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HERON NEWSLETTER

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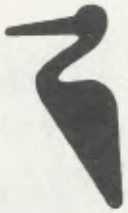

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NEXT ISSUE

Deadline is 9th February, 1979.

COVER PHOTO

"WHO SAID THE HERON WOULDN'T PLANE?"
Don Cranch's TWO FOR TEA has a very dry nose on the waters of Middle Harbour, Sydney.

Heron'n Evinrude Affair

We know your sweet sailing Heron was never built as a power boat. But when the sailing is done and there's still time for fun, it's amazing what a propeller can do. Especially at the end of our ultra lightweight, 4 hp twin-cylinder Evinrude outboard... a great little performer with in-built fuel tank and full power in reverse. Reliable as the day is long. Starts easily. Runs smoothly. Has patented "Lyfanite" salt water corrosion protection so it can live — not simply exist — in salt water. And if you ever need service far from home, just sail into your nearest O.M.A. dealer because all Evinrudes are backed by the largest outboard motor servicing organisation in the land.

EVINRUDE

first in outboards

The Management Committee would like to take this opportunity to wish all Heroners and their families the Compliments of the Season and hope that 1979 will bring fair winds and good sailing to all.

THE PRESIDENT WRITES

The Measurer's Page in the last Heron Newsletter carried a number of items on which the Measurement Committee and subsequently the Management Committee had ruled. These included a mainsail peak to centre foot measurement and the definition of a boom vang. Our only Life Member from W.A., Tony Oram, has queried the legality of these rulings on constitutional grounds. A careful re-appraisal of the question has shown that Tony has made a valid point. Consequently, I had no option but to declare these two rulings unconstitutional and to submit them to membership at the next A.G.M.

The current position is that there is no official peak to centre foot dimension and that the interpretation of a boom vang is a matter on which the Measurement Committee would advise Management.

This confusion really comes back to the Constitution itself which is in need of updating and dissection. One proposal is to divide the Constitution into three sections namely, Constitution, Measurement Rules, and Sailing Rules. The Constitution and Sailing Rules sections are fairly easily put into shape but Measurement, as always, is a more complicated matter, I anticipate that a number of measurement proposals will be put to the next A.G.M. for guidance as to the wishes of the membership.

Reports on the coming 20th National Championships in Perth indicate yet another outstanding series. To those about to trek across the Nullabor and to the W.A. Heroners who have worked so hard in planning the Championships, I send my best wishes.

Unfortunately, I am unable to join you in battle with the 'Fremantle Doctor', but I am certain that the fleet will enjoy wonderful sailing and great hospitality. My only plea is that in the competitive atmosphere, we do not lose sight of the fact that the close sailing we enjoy is a direct product of the one-design concept and that improvers should confine themselves to working on the nut at the tiller.

Good sailing and the compliments of the season to you all.

EDITOR'S COMMENTS

Would all Publicity Officers please take notice of the change in the deadline from the 1st February to the 9th February. This has been done to allow the States that conduct their State Titles over the Anniversary Weekend to forward their reports.

THE SAFE LEEWARD POSITION – *by John Shipton 8800.*

The fine photograph by Mary Clarke on the cover of the September 1978 Newsletter has prompted me to comment on the importance of the safe-leeward position. This is excellently depicted in the photograph which is reproduced in the pictorial page of this issue.

A knowledge of this all important tactical position and the ability to apply it, is an essential weapon to any skipper keen to race well.

Basic to the understanding is to appreciate that the efficiency of a sail depends not so much on the positive pressure of air on the windward side of the sail but the partial vacuum or area of low pressure on the leeward side of the sail caused by the accelerated air. Proof of this is simply demonstrated by holding a piece of paper in the horizontal plane and blowing over the top of it. This represents the wind on the leeward side of the sail. The paper will immediately lift into this area of low pressure (Bernoulli's Law) Fig. 1.

If anything can be done to disturb the flow of accelerated air on the leeward side of the sail then the power of the sail is reduced considerably. Manfred Curry in his book "Yacht Racing" has calculated that the efficiency of a sail can be reduced to as much as 35%. Wouldn't we all love to inflict this handicap on our competitors!

Take a look at the photograph of 8025 and 8546 again and depicted diagramatically in Figure 2. To the unitiated 8025 appears to have the advantage and will quickly overhaul 8546. However the experienced skipper knows that even if 8546 is slightly **slower** the chances of him being overhauled are remote provided he sails his boat to its optimum.

The secret is to be found in the deflection of the wind from the sails of the leeward boat onto the leeward surface of the boat to windward, thus impairing that all important partial vacuum. The boat to windward is also disadvantaged by the bow wave of the leeward boat. Fig. 3.

Empirical evidence of loss of drive for the boat to windward can be seen by studying the photograph. 8546 is heeling more than 8025 simply because there is more pressure on the sails.

With knowledge of the devastating effect that a safe leeward position can have, what action should the skipper of the windward boat take. The answer is to tack immediately if at all possible.

Ability to establish a safe leeward position provides a skipper with an opportunity to assume the offensive on a beat to windward, even if he is on a port tack and does not have right of way. Put yourself in the position as skipper of a port tack boat and observe a competitor on a converging starboard tack. You are still in a position to take the initiative.

You hold your course while no doubt the starboard boat's skipper begins to get jittery and starts calling "Starboard" in agitated tones, thinking you are some mug who doesn't know the rules. Just before the boats are about to run foul of each other you tack quickly, **slightly ahead and to leeward** Fig.4 (You must not tack directly in front of him). Your adversary will have more headway and be travelling faster for the moment but to the surprise of the uninitiated, you will soon be moving at the same speed and upon the luffing slightly, force your opposition to drop astern into your disturbed air, leaving him floundering in the hopeless position with little chance of recovery. It goes without saying that the tack must be executed with precision and the boat pressed to its limits immediately after the tack.

The critical point is reached if the bows of the two boats are level. The moment that the bow of the leeward boat falls behind that of the windward boat, the manoeuvre has failed and the windward boat has the upper hand.

