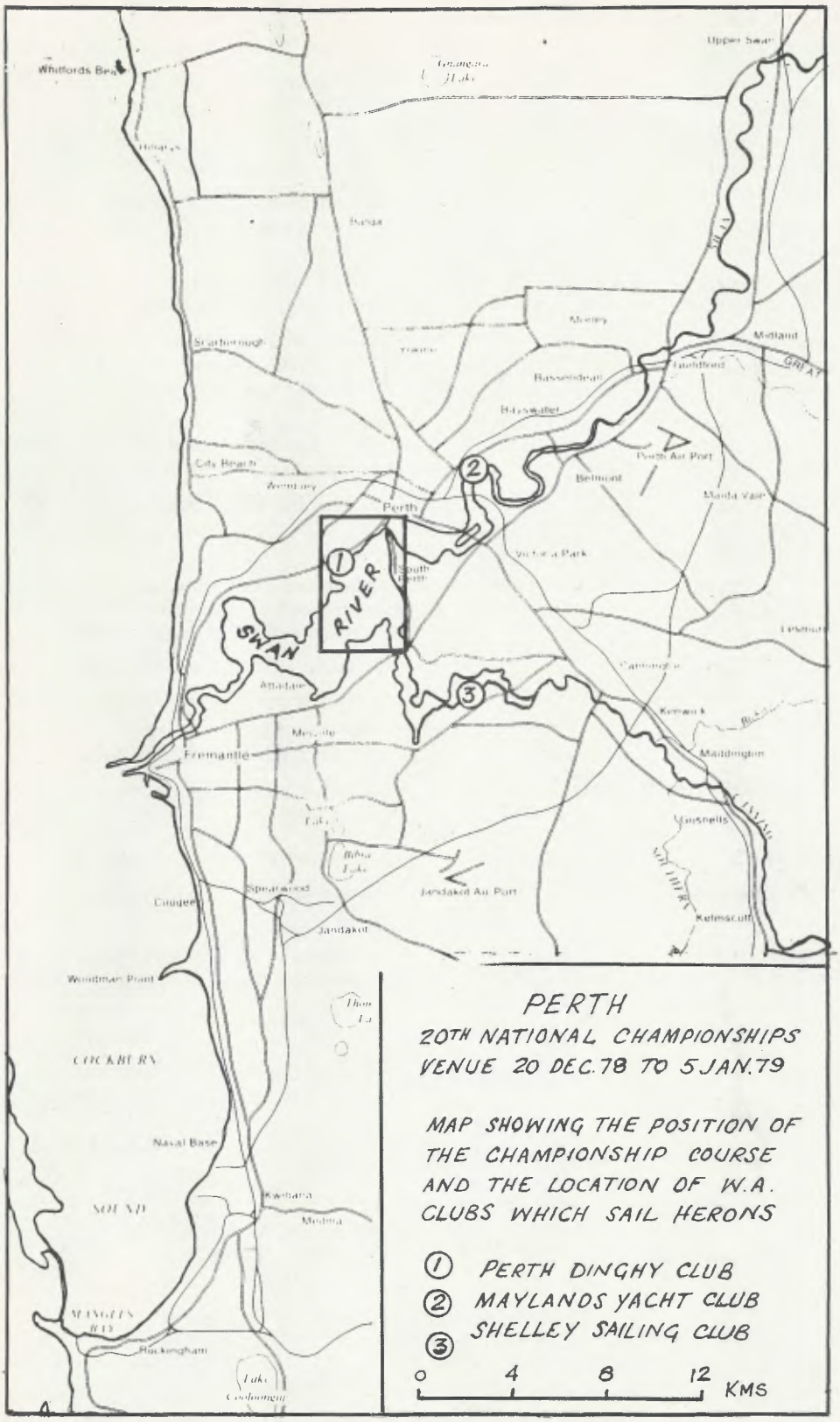
which tends to stop boats sailed too high. In the mornings the wind is often a moderate easterly which tends to die about noon, before changing to the south wester. The temperature rises rapidly while the easterly blows but falls with the sea breeze. If this breeze fails to come in, the thermometer usually tops 38°C, though Perth has its hottest weather in January-February, after the Championships will be sailed.

The map showing the sailing marks used by the Perth Dinghy Club Herons will give some idea of normal sailing conditions. In a sea-breeze the wind-ward leg is from Quarry Spit to Crawley buoy. University buoy to Heron buoy is a starboard tack run. The easterly course has Crawley to Heron as a windward leg, Heron to Crawley as a run and Heron to Poplar as a reach. The south easterly course adopts Crawley or University as the leeward mark and Concrete Spit as the windward one.

For the Championships however it is proposed to hire some very large and prominent inflatable buoys from the W.A. Yachting Association and to set a championship course.

Hope to meet you out there on the water!