Tacking into the safe leeward position can be a race winner, particularly if executed at the start, near marks or at the finishing line. It is the counter to starboard tack right of way.

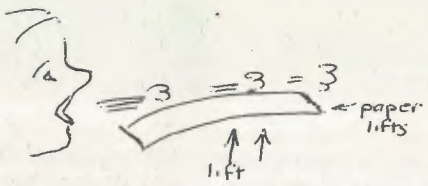
If, as the port tack boat, you can just clear the starboard boat, do not expect to be able to cross then tack to cover. Inevitably the starboard boat will steam through to leeward and establish the safe leeward position on you. Fig.5.

The Heron is an ideal boat for tactical sailing. Knowledge of tactics is vital if you want to be up amongst the leaders in this one design class. The safe leeward position is an ace card that can be played to deadly effect.

Lastly tacking into the "lee bow" position is confined to dinghies that can gather way quickly. Yachts take too long to accelerate after taking.

Like all manoeuvres it should be practised – preferably with a friend until you become proficient. Then, give the opposition Curry!

Figure 1



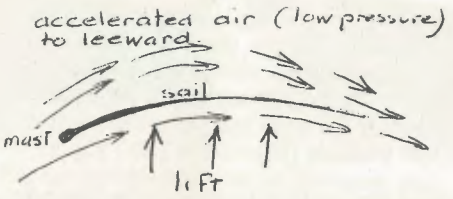
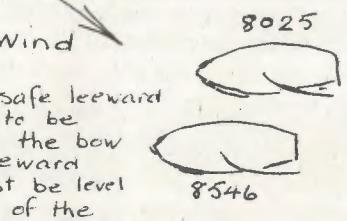
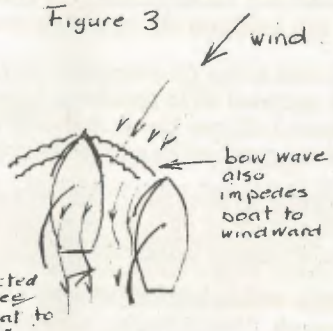


Figure 2



For the safe leeward position to be effective the bow of the leeward boat must be level or ahead of the boat to windward

Figure 3



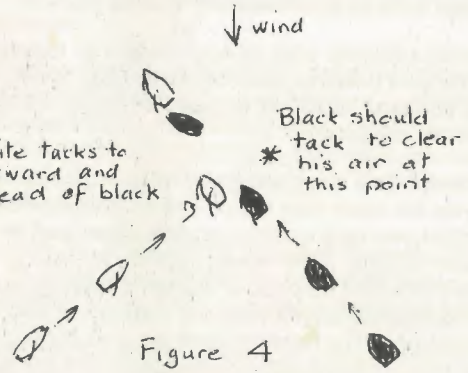
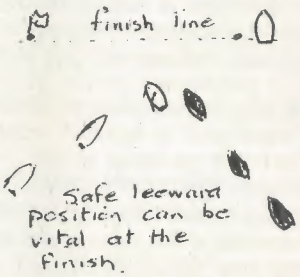


Figure 4



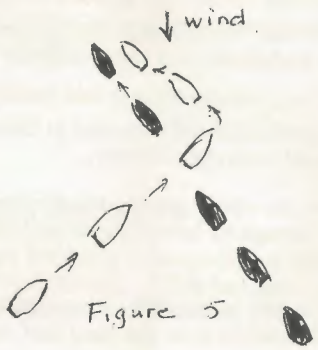


Figure 5

This is what happens when the port tack boat tacks to cover. Black steams through the cover and establishes the coveted safe leeward position. Imagine the consequences if approaching a mark or the finish.

SAIL DESIGN

Rob Antill from North Sails at Palm Beach, Sydney, has been conducting investigations into the characteristics of Heron Sails. The following interesting article was prepared by him for publication to give Heroners a bit more insight into what he considers the principles of sail making.

There are no short cuts to winning races. It takes time and dedication. Sailmaking for a competitive class such as the Heron is not really any different. The sailor or sailmaker who puts in the effort usually ends up the winner.

In sailmaking, there are a few fundamental requirements necessary to make fast sails. The first and most important is the material. Cloth can be broken down into two major categories:

1. The type of cloth; and
2. The supply of cloth.

The sailmaker has to understand the differences in the cloths and how each style of cloth works in a sail. For instance, a soft cloth will stretch and the sail will grow deeper and rounder. A hard cloth sail will stay flatter but will distort if the curves of the sail do not match the rig much sooner than a softer sail would. So once we have chosen the style of cloth and there are over 30 different styles available that are suitable for Heron sails, we can work consistently and methodically to design a sail with certain characteristics. If at any time we need to vary the cloth style after a sail pattern has been proven, it is back to the drawing board. There is no way a fast sail out of one style of cloth would be as fast out of another type. So being able to define the differences between materials is extremely important to ensure that the effort put into designing a fast sail is not lost and the sail can be reproduced accurately.

This is basically the major advantage of being a North loft. We have a Cloth Research and Development section which works in conjunction with a purchasing officer to ensure all North lofts carry the same basic materials and that these materials match the stretch specifications that are required by the various North lofts. For us here in Australia it means a fairly long lead time between the time our cloth order is placed and the time the cloth arrives at the loft. This requires us to carry very large stocks on site of our one design type materials in particular. This material is imported directly by us to ensure we have complete control over our supplies.

In designing the sails, we start by using what we consider to be right for this type of boat and incorporating what trends have proven fast in a computer analysis of various other classes. The major difference is probably in the mainsail where we have tried to achieve what we call a "frisbee" shape. This is a shape that is basically curved off the luff, flat across the middle and curbed in the leech area. This being in the horizontal plane, the vertical distribution is also different insomuch as the lower sections are flatter, the maximum depth being in the centre and the fullness carrying fairly well up into the top of the sail. Because we are building comparatively flat sails, maximum draft being about 13% compared to some I have seen around the 18-25% deep, we build in a zipperless shelf that by easing off the outhaul thewer sections of the main can be powered up. The times that this would be necessary would be in light sloppy conditions or if you are doing a lot of short tacking. The outhaul should also be used when running down wind, to fill up the mainsail. The sail would be at its fastest when the outhaul is pulled out hard enough to close the shelf, in say 10-20 knot breeze.

Obviously the matching of the luff line to the mast and gaff bend is extremely important, and again with a fitter type sail, if the spars overbend the over bending will result in the leech of the main dumping off and a series of hard wrinkles radiating out of the clew will develop. Luff tension helps remove these wrinkles by pulling the draft of the main forward and so increasing the round in the forward sections of the main but unless the mast bend and luff curve match, you will not get rid of the wrinkles. Preferably we recommend a fairly stiff set of spars.

Murray Bailey has helped us standardise on a set of band characteristics and these are varied slightly depending on the weight of the crew, i.e. a light crew a little softer set of spars, heavy crew a little stiffer. The jib luff tension works similar to the main luff tensions except you are not allowed to adjust the jib luff during a race. This is unfortunate, I feel, as jib luff tension is critical and the boat will respond to variations of jib luff tension, particularly in light airs and downwind sailing. So it is important to spend time in setting up the jib with enough luff tension so that when sailing the wrinkles are just not visible.

Rake is also a major adjustment and I like to see the boom angled down when sheeted in say 12 to 15 knots of wind at an angle of about 5 degrees. In light airs and choppy water, I feel the rig should be fairly firm to ensure the rig does not move around too much. Usually in these conditions you are not trimmed very hard and there is very little pressure on the sails to keep the rig firm and the movement of the rig basically shakes the wind out of the sails. Jib sheet position should be set up as close inboard as possible and there is no need to go outboard with the lead until such times as your main has travelled so far down it is backwinding. The sheeting angle of the headsail is pretty wide, much wider than on most boats so I feel there is very few occasions that would require the lead to go outboard upwind. Reaching there is a definite advantage in moving the lead out to the gunwhale. This helps control the leech of the jib in much the same way as the boom vang controls the mainsail.

Our jibs come standard with two sets of jib tufts and these are used to find the fore and aft position of the jib lead. There is a sheet angle drawn on the clew which is the place to start and by lining up the jib sheet with this line on the clew you get pretty close to the position the sail should be sheeted but this position will vary with luff tension and the sheeting position should be checked each time before the start of a race. This is done by sailing at full speed and then luffing slowly. You check the sail and ensure it is luffing evenly. If the sail is luffing in the head first, the jib lead would be moved further forward. If luffing down low first, the lead should be moved aft. I like to see the top tuft standing up just as the bottom one starts to move. The main also has tufts on the leech. The main should be trimmed until the top tuft stalls. In light airs, it should be stalled fairly frequently. In a breeze the tuft will fly nearly all the time. There is a tuft also in the centre of the main, one-third down. This tuft should fly when reaching and is controlled by the boom vang. Boom vang tension is very critical, particularly in light airs, and should not be just pulled on and forgotten.

ROB ANTILL

MINIMUM CREW WEIGHT FOR HERONS!

Now before you throw your hands up in horror and ask "what next" read the following leters, one by the proposer of the idea, the other by an Association member, JUST LIKE YOU, having his threepenny worth.

Which argument do YOU support – jot down your thoughts and send them to "THE EDITOR", C/- 1 Ethel St., Balgowlah. 2093.

Dear Sir,

I was studying the Tasar Class Rules a few weeks ago and found an interesting provision therein on the matter of "Minimum crew weight". In that class the **combined** crew weight (skipper and crew) is 300lbs. If the combination is actually **less** than the 300lbs. then weights are to be fitted into the boat to ensure the 300lbs.

We, in the Herons, look forward to as **light an all up weight** as possible and, to counter the growing weight/years of a skipper, seek small girls/boys to crew for us. The advantage of combined light weights (in the boat) over a combined heavy weights (in the boat) from the displacement point of view is quite obvious.

Our Rules/Constitution talk of sailing on "equal terms" but this is **hardly possible** when one boat's "displacement" is so much less than another simply because of the combined crew weight. The Tasar class seems to have made a positive move to equate in this matter.

Because ours is a family class, I pose this question for rather than detracting from boat performance it would encourage crews to stay together as they grow older and fill out and put on weight in the knowledge that (say) 300 lbs of combined weight is as well off for performance (or could even be better off in some conditions) or (say) 230 or 240 or 250lbs. **PLUS** internal ballast of 70 or 60 or 50lbs.

Think about the idea, consider it closely, it could have merit.

John Coen (VAN DIEMEN – 5396)

Dear Sir,

Some personal thoughts on minimum weight for crews –

1. 11½ + 4½ = 16 stone equals ideal racing weight (Cull/Hopkins interview in an old Seacraft I have).
2. I wonder how much effect this proposal would have on class growth? The Heron is renowned for "one class" close racing and easy cruising and training. She's a tub but her strength is her safety. I wonder how many unsure kids gained their sailing confidence on the front thwart of Dad's Heron 10 or more years ago?
3. This safety aspect brought me into the class, so please let's keep her the super fun, utility dinghy without forcing fathers like me, or even lighter dads say 10 stone with a 3½ stone daughter as crew, to lump sodden blanket waistcoat around, particularly when a significant proportion of us are new and thus relatively inexperienced. The safety implications are enormous, particularly early or late in the season with the stronger winds. I for one would not want to be thrashing around in the water after a "bottle" trying to ensure my son or daughter's safety – and my own – are not affected. My own department has issued warnings about how extra weight and the cold associated with it saps strength very quickly when in the water.
4. The safety education program needs would also be enormous. Who would police it anyway? And what skipper wants to spend approx. $50 for a proper Finn-type vest. The do-it-yourself type making his own could be endangering his own safety/life. People should not be forced into taking risks. Some would. They are accidents going somewhere to happen.
5. Finally, my family agreed we wanted a boat that would give us the means to get afloat safely and to develop sailing ability on a comparative skill basis and not by money spent on go fasts, etc. I seriously considered an N.S.14 but was immediately turned off by their minimum crew weight. This meant me taking on about 20lb. of personal ballast BEFORE each race. I don't know how the N.S.Association goes about policing it. Do we weigh in afterwards?
6. Perhaps the true intention of the suggestion is to make top crews equal for top level regattas, e.g. State and National. This would mean upping the weight of the boats by correctors, rather than the crew. Re-weighing of boats and crews with all normal gear would be needed, and correctors applied to the boat as appropriate. A junior boat could need as much as 40lb. added.
7. I would oppose minimum weights on these grounds, but would reconsider given firm information on "how". My Heron came about because of a man who let me sail "Blitzen" for half an hour or so at an open day at Elwood in 1967. He said he brought her because he wanted to keep his family together, enjoying life afloat in safety with a bit of low key competition, etc.