Whitfords Beach
Upper Swan
Grange Lake
Swan
Stirling
Morley
Midland
Bassendean
Guildford
Bayswater
City Beach
Perth Air Port
Belmont
Maida Vale
Subiaco
Perth
Victoria Park
1
SWAN
RIVER
South Perth
Canning
Armadale
2
3
Kenwick
Maddington
Fremantle
Canning
Lakes
Gosnells
Ribbon Lake
Jandakot Air Port
Kelmscott
Cooper
Spearwood
Jandakot
Woodman Point
COCKBURN
Naval Base
SOUND
Kwinana
Medina
MANGLES BAY
Rockingham
Lake Coolbaroongup
PERTH
20TH NATIONAL CHAMPIONSHIPS
VENUE 20 DEC. 78 TO 5 JAN. 79
MAP SHOWING THE POSITION OF THE CHAMPIONSHIP COURSE AND THE LOCATION OF W.A. CLUBS WHICH SAIL HERONS
1 PERTH DINGHY CLUB
2 MAYLANDS YACHT CLUB
3 SHELLEY SAILING CLUB
0 4 8 12 KMS

TASMAN CUP REPORT – *Vigette Worters*

The TASMAN CUP has returned to NEW ZEALAND after many years residence in Australia.

The series, sailed off Westhaven over the Easter period, had a good roll up of local Heroners and sole Australian representatives Peter and Christopher Carey from Maryborough, Qld.

Young Chris threw down the gauntlet when he sailed borrowed MANU to a handicap victory in the Invitation Race and challenged dad, Peter, to do better in the following heats.

Wind conditions for the first heat on Easter Saturday afternoon flucuated from 12 to 15 knots with pleasant sea conditions and New Zealand team Don Wilson and Gary Sigley filled the first two places with Peter Carey coming home third.

Sunday saw a dramatic change in wind and sea conditions with many capsizes and swamped boats. Gary Sigley turned the tables on Wilson with the Australian hope finishing fourth.

Only 7 boats faced the starter fro the third heat on Sunday afternoon and three very quickly retired leaving Sigley, Carey, O'Connell and Barker to fight it out. Gary Sigley proved his versatility for all conditions by again winning, this time the Careys coming in second.

Mornday morning saw improved sea conditions but heavy winds and Sigley went on to win his third successive race. A change of faces filled the minor placings with Colleen Worters, second and mother, Vigette (NZHSA Secretary) third. And Peter Carey notched up another fourth.

Peter left his best to last and, in an exciting race to the finishing line in the last heat pipped Mike Barker to win by 3 seconds. Sigley finished fourth and went on to win the series with OUR OWN PETER CAREY and son Chris a very creditable second over all.

The series was sailed in a friendly and co-operative atmosphere and thanks must go to the North Shore Boating Club for providing patrol vessels and volunteer crews, for the tower staff, the ladies who provided hot food and drink each day and those who made available boats and spare gear.

Peter didn't miss the opportunity of extending a warm invitation to our New Zealand cousins to try their hand on the waters of Hervey Bay in 1979/80.

The Committee of the N.H.S.A. extends congratulations to the Y.W. Heron Sailing Assoc. Inc. (NZ) for hosting such a successful series.

VICTORIA NEWS – *By Doug Butchart*

This is a list of the new committee and the sub-committee responsibilities.

COMMITTEE 1978/79

PRESIDENT	Alan Clark, 5 Bella Court, MULGRAVE. 3170	Bus: 819-2363 Priv: 560-5662
SNR.	Len Ralph, 96 Fawkner Street, ESSENDON. 3040	Bus: 64-0491 Ext.333 Priv: 337-8272
VICE-PRESIDENT	Keith Hepworth, 149 Berrigna Road, PARK ORCHARDS. 3114	Bus: 80-1271 Priv: 876-1264
SECRETARY/TREASURER	John E. Erlandsen, 19 Marianne Way, DONCASTER. 3108	Bus: 359-5711 Priv: 850-2443

COMMITTEE

Doug Butchart, 37 Guinevere Parade, GLEN WAVERLEY. 3150 Bus: 24-0681. Priv: 233-3208	Jim Douglas, 361 Belmore Road, BALWYN. 3103 Bus: 857-8077. Priv: 857-8303	Jane Hall, 31 Voltri Street, MENTONE. 3194 Priv: 93-7741

Contd. overleaf....

COMMITTEE (Contd.)

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1 Eva Court,
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Bus: Priv: 359-5160

Dale Martin,
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FOREST HILL. 3131
Bus: 63-6731 Priv: 878-6604

Hallam Occleshaw,
130 Cardigan Road,
MOOROOLBARK. 3138
Bus: 329-9555 Priv: 725-6751

Marie Ralph,
96 Fawkner Street,
ESSENDON. 3040
Bus: Priv: 337-82272

Jim Russell,
7 Seach Street,
SOUTH CAULFIELD. 3162
Bus: 819-8169 Priv: 596-2264

Peter Williamson,
20 Cavanagh Street,
CHELTENHAM. 3192
Bus: 93-1633 Priv: 93-6039

Promotion – Doug Butchart
Membership – Dale Martin
Heroner – Hallam Occleshaw
Boat Officer – Tom McDougall
Social – Marie Ralph
V.Y.C. – Jim Russell
Sailing – Keith Hepworth
Technical – Len Ralph

The Official Events for the year will commence on 4 August with the Learn to Sail Classes.

The first picnic day will be at the Albert Sailing Club on 29 October with two further picnic days on 10 December and 25 March 1979.

There will be a picnic cruise from Elwood Sailing Club to Black Rock Yacht Club on 11 February 1979.

Other events include:

Victorian State Championships	–	27-29/1/79
Victorian Junior State Championships	–	10/3/79

ALBERT SAILING CLUB – *Lee-Bowed – 8537*

Last season ended on a very high note with the number of Herons sailing regularly continuing to grow.

Competition is keen, giving good results. The State Junior title was once more won by a club member and it is now held by David Anderson who sails "Kudu".
In fact the first three places were filled by Albert Sailing Club boats. Raymond Martin (Bon Heur) second and Brent Occleshaw (Trinity) third.

For the first time in history we also wrested the "Teams Race" trophy from the grip of the "Bay" clubs.

Congratulations to Bruce Perry for winning the Club Championship for the second time. Rumour has it that daughter Sharron is his new crew so look out folks.

While most sailors are hibernating some hardy types have been sailing in the Mid Winter series which resulted in a win for Alan Clarke in Bet-C-Lea.

Some of our Heroners taking part in an advanced sailing clinic which should result in further improvements to our standard.

A.C.T. NEWS – *Stewart McGilvray – 8318*

With the snow retreating from the hilltops around Canberra, the sandpaper and paint brushes are now hard at work on the A.C.T. Herons.

Arvid Lejins has his winter project the new "Laiva" ready for the water. Arvid stuck to the traditional timber and ply construction, not so for David Waller who is putting the finishing touches to a tupperware hull with a wooden deck.

A further boost to Heron sailing will be the A.C.T. Boatshow 1978 to be held on the shores of Lake Burley Griffin by the Canberra Yacht Club on 23rd and 24th September. Last year's show was a great success and resulted in an increased interest in sailing and Herons.

The sailing programme for the 1978/79 season in the A.C.T. will commence with the Opening Regattas at YMCASC on 7th October and Canberra Yacht Club on the 8th.

Sample of promotion advertisement used by the Mackay Group which has proved very effective.

FOUNDERS OF THE SHELLEY SAILING CLUB – W.A.

Or affectionately known as the "fearless (or fearsome) four". From left to right they are Max Birch (ex naval type, World War 2), Roy Whitehead (who splintered Mirror centreboard cases before taking up with a Heron), Tony Quayle, the Club's first Commodore and Simon Dodd, Club Starter.

A 'blue ribbon' event on the Sydney Calendar attracted the usual large mixed fleet with Herons dominating this scene. – *M. Clarke.*

Winner of Central Qld. Titles – Rob Cresswell (right) and crew, Ted Larson; (Back row from left) Robert Cumming, Club Patron; Tom Newbery, M.L.A., Guest of Honour; Alan Steen, Club President (obscured).

Runner up in the 19th Series (Hobart) Jim Armitage OUTCAST 9282.

Part of Heron fleet with Mackay Sailing Club and Bulk Sugar Terminal in the background.

The A.C.T. Heron Championship will be early this year, on the 25th and 26th November. So it will mean quick tune-ups in the earlier Club races. Junior Heroners will be catered for with their A.C.T. Championship on 10th February 1979.

That dreaded disease – Dry Bottom – struck many Herons during last season and it is hoped that we can eliminate the disease this year and see all the A.C.T. Herons on the water in the Opening Regattas, which is the only known cure.

Good Sailing.

SOUTH AUSTRALIA NEWS – *T. Reid – 7673*

BRIGHTON AND SEACLIFF YACHT CLUB

At the end of the 1977-78 season Heroners lost on the class mainstays in South Australia, namely Geoff Withrington who has done so much to promote the class through the club, State and National scene. Geoff has now departed for sunny Queensland and a larger boat and we wish him every success on behalf of all Heroners.

The season also saw our reigning Club Champion, Ian Snowball, move onto an MS14 thus leaving the way open for an exciting championship series in 1978-1979.

Due to fairly tough weather conditions last season our average number of starters was well down and the class is endeavouring to entice more of our registered boats onto the water for the coming season.