Really, nothing has changed in those 11 years, for me anyway. His words say it all.

David Waller (LANCER - 9549)

"THE LADY IN THE RED HAT" – *By Alan Crane*

Two of the best known and respected members of the Heron family are, this season, very conspicuous by their absence from the Heron scene.

Fred and Babs Campbell from Middle Harbour have retired from active participation, not by choice, but unfortunately by a serious spinal complaint which Babs has suffered for many years. They have decided to have a rest from the active duties of starting, finishing and operating the rescue boat, which they have performed for at least the last 15 years.

Both of these identities are well known to almost every Sydney metropolitan club and many country clubs who sail Herons for their efficient handling of starting almost every Jax Teams Race from the inception of this event and also for their services in the Starters team in many State Titles as well as the National Title series held at Balmoral and most of all the Middle Harbour Heron Club events which they have acted continuously over the past 15 years.

Fred and Babs have also taken a very active interest in the Management of the Middle Harbour Club. Fred was Commodore for several years and a member of the Management Committee continuously for the past 10 years whilst Babs has been Hon. Secretary on two separate occasions, newsletter editor and held several other positions on the Committee.

Over the years both have been very approachable for help and advice both on the water and ashore and their presence will be missed enormously. It is difficult to cover in a few words just how much good will and promotional work, both at Club and State level, these two friendly Heroners have developed.

The Jax Trophy Teams events from now on will be lacking a great deal of its colour and good humour which has emanated from the Starters boat over the past years.

It is certain that already Babs has been missed in the Middle Harbour area, not only by the Heron sailors but by all the surrounding clubs where she was well known and referred to on many occasions as "the lady in the red hat with the loud hailer".

Over the many years of service they have both amassed numerous friends because of their helpful and friendly nature and it is certain they would be made welcome by Clubs any time they cared to pay a visit.

It is hoped that the rest will allow Bab's proble m to improve so that at least occasionally they can again participate in that activity which became such a very enjoyable part of their life.

All members of the N.S.W. Heron family wish to pass on our thanks to Babs and Fred for all the hard and generous work they have given over the years, so that we could enjoy our sailing. We all sincerely hope that Babs soon recovers from her ailment and look forward to seeing them both soon.

PROTESTS – an inside story.

With the Perth Nationals only days away I think it is timely to say a few words on the good old subject of PROTESTING.

The word PROTEST conjures up many things to many people, there are some who pride themselves on the fact that over their many years of sailing they have never lodged a protest, nor been protested against – (they can't really be very keen skippers).

And there are others who threaten protest if an opponent comes within close range of them (you know the kind I mean).

AND there are others who, having studied their rules and applied those rules in their weekly competition come across a situation which requires a GOOD WHOLESOME PROTEST to clear the air and enlighten the many.

If a novice infringes, it is always beneficial to have a post-mortem with him on the beach to discuss and clearly explain the particular infringed rule.

However, there are times when such well-meaning efforts fall on deaf ears and an exasperated skipper will decide it is time to see the rules enforced.

This article is intended to describe some of the general procedures involved in hearing a protest in case you decide to "give it a go" or "are on the receiving end"!

Composition of Protest Committee

Protest Committees should be made up of yachtsmen who

(a) know the rules well

(b) are not an interested party.

Any contestant in the race or series of races affected by a protest is considered to be an interested party, and appropriate arrangements are usually made in advance in Championship series. In Club racing it may not always be possible to call on the services of persons with both qualifications. In such cases it is usual for the parties involved in the protest to be asked whether there is any objection to any person on the protest committee. Protestor and Protestee have the right to common justice in the composition of the Protest Committee and in the conduct of the hearing. Clubs which sail under the IYRU Rules should not be prepared to conduct a "kangaroo court" without formal protest form and deposit.

General Objectives

The protest committee has two objectives:–

(a) to determine the facts

(b) to adjudicate upon the basis of the facts found.

The above statement may seem very obvious but all well conducted protest hearings resolve themselves into two clearly separated stages. Sometimes determination of the facts is a very lengthy and contentious matter but unless the facts can be clearly established no fair judgment can be made on the protest. Both protestor and protestee have the right to be informed of the facts upon which the judgment is made.

General Procedure

(a) The protest committee will consider whether the written protest conforms with the IYRU Rules and the club's rules and in particular

(i) Was a protest flag flown at the first reasonable opportunity
(ii) Was the protest lodged within the prescribed time
(iii) Was the protestee informed
(iv) Was the prescribed deposit paid.

It is usual for the Chairman of the committee to read the protest form aloud and if there is a counter-protest concerning the same incident it will be read out also.

In preparing a protest form it is necessary to state the specific rule, clause or sub-clause involved as protests which fail to do so are likely to be rejected as too vague. Written descriptions of the incident on the protest form need not be lengthy as ample opportunity is given to submit full details verbally. The written evidence should be adequate to support a prima facie case (and should be consistent with verbal evidence given later!)

(b) The protestor is invited to present his case, which frequently follows this sequence:–

(i) The protestor illustrates the incident verbally with the aid of models (Plastic set in "Paul Elvstrom Explains. ." is popular).

(ii) Members of the protest committee question the protestor during the course of the description and may ask the same question in different ways. Consistency of explaination, forthrightness and evasiveness are all carefully considered by the members of the committee.

(iii) The protestee is invited to question the protestor and will endeavour to bring out facts which he thinks will aid his case.

(c) The protestor is invited to call on witnesses to support his case and each witness will go through sequence (i) to (iii) above.