The final results for 1977-78 were:

Club Championship

TOUCH OF CLASS	Ian Snowball
VIRTUE	Geoff Withrington
PEOPLE EATER	Leo Dunstall

Handicap Championship

MARLOW	Maurie Simpson
OOMIAK	Noel Thompson
ESRA TEW	George Richardson

SOUTH AUSTRALIAN NEWS – *Ray Power (9163)*

The freezing season is with us in South Australia with the wettest and coldest winter for many years. The urge to leave the shore and take part in a frostbite series has little appeal to the normal sailer.

This is the time for reflecting on the season past, rubbing down, making alterations and repainting. Howeer, despite the best of intentions there will be the usual last minute rush to get ready for opening day – human nature being what it is.

A.G.M.

The annual general meeting of the S.A. Association was held on 9th May before a disappointing number of members. The following officers were elected:

Chairman:	John Carter
Hon. Treasurer:	George Richardson
Hon. Secretary:	Stan Jordan
Hon. Publicity Officer:	Ray Power
Hon. Handicapper:	Mike Ronaynne

Peter Eldridge who besides being a very successful skipper, at Henley Sailing Club, has been an officer of the Association for many years but has now left the Heron Class. Thank you Peter for a job well done and the very successful National Titles at Henley in 1976-77 were due in no small way because of the enthusiasm Peter conveyed to the club officials and members.

Mike Ronaynne, a former Commodore at the Port River Club, has taken over Peter's role as handicapper. Welcome Mike and I am sure your administrative background will be valuable to the Association.

1978/79 PROGRAMME

The following programme has been tentatively arranged:

November 5th (Sunday):	–	Promotion Day at West Lakes.
November 26th (Sunday):	–	Heron Fleet Race Largs Bay to Port River.
Jan. 27/28/29th: (Australia Day Weekend)	–	State Titles at Largs Bay Sailing Club.
Feb. 11th (Sunday):	–	Heron/Mirror Picnic Location probably at Brighton but subject to confirmation.
Feb. 25th (Sunday):	–	Picnic Day (Milang or Goolwa)
March 24th (Saturday):	–	Presentation Night for State Titles.
March 25th (Sunday):	–	Teams Race at Port River.

MURRAY BRIDGE SAILING CLUB – *Grant Leach – 8263*

Greetings to all Heroners from one of Australia's newest sailing clubs!

Formed in August last year we grew to 80 members and about 20 boats in six months. We sail on the River Murray at various locations about Murray Bridge and we would welcome all Heroners who would like to try sailing in confined waters. Watch that pelican! Lookout for the willows! Damn the ski-ers!

As a new club we have a wide variety of craft with Herons, Mirrors, Rainbows and 125s making the bulk of the fleet, but we also have some Lasers, an Enterprise and even a few TSs to make racing interesting. Try getting all of them about the first mark at once – with about 30 feet of water between the mark and bank!

Brian Rehn (RELIANCE 6562) became our first club champion. In second place overall up to the last race Brian skilfully handled the ultra-light conditions of the decider and kept his Heron's transom in front of a pack of hungry 125s.

Next season, which opens October 1st, there should be about 7 or 8 Herons racing and we look forward to expanding the class even further at 'The Bridge'.

Whilst our course would never be considered for the National Championships (you either beat and run or reach both ways), we have a lot of fun and if you would like to try fresh-water sailing with us give either Brian (085-323861) or me (085-323718) a ring.

Question! Are we the only sailing club on the River Murray?

NORTH QUEENSLAND DIVISION – MACKAY – *Iain Dorward*

Hi to all Heroners from us in tropical Mackay, especially the frozen ones in the southern States.

Mackay is approximately 1000km north of Brisbane, and is the Sugar Capital of Australia; The World's Largest Coal Export Port, Hay Point is situated south of Mackay.

We have 30 Herons in the Mackay area, six of which are locally built fibre glass boats which are performing very well. With an extensive promotion programme coming to a close it is pleasing to report that eight used boats changed hands, and are back on the water, as well as four new GRP boats. This year's Club Championship went to SKADI JNR, 7653 skippered by Kev Gregory, also the fastest time went to Kev, runners up were EVERGREEN, 9297 skippered by Rob Cresswell and JIMPY, 9484 skippered by Des Quinn; seasons points went to Des as well.

The Central Queensland Titles were held on the June long weekend. Light winds and a lot of tide movement stretched one's patience at times. Seventeen Mackay boats and CLARISSA 8777, M. Higham and OTTO 6640, N. Jones from Kurrimine made the Herons the dominant boats at the Regatta.

REGATTA RESULTS

	1st	2nd	3rd
Race 1	EVERGREEN	JIMPY	TIRA VENTO
Race 2	SKADI JNR	EVERGREEN	JIMPY
Race 3	SKADI JNR	EVERGREEN	JIMPY

In Race 1 SKADI JNR took a wrong tack and came in 5th. Credit must go to Rob Cresswell in EVERGREEN who won the Titles for the second time, SKADI JNR second and JIMPY third. Mark Higham in CLARISSA from Kurrimine was first on Handicap.

With the completion of the Central Queensland Titles each year the topic of conversation turns to Kurrimine; the camping gear is checked and the travelling arrangements made. The Mackay Heroners consider this as the best sailing holiday in Australia, looked forward to by Heroners both young and young at heart. It is estimated that at least 10 families will be camping in the Mackay corner this year.

SOUTH QUEENSLAND NEWS – *John McKeown*

Another successful South Queensland Championships has come and gone. We saw an entry equivalent to last year's event of 24 boats and everyone who competed enjoyed both the racing and social activities in nice weather. Congratulations to Peter Carey on retaining his title in a very closely contested series. During the weekend we enjoyed the very fine hospitality of the Lake Cootharaba Sailing Club and our particular thanks go to Commodore Ralph Duffield and his good Wife, Jean who helped make the event run so smoothly. During the weekend the North Sails jib which was raffled on Presentation Night was displayed from the ceiling in the Clubhouse and there were many admirers of this proven "go-fast" sail. The point was further made when North Sails featured on both the first and second boats in the event, and literature provided by Norths was handed around to competitors during the weekend. Our congratulations to Arthur Bullock for winning this wonderful prize and to Peter Carey for organising the very kind donation by North Sails. Should anyone have any queries on how to go about purchasing sails from Norths, kindly contact the Secretary for details.

SOUTH QUEENSLAND CHAMPIONSHIPS – 29th APRIL TO 1ST MAY, 1978 AT LAKE COOTHARABA SAILING CLUB

Fine warm weather and light to moderate breezes prevailed during the event and close racing right throughout the fleet was the order of the day. General opinion was that the overall standard of racing had improved considerably since last year's event. The first heat was a very close affair with Alan Timmins leading around the last mark with Peter Carey and Colin Verrall close behind. Colin and Peter went off in different directions and Alan decided to cover Colin and, while managing to hold Colin out, let Peter slip through for a very close win. Saturday night saw the usual revelries and some sore heads and bloodshot eyes confronted the starter on Sunday morning in similar weather to the previous day. This heat saw Ken Smith turn on the speed and lead for most if not all of the race and winning by a comfortable margin from another one of those Hervey Bay speedsters Terry Jackson (sailing in Peter Carey's old boat "Hakatere") with Alan Timmins just pipping Peter Carey for third place. The points position was very close going into the third and final heat with Peter Carey and Alan Timmins covering each other closely at the start but finding themselves back towards the middle of the fleet. Peter Timmins got away well in Alan's old boat "Abracadap" but with some recently purchased North Sails and he led the fleet around the first mark. However, Peter and Alan worked their way through the fleet to be leading coming to the second last mark and a great luffing match ensued on the second last leg with Alan firstly closing the gap from behind and then being taken by Peter right off to windward in an exciting duel. Alan won the duel and rounded the leeward mark clear of Peter but a fouled Main Sheet caused his undoing and Peter sailed past him to eventually record a win by a few seconds. Colin Verrall came through for third with a consistent Terry Jackson in fourth place. Final overall placings saw Peter win from Alan with Ken Smith in third place. Handicap placings were Terry Jackson from two up-and-coming sailors in Peter Timmins and David Parker. The most improved Trophy went to Arthur Bullock with his daughter Julia Owens getting the Lady Skippers prize. In addition to our main sponsor, North Sails, thanks must also go to our other sponsors namely Glascraft Marine and The Sailing Specialists.

A FEW NOTES:

Our Fibreglass Floppy Hull Scheme is now well under way and we now have a very large second hand boat list. If you know of anyone looking for a boat, please ask him to contact the Secretary or Publicity Officer for details. Our special thanks to Nev. Robinson, Lionel Simpson and John Parker for their assistance in the organising of the Championships just held – it made things run

just that much smoother. Looks like another solid contingent from South Queensland going to Kurrimine again this year with the Carey, Timmins and Verrall (now a threesome) families looking like certain starters. Congratulations to Colin and Sandra on their new arrival Tania, affectionately known as "T.V." Much discussion on the long weekend as to whether young T.V. resembles mother or father – another inspection is to be made at the 1979 South Queensland Championships to determine the question. Successful Presentation Nights held recently at both the South Brisbane Sailing Club and Queensland Yacht Club with Alan Timmins and Ken Smith taking the honours respectively. The Brisbane Yacht Club is holding a Winter Series on every second Saturday commencing on May 20th and finishing on August 12th. Starting time is 1.30p.m. with a briefing at 1p.m. Nomination fee is $2.00 per race. The Humpybong Yacht Club is also sponsoring a couple of races during July and further details can be obtained from the Secretary. The date for Kurrimine is not yet available. Interesting to note that all proposed motions to change the constitution of the N.H.S.A.A. were defeated although the motion proposed by two Queenslanders almost got the required 2/3rds majority. The Secretary has a number of Sunto Junior Tactical Compasses available at Wholesale Prices – cost approximately $9.50 – proved very useful to some sailors at Lake Cootharaba and are very helpful in open water. See you at the A.G.M.