(d) The protestor is invited to sum up his case.

(e) The protestee is invited to present his version of the incident and that will follow the pattern of (b) to (d) above, with the protestor being given the opportunity to question the protestee and his witnesses (if any).

(f) The conclusion of (e) marks the end of the first stage and the protest committee will then ask the protestor, protestee and witness to leave the room so that the pros and cons of both cases may be discussed. As each critical fact is agreed the chairman will note it down for future record.

(g) Having agreed between themselves what is considered to be a correct statement of the facts of the incident, the committee will decide which rules apply and which boat is at fault. In this the committee is not bound to take into account only those rules which are mentioned on the protest form(s). Deliberations at this stage may be very brief or very lengthy.

(h) Protestor and protestee are recalled and the chairman states the facts found and then the committee's decision. Both parties may be disqualified under some circumstances.

(i) If the committee considers the protest to be fair (not frivolous) the deposit will be returned.

(j) The committee may be prepared to enter into discussion on the reasons for its decision but will frequently be very hesitant to do so if an unpleasant discussion is likely to develop. However it is not obliged to enter into discussion and should the protestor or protestee feel the decision incorrect either may seek recourse to an appeal. (You should consult your copy of the IYRU Racing rules for appeal procedure which is outside the scope of this article).

Photograph by Mary Clarke
see Article 'The Safe Leeward Position'.

Taken during the Heron survey at Swan Lake.
(Photo courtesy Bruce Morrissey)

BERTIE WRIGHT – See story on page 14.

1978 Winners of The Harold Holt Memorial Trophy – John Stannard (Sydney) and Crew Vicky Cresswell (Mackay).

Guess who lost what at the Winward Buoy during the last race.

Trophies for Most Popular Sailors went to Pam Dorward (left) and Trish Thompson of Mackay pictured with the King of Kurrimine, Jeff Higham (Centre).

NATIONAL HERON CHAMPIONSHIP 1979/80
HERVEY BAY – QUEENSLAND
PRELIMINARY INFORMATION

ACCOMMODATION AVAILABLE

TENT SITES * CARAVAN SITES * HIRE-VANS * FLATS * MOTELS * HOTELS

	NAME		ADDRESS		
281576	TORQUAY Caravan Park		Foreshore	TORQUAY	Adjacent to Club
281274	SCARNESS " "		Foreshore	SCARNESS	1 mile from Club
281399	PIALBA " "		Foreshore	PIALBA	2 mile from Club
	HIRE-VANS				
289286	ANCHORAGE Caravan Park		Blackall St.	URANGAN	3 mile from Club
289374	HARBOUR VIEW " "		Charleton Esp.	URANGAN	" " " "
289272	PIER " "	36	Hibiscus St.	URANGAN	" " " "
289267	WINDMILL " "		Elizabeth St.	URANGAN	" " " "
281704	THE PALMS " "	67	Truro St.	TORQUAY	½ mile from Club
282898	SHELLEY BEACH " "	61	Ocean St.	TORQUAY	1 " " "
282734	HAPPY WANDERER "	105	Truro St.	TORQUAY	1 " " "
281458	CENTRE POINT "	1	Torquay Tce.	TORQUAY	1 " " "
281484	SEA BREEZE "	21	Dehman Rd.	SCARNESS	1 " " "
281700	MAGNOLIA "		Signboard Rd.	PIALBA	2 " " "
282840	LAZY ACRES "		Exeter St.	TORQUAY	1 " " "
281423	POINT VERNON "		Corser St.	POINT VERNON	4 " " "
281692	FISHERMANS LODGE "	29	Mant St.	POINT VERNON	6 " " "

50 Sites have been temporarily booked at TORQUAY Caravan Park, and you can apply in writing to:– **The Manager, Torquay Caravan Park, Foreshore, Torquay. Hervey Bay. 4657**

As the population of Hervey Bay increases from 11,000 to 45,000 during the holiday period, we **suggest you book early to avoid disappointment.**

FLAT AGENTS

DON OSBORNE REAL ESTATE	382	The Esplanade	TORQUAY	281246
R.G. SPRAKE & CO.	331	The Esplanade	SCARNESS	281381
WARD & FRANCIS	17	Main Street	PIALBA	281344
DELLARS REAL ESTATE P/L.	352	The Esplanade	SCARNESS	281611
HERVEY BAY REAL ESTATE	428	The Esplanade	TORQUAY	281941
HADDOWS REAL ESTATE		The Esplanade	SCARNESS	281161
MON-REVE FLATS	533	The Esplanade	URANGAN	289354

PRIVATE FLATS

MRS. J. BIRT	386	The Esplanade	TORQUAY	281909
WEEONA FLATS	408	The Esplanade	TORQUAY	281086
PACIFIC VIEW FLATS	400	The Esplanade	TORQUAY	281405
JOHN TAMMER		The Esplanade	TORQUAY	281273

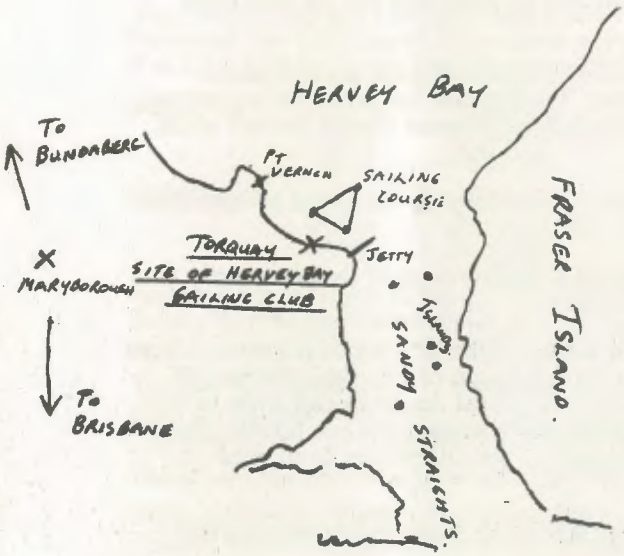
As in most tourist resorts, holiday accommodation in Hervey Bay is booked in 2 x 3 week periods. This especially applies to holiday flats. Dates you will require are December 15th - 5th January. If you require alternate dates, please let the agents know. Bookings are usually made twelve months in advance, so please book early to avoid disappointment.