NEW SOUTH WALES NEWS – *Bruce Morrissey (9191)*

OK you sailing nuts here we go again, event number one on our programme, the Narrabeen Lakes Invitation kicks off on September 24th. Also for those who forgot last year it's also our first Travellers Trophy event. So check your boat for holes etc, replace tired ropes and fittings now, have your boat or sails remeasured if any changes have occurred.

All that remains is to convince someone else that the water's not really cold and sailing is fun this time of the year, tie them up forward and head for the starting line.

You didn't forget to renew your membership, and place your 78/79 sticker on your boats backside did you?

Next there's Canberra Opening Regatta Oct. 7th; BYRA Invitation Oct. 15th; Cronulla Cup Oct. 29th; Botany Bay Invitation Nov. 4th; Dobroyd Invitation Nov. 19th; ACT Heron Championship Nov. 25/26th; Lake Macquarie Heron Holiday Dec. 2/3rd.

Keep in mind the State Championships at Balmoral on January 27th & 28th & 29th.

Keep it legal – rumour has it Big Brothers got a new telephoto Lens.

NARRABEEN LAKES SAILING CLUB

With yet another season just a few weeks away it's time for a brief review of our last season's performance.

The Jax team did us proud by winning six out of eight heats, and taking out third place in the series. With the current high standard of helmsmanship in the Club, it is becoming increasingly difficult to select our best team for this event.

In spite of a shock in the first round, when we received a mauling from BYRA, we retained the Duffield Plaque by a handsome margin. We look forward to competing once again with our friends from BYRA, Hawkesbury River and Palm Beach.

Congratulations to the following skippers who gained places in the major Club events.

Championship

1	John McManus	9222
2	Derek Urban	9287
3	David Llewellyn	7951

Overall Point Score

1	Robert Hook	8923
2	David Rose	4185
3	John McManus	9222

Rumours are circulating to the effect that at least three new GRP Herons are currently under construction by Club members. These new boats will increase the number of GRP Herons sailing with the Club from five to eight. No doubt our skippers of Herons made from traditional material will respond by doing all in their power to prove that GRP Herons do not necessarily go faster.

SPEERS POINT NEWS – *from BIRDWATCHER*

The new season has begun but first we should have some reflections on last season's results which I hope will help others. At Presentation Night the trophies were shared by: CINCHONA – A. Davidson, JUBILEE – B. Waterman, MISTERON – B. Champness, LEMON JUICE – J. Davidson , ALEXIS – A. Griffiths and SAGA – T. Blunden. The most noticeable thing about this list is that these boats were the most consistent starters during the season. The lesson is, of course, that to get your boat in the trophy list you must sail as often as possible and from the very start of the season. The logic of this is twofold: 1. You are giving yourself more chances of gaining points, 2. And most important is that the more often you sail the greater your chances of making those all important adjustments which make your boat faster than the rest.

Our last race day of the season, Anzac Day, concluded with a bar-b-que which saw the clubhouse packed to the gunwales. Unfortunately no skippers were disgusted enough with their performances to offer their boats as firewood so we had to scour the foreshores. The Club Committee has now decided to hold bar-b-ques on the first and last Club Championship races to promote fellowship between and within the various classes which sail at Speers Point.

The race programme has been set out for 78/79 and we hope that other clubs will note the change in dates for the Heron Holiday Regatta. It will now be held on 2/3rd December. This change in date was requested by some of the junior competitors because of clashes with school examinations so this year local juniors John Davidson and Andrew Blunden are anticipating some very keen competition. I wish you all fair winds and enjoyable sailing.

DOBROYD AQUATIC CLUB – *from Dobbie*

We expect to have a rather depleted Heron fleet next season but nonetheless everyone who is prepared to switch to Saturday sailing is very keen.

Grapevine news is that John Jeffress is secretly preparing a sky blue fibreglass 'flyer' – Fred Dobner (our State President) is wet and drying his "piano-like" phenomenon and M el and Viv have gone on a diet. Brian Hewson has put a few more patches on 'Patch-Up' and George Collings is trying to exchange his boat for one made of balsa wood (or something pretty light). Jack and Doris Reid will start their 8th season at Dobroyd. Libby and Bob Morris will again appear 'now and then'.

Anyway – good sailing in the new season.

19th N.S.W. HERON STATE CHAMPIONSHIPS 1978/9

NOTICE OF RACE

The Balmoral Sailing Club invites entries for the 19th N.S.W. Championship 1978/9 for Heron Class Yachts to be held on the waters of Middle Harbour 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 27th January 1979	10.00am	Welcome
	11.00am	Heat 1
	3.00pm	Heat 2
Sunday 28th January 1979	10.00am	Heat 3
	2.00pm	Heat 4
Monday 29th January 1979	10.00am	Heat 5
	2.00pm	Resail if necessary

3. **Welcome**

   A welcome will be held for all entrants at 10.00am on Saturday 27th January 1979 at the Balmoral Clubhouse.

4. **Scoring System**

Points will be scored and any ties resolved in acordance with Addendum 'A1' page 78 of the A.Y.F. 1977 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 1979/80 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 1978 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 1978 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 K Mealey
Hon Assistant Secretary/Treasurer
N.S.W. Heron Association
Box 76 P.O.
BURWOOD 2134.

by 1st December 1978. Late e ntries or entries unaccompanied by the proper entry fee may 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 Balmoral Sailing Club upon Registration on Sat. 27th Jan. 1979.

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. (Helmsmen must be under 18 years of age at 30/12/78).

*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 Balmoral Sailing Club on Sat. 27th Jan. 1979; Only sails which have been checked, initialed and dated by a measurer during the 12 months prior to 27th Jan. 1979 will be acceptable. This stamped suit of sails will be the only ones used for the series, unless, in the case of damage, the Sailing Committee may approve the use of a substitute sail.

10. Balmoral Sailing Club is negotiating with the Navy to provide lock-up overnight storage for boats in the adjoining Naval Yard.

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MEMBERSHIP FOR THE 1978/79 SEASON - AS AT 1ST AUGUST, 1978.

NEW SOUTH WALES

A.Abbottsmith (4229)
R.Amos (3929)
M.Anderson (8238)
R.Archer (4658)
B.Archbold (6188)
A.,K.,V.Arneman (7812)
F.Artlett (4693)
H.Ashton (5878)
R.Backhouse (6239)
M.Bailey (9494)
A.Baker (8248/9197)
B.,J.,M.Baker (8596)
A. & E.Barrett (7942)
L. Barrett (5050)
Mrs.A.Bathgate (Hon)
G.Baumgartl (8517)
L.Beaumont (8266)
F,Benecke (9537)
D.Berckelman (3881)
K.Beuman (9235)
A.Binns (3993)
J.Black (8989)
N.Blacker (6452)
D.Blamires (9202)
W.Blizzard (9562)
T.Blunden (4431)
S.Bochner (8313)
C.Boland (6978)
M.Bond (5740)
F.Bonner (4089)
G.Bonsall (3914)
C.Booth (7946/9544)
W.Booth (5919)
C.Brandon (9221)
D.Brandon (5904)
J.Brooks (6422)
J.,S.,M.,E.Brown (9119)
A.& J.Davidson (9215/9292)
K.Davis (5907)
G.& K.Deakin (5136)
D.Dean (5522)
S.Dearnley (L.M)
E.Deint (8910)
J.& J.Delmas (7848)
C.Dickens (6767)
A.Dickerson (9496)
R.Dickson (6104)
A.& J.Disney (8001)
F.Dobner (4162/9533)
T.Durman (8024)
S.,R.,A.Dyer (6614/9179)
G.& D.Early (7366)
B.Edwards (9546)
R.Ellam (7486)
E.Elliott (4681)
W.Ellis (4434)
K.Elton (8393)
E.Farley (7158)
S.Fayle (9240)
J.Field (5342)
K.Friend (5995)
R.Fry (6769)
S.Fuller (8502)
M.& M.Garlick (6201)
Mrs. R.Gaussen (4278)
E.Gersbach (4194)
Mrs. A.Gibson (5024)
C.Gillam (4656)
A.Gillespie (nbo.)
R.Gilmour (6871)
G.Goddard (8711)
D.Gordon (6549)
F.Gorenc (3625)
A.,K.,A.,M.Gray (8090/8980)
W.Jacobson (9580)
A.James (6992)
D.Jamieson (9525)
C.& P.Jarrett (3921)
J.Jeffress (9585)
G.,B.,B.,J.Jenkinson (9208)
B.Johnston (9498)
K.Jones (4987)
K.Jones (nbo)
P.Jones (7491)
R.Jones (9275)
A.Judd (6586)
J.Katon (8099)
D.Kelly (8770)
D.Kenny (8292)
Mrs. G.King (7382)
P.Kitchin (3123)
B.Lake (5360)
C. & L.Lamb (3925)
E.Lansley (9185)
B.Larkins (8525)
R.Laws (7663)
O.Layden (9214)
P.Lemarquand (8902)
W.Leung (9133)
M.Lewena (9243)
D.Llewellyn (7951/9576)
C.Lloyd-Owen (4534)
R.Lock (7623)
B.Loudon (7252)
B.Lowe (9109)
A.Luckman (9407)
J.Luff (9134/9291)
G.Luscombe (9473)
J.Lynn (8236)
M. McDonald (8284)
K.McDonald (9565)
K.Plunkett (4924)
B.Porter (5793)
G.Poynter (6388)
L.Preece (5805)
Miss L.Prosser (3630)
S.Prosser (5965)
E.& F.Reynolds (9422)
E.Reynolds (6958)
D.Raffell (5800)
R,Ranclaud (8288)
J.& P.Ranger (7689)
E.Rice (4482)
Mrs. G.Rigby (2786)
S.Rigby (7607)
R.Riley (9501)
D.Robb (9509)
D.Roberts (6892)
D.Roberts (4669)
G.Rogers (5613)
D.Rose (4185)
K.Ross (7080)
T.Rowan (9583)
D.Rowley (7890)
G.Ryman (8934)
D.St.Clair (7044)
D.Sangster (4123)
I.Saunders (6508)
P.Sayers (nbo)
A.Saynor (9454)
G.Schauwecker (9568)
Sea Cebs (8 Herons)
D.Searle (5080)
F.& D.Seckold (4102/7418)
C.Sharp (6109)
G.Sharp (4425)
P.Sharratt (9535)
J.Shipton (8800)