HOTEL-MOTEL

SCARBOROUGH HOTEL-MOTEL	24	The Esplanade	SCARNESS	281233
TORQUAY HOTEL-MOTEL	421	The Esplanade	TORQUAY	281144
PIALBA HOTEL-MOTEL		The Esplanade	PIALBA	281066

MOTELS

SEVEN SEAS MOTEL		The Esplanade	URANGAN	289363
HERVEY BAY MOTEL	518	The Esplanade	URANGAN	289277
TOWER COURT MOTEL	459	The Esplanade	TORQUAY	281321
REEF MOTEL	410	The Esplanade	TORQUAY	281323
CENTRE POINT MOTEL	1	Torquay Tce.	TORQUAY	281458
SEA BREEZE MOTEL	21	Dehman Road	SCARNESS	281484
PLAYA CONCHA MOTOR INN	475	The Esplanade	TORQUAY	281959
POINT VERNON MOTEL	189	The Esplanade	POINT VERNON	281418
SUNSEEKER MOTEL	354	The Esplanade	SCARNESS	281942



For sale at the 20th National Championship – T-Shirts, only $5, all sizes – Marine Blue with white transfer – available from Perth Dinghy Sailing Club.

HERON SAILING THE SECRET OF LONGEVITY!

When you look at the accompanying photograph of BERTIE WRIGHT, you have to agree that that statement has a certain ring of truth to it.

Yes, OUR BERTIE recently competed in the Sydney CITY TO SURF Run completing the 14 km course in 148min.30sec. You have to admit that this is no mean feat for a youngster of 81 YEARS!

Bertie established Heron sailing on the Shoalhaven River many years ago, is a Life Member of the Nowra Sailing Club and a very respected member of the National Heron Association. Circumstances now prevent him from sailing but he keeps fit by regular attendance at the retired peoples classes at the Lewisham Sports Medicine Centre.

Next time you ache all over from a hard day's sailing, don't complain, just think of Bertie Wright and take a leaf out of his fitness book.

The photograph of Bert on the centrefold appears with the kind permission of The St. George & Southern Districts 'Leader'.

21ST NATIONALS 1979/80 HERVEY BAY, QUEENSLAND – *From Peter Carey*

Hervey Bay is approximately 250 miles North of Brisbane and is the major Tourist area in the Wide Bay district. Main city is Maryborough although Hervey Bay supports a large permanent population.

We suggest that you plan your holiday now and make the necessary accommodation bookings.

This is a great sailing venue and a wonderful holiday environment.

It is expected that the racing programme will be from Saturday and several social events are planned.

HINTS FOR HERVEY (BAY)

Have you seen those *very* expensive Pheasant feather wind indicators? Well here is how you can get one for a fraction of the cost, if you are lucky you can even get away with just the time spent making it.

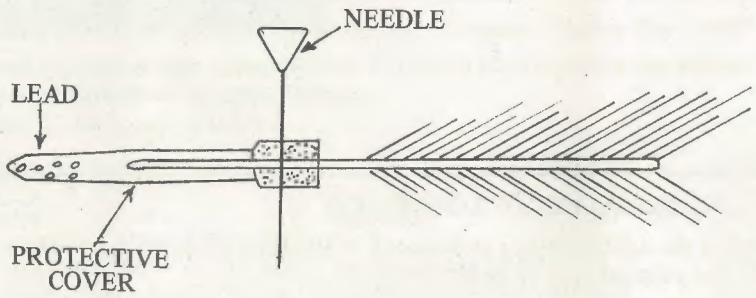
First The Feather. These can be obtained from aviaries or from one of those pathetic feather bundles we see all too frequently at the side of the road. The Pheasant Cougal is a fairly common bird with a long tail and no road sense, hence the pathetic heap. We want the tail feathers which are straight and up to 12" long.

Second A hypodermic needle with the protective cover. Throw away the barrel and plunger, you won't need them. Anti-Flu or vet needles are all OK.

Third Some small pieces of lead which will fit inside the protective cover of the hypo needle. You can cut the lead easily with a pair of pliers.

Method Slip the protective cover over the quill of the feather. Either drill a hole or bore with a red hot wire of a slightly larger diameter than the needle through the protective cover and the quill. Remove drill or wire, place lead at point of protective cover and put needle through holes in cover and quill. Balance feather with lead in cover, until feather lies horizontal and is in balance. Put a small bead under the needle and stick needle into end grain of gaff. Result one beaut wind indicator.

See you at the 21st National Championships at Hervey Bay 79-80. Bring your feather and fly.



Next Hint – Non-Slip Flooring.

NEW SOUTH WALES NEWS – *from Bruce Morrissey 9191*

The first event of the season for the N.S.W. programme was Narrabeen Lakes Invitation, which was also the first Travellers Trophy event.

Charles Grimwood came out of the woodwork to take control of the race with John Shipton breathing down his transom, third place went to Geoff Jenkinson who turned in a fine performance.

SCRATCH	8575	ZENITH	C. Grimwood	Concord Ryde
	8800	OVERTURE	J. Shipton	Balmoral
	9208	TRIANA	G. Jenkinson	Balmoral
HANDICAP	4656	HOO ROO	C. Gillam	BYRA
	7481	BUNABAROO	A. McIntosh	BYRA
	9483	CADMUS	J. Stanford	BYRA

Bayview Invitation race started in a 15 knot breeze with only 17 out of 30 entries starting, probably because of the rain in the morning. Big Daddy Cranch was able to hold the chief at bay with the new Rastus coming home third.