W.Brown (2098)
A.Bruin (3 54)
I.Budge (5350)
C.Burns (7660)
S.Burrows (4670)
R.Burwood (4533)
F.Campbell (3628)
P.Carrick (6413)
B.Carter (nbo)
I.Castell-Brown (3756)
A.Cawsey (5731)
B.Champion (9550)
J.Channon (9258)
J.Church (5066)
D.Clark (5955)
W.& M.Clarke (9449)
K.Cleary (7886)
N.Coady (6576)
B.,R.,S.Codd (5754)
J.Cole (9414)
G.Collings (9412) C.C
C.Collins (6507)
B.Compton (6738)
A.Conolly (9480)
I.& R.Cook (9500)
R.Coombs (7871)
D.Cooper (6889)
N.Corvisy (L/M)
P.Cowie (7261)
B.Coy (9186)
J.& A.Craggs (5051)
D.Cranch (9569)
A.B.Crane (9440)
D.Crawford (4271)
P.Creecy (7047)
G.Crispo (9175)
T.Crow (9573)
I.Cull (7472)
J.& S.Curtis (7667)
G.Dahms (7379
J.Dale (5769)
K.Dane (L/M)
E.Daniels (5777)
P.Daniels (7064)

G.Greenslade (9571)
H.,J.,K.S.Gregory (9285)
C.,I.,A.Grimwood (4075/8075)
W.& T.Grounds (5783)
M.Groves (8088)
J.Gwilliams (5846)
J.Hamilton (5078)
J.Hamilton (9256)
S.Hampton (7256)
P.& J.Harcourt (3581)
J.Harries (5549)
T.Harris (8783)
I.Harrison (9558)
E.Hart (4835)
J.Hart (7652)
E.Hatch (6855)
R.Hayward (6401)
B.Hemer (9547)
A.Henderson (8265)
D.Henderson (7929)
Mrs. W.Hensford (5812)
W.& A.Hertel (6563)
B.Hewson (4973)
M.Hextall (9242)
V.Hildebrandt (9570)
G.Hilgendorf (3375)
G.& N.Hill (8016)
V.Hillig (8795)
Mrs. S.Holden (4695)
B.Holloway (6365)
D.Holm (9444)
P.Holmes (8746)
R.Holmes (9220)
J.Hook (8923)
J.Huggins (9438)
C.& P.Hunt (7417)
N.Hutteman/W.Lyne(6534)
A.Imlay (5703)
R.Imlay (7818)
S.Imlay (8559)
P.Ingleson (5369)
J.& M.Ireland (8282)
T.Irwin (6756/8952)
R.Jacka (7937)

J.McDowell (9475)
F.McGrath (5962)
A.McIntosh (7451)
R.McKern (6371)
I.McLeod (7435)
J.McManus (9222)
I.& V.Macarthur (4481)
D.Maher (5380)
E.Marshman (5630)
E.& K.Mealey (9290)
H.&.R.Melzer (8919/6613)
Mrs. M.Millward (8530)
R.Milne (4088)
C.Milner (9203)
R.Milner (6537)
J.Milton (nbo)
P.Moate (7413)
G.Moffatt (7036)
I.Monk (5620)
G.Moody (6580)
P.& A.Moore (9559)
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