SCRATCH	9569	VORTEX GENERATOR	D. Cranch	BYRA
	8800	OVERTURE	J. Shipton	Balmoral
	9576	RASTUS	D. Lywelynn	Narrabeen

HANDICAP	9483	CADMUS	J. Stanford	BYRA
	9589		D. Rose	Narrabeen
	3354	GRASS HOPPER	A. Bruin (J)	Narrabeen

The Cronulla Cup was a disappointing race for some, and because of the lack of wind the race was shortened. Jan Tallis prayed to the Greek gods which must have assisted ADONIS who led CHAIN VALLEY BAY across the line followed by WENDAL.

SCRATCH	9118	ADONIS	M. Tallis	Botany Bay
	7472	CHAIN VALLEY BAY	I. Cull	Cronulla
	8731	WENDAL	A. Cawsey	Cronulla
HANDICAP	5977	DIONYSUS	B. Tallis	Botany Bay
	9534	RENEGADE	L. Morris	Botany Bay
	8720	NORMIE	J. O'Connor	Botany Bay

Endeavour Series (Heat 1) was run in conjunction with the Cronulla Cup, and the Commodore of Botany Bay Herons, old what's his name. . . reckons there've got the lead and will win the series again.

The Duffield Plaque (Heat 1) which was held at Hawkesbury River Club on 8th October was a great day and provided good racing for the 30 Herons that started. The points tally reads as f ollows: BYRA 96; Narrabeen 84; Hawkesbury River 9.

Heat 2 is at Narrabeen Lakes on December 16th.

Outboard Survey. The N.S.W. Heron Publicity Department recently conducted an outboard survey down at Swan Lake, as one can see from the photo in the centre page the Herons were loaded to capacity.

The March issue will carry the findings of the survey which should prove of interest to all Heron owners.

BULK ENTRIES

Due to the P.O. Box being used by the Association, previously belonging to a 'Mr. Heron' at least one member's bulk entries were 'dead lettered'. This problem has now been solved, but if you made entries with the NSW Association within a few days of receiving your programme would you please confirm that Keith Mealey has them by phoning 772-3884 or by mail as before.

FRED DOBNER
President,
New South Wales Heron Assoc.

DOBROYD AQUATIC CLUB – *From 'DOBBIE'*

The change to Saturday sailing has drastically cut our fleet and it currently stands at 10 boats.

With five points score heats sailed, John Jeffress (and daughters) are leading joint second placers Barry Russell (and sons) and Bill Parry (and miscellaneous). John also took out the first heat of the Club Championship with Bill Parry second and Fred Dobner (and sons) third. Tony Brandon (and sons) is showing a dramatic improvement and George Collings (and wife) is lurking, ready to strike.

We extend a warm welcome to new skippers Brian Larkins, David Hartwig and Alf Luckman.

QUEENSLAND NEWS

KURRIMINE 78 – *From D. Cresswell (Mackay)*

August 12th again and the long awaited pilgrimage to Kurrimine Beach and The Harold Holt Memorial Regatta, nine Mackay Heroners plus crews and families arrived at the "Mackay Corner" of the Coral Sea Caravan Park at Kurrimine Beach to swell the total regatta entry to 35 boats.

The first week of the two weeks holiday was taken up with a well planned and relaxing social round commencing with The Commodore's cocktail party hosted by Geoff and Margaret Higham where old friendships were renewed and new friends made, then with a boat trip to Dunk Island, a Heron cruise to The Barnard Islands, a bus trip to the Nerada Tea Plantation, and an afternoon at Innisfail followed by the "men only" annual Beard Judging Competition at the Silkwood Pub, (who can forget that bus ride from Silkwood to El Arish and back to Kurrimine)? The week passed all too quickly.

The Invitation Race was won by SPRING TIDE of Cairns sailed by the two 14 year old girls, Anne-Marie Downs and Kim Howlett, a fine performance by these two youngsters against strong opposition.

With the wind at 10 knots for the first heat of The Harold Holt Trophy, the men were out to show the kids how to do it. However youth won out again as EVERGREEN sailed by 16 year old Mackay boys, Bob Cresswell and Ted Larson pulled away from KURINANA (John Stannard) and CLARISSA (Mark Higham) to win by a good margin with KURINANA taking second place after a long tactical battle with CLARISSA.

The wind remained unchanged for the second heat with many wind shifts and large "holes" to contend with, this race developed into another battle between KURINANA and CLARISSA and was eventually won by KURINANA with CLARISSA second and CAREW, Peter Carey (Maryborough) third.

The scene changed completely for the third heat with a 25-30 knot wind springing up overnight, the race developed into one of ever changing positions and fortunes with some really spectacular spills over the waves at the windward buoy, e.g. Alec Barrett losing his teeth but not his sense of humour and Jody Higham plucked bodily from STATUS QUO by the boom of WATERLOO under his life jacket, the strong wind and waves enabled more of the Mackay sailors to show their stuff and the race was won by Kev Cuttler of Mackay in JASPER after sailing a fine race against the "Ace" John Stannard in KURINANA with Iain Dorward of Mackay sailing TIGER taking third place after some fine displays of planing on the reaches.

The Harold Holt Trophy was won by John Stannard of Sydney in KURINANA with Vicky Cresswell of Mackay as crew – a well-deserved win by a fine sailor and gentleman.

Second place went to CLARISSA of Kurrimine sailed by Mark Higham and crewed by W. Smith.

Third place was won by JASPER of Mackay sailed by Kev Cuttler and R. Stewart.

The overall Handicap Event was won by (D. & A. McDonald) of Milmerran sailing UNITY TOO.

The Regatta was followed by a very enjoyable Presentation Dinner Dance and Barbeque Breakfast the following morning, a wonderful holiday thanks to the Higham Family and Kurrimine Beach Heroners.

1979 will be a big year for Heroners in Queensland with the Central Qld. Titles in Mackay in June, followed by The Harold Holt Memorial Regatta at Kurrimine in August, finishing with The Nationals at Hervey Bay at Xmas, I hope you can join us.

SOUTH AUSTRALIAN NEWS – *from RAY POWER (9163)*

LAKE BONNEY – August School Holidays.

The sunloving Heroners descended on Barmera during the second week of the holidays to spend the time tuning-up for the season and having a series of fun races. The fleet at any one time numbered about twenty with over thirty individual Herons being at the lake throughout the week. The emphasis is on friendship and mutual help both on the shore and water and the spirit of goodwill is naturally extended to the "social occasions".

The winner of the official tune-up races was Jim Armitage – OUTCAST 9282 followed by Alex Hayter – GUNNAGETYA 9515.

This year saw a strong representation from Victoria with Herons from Elwood, Portland and Lake Bega intermingled with boats from Murray Bridge, Port Pirie and Adelaide Metropolitan Clubs. A Wine-Cask Trophy – donated by Graeme (ZINFANDEL – 9479) and Rodger (UNK – 9499) Kassebaum of Berrie for the 1st Victorian in the series was won by Len Ralf – ZORAIDA.

The social activities on the lay-days varied from golfing parties starting at 6.30 a.m. to keeping fit on the childrens (sorry adults) playground at Monash. The morning after Jim Armitage's and Mike Ronayne's combined birthday party saw reduced numbers on the golf course.

A most enjoyable presentation dinner was organised by the Lake Bonney Yacht Club and the efforts of Brian Caddy (STORM BOY – 9490) during the week were appreciated.

This is a very relaxing, enjoyable week and new faces and boats are most welcomed.

PROGRAMME:

State Titles: Australian Day Weekend Jan. 27/28/29 at Largs Bay Sailing Club.

Picnic: Heron/Mirror – Feb. 11 Sunday.

Presentation Night — State Titles: March 24th Saturday.

Teams Race: March 25th (Sunday) at Port River Sailing Club.

The response to the teams race last season with 9 teams competing was excellent and with the presentation dinner the night before the two functions combine to make a sailing weekend.

PORT RIVER SAILING CLUB – *RAGGER.*

As I see it the 1978-79 Season promises once again to be an enjoyable and very competitive one. So many of our skippers both young and old seem to be finding their form early in the season.

A 2nd place on handicap went to Peter Gilchrist (9476) at the S.A.Y.R.A. Opening regatta at Grange S.C. Peter also took out 3rd place at the Port Adelaide S.C. opening day Regatta.

Not a bad start to the season, keep up the good work Peter and crew. Fastest boat at the S.A.Y.R.A. opening Regatta was Alex Hayter (9515) who is very quickly making a name for himself with his own particular brand of sails, the "Alegayter" emblem seems to be turning up all over the place.

Sporting new sails this season Rob Duncanson (9432) should do very well, although sister Judy (8554) beat him over the line to finish 2nd to Jim Armitage (9282) on our opening day, after sailing a terrific race. Rob unfortunately finished with his main-sail wrapped around his neck and 3rd place was taken by another of our lady skippers Helen Best (8773). A fleet of 29 Herons helped make our Opening Regatta a real spectacle for the visitors invited by our new Commodore, Graham Loughhead (8354). Joining our Heron fleet this year, Junior Skipper just out of the Holdies is Carolyn Blenkle (8278) we certainly have our share of lady skippers with Port River and they are all good strong contenders for the Trophies.

A.C.T. NEWS – *from Stewart McGilvray (8318)*

February 10, 1979 is the big day for the younger fry in the A.C.T. – The Junior Championship for Herons will be conducted by the YMCA Sailing Club on Lake Burley Griffin. All Juniors under 18 years on the day of the Championships are invited to enter. Two heats will be sailed, about 10am and 2pm. A handicap event will be conducted in conjunction with the Championship, with a BBQ to follow.

March 10/11, 1979 are the dates for the 15th Canberra Day Regatta to be sailed from the Canberra Yacht Club. Visiting Heroners are invited to the usual BBQ in someone's backyard.

Early season sailing form points to an interesting year on the Lake. Novice skipper David Leece is showing improvement each week, as is Col Robertson who follows the old adage; Keep it upright and keep it moving.

TASMANIAN NEWS – *from Mark Hey*

In the off-season the Annual General Meeting of the Tasmanian Heron Yacht Racing Association was held and the following office bearers were elected:

President	:	Dugald McDougall
Secretary	:	Anthony Morgan
Assistant Secretary	:	Stephen Askey
Treasurer	:	Stephen Gumley
Measurers	:	Geoff Maddock
Publicity Officer	:	Mark Hey
L.S.C. Representative	:	Max Davis
T.Y.A. Representative	:	Peter Davis
S.P.B.C. Representative	:	Stan Parkin

In addition, Michael Dix has agreed to assist Geoff Maddock as a measurer. Several of last year's committee have retired from officialdom after seeing the Association through the last Australian Championships. A vote of thanks is extended to Ron Dix, Stan Hey.Bob Andrewartha and Michael Dix for all their efforts over the past few years.

Developments: The recent Australian Titles seems to have done quite a lot of good for the popularity of the Heron yacht. The first fibreglass boat in the State is being prepared for the water and interest in G.R.P. generally is mounting. Efforts are even being directed to getting G.R.P. boats made locally and some five people have already shown interest in such hulls. This would save the cost of freight from the mainland to Tasmania, something that is often forgotten until one has to deal out the necessary $300.00.

Timber boats have not been forgotten, however, and there is the possibility of two such boats being launched this season. With all this interest, the Association ought to grow.

It is hoped that the Spring Bay Boat Club will also grow this season. The Tasmanian Heron Championships will be held there in March 1979 and is sure to stimulate interest in Herons in that region.

The Heron Radler has been donated to the Lindisfarne Sailing Club and has been registered with the Association by THYRA. It is anticipated that Radler will be used as a training craft at the club and it could be useful for introducing people into the Heron class.

Annual Dinner:

The Tasmanian Heron Yacht Racing Association Ladies Committee conducted a very successful and enjoyable annual dinner at the Lindisfarne Sailing Club on 16th September, 1978. All enjoyed the swinging music and had a good time. At this time the Ladies Committee is presided over by Mrs Judy Palfreyman, with Helen Davis and Cheryl Gumley as secretary and treasurer respectively.

Rhodes Scholar:

Congratulations to Stephen Gumley of Janannie who has been announced as Tasmanian Rhodes Scholar. Stephen is an engineering student in honours at the University of Tasmania and his hard work and study has been well rewarded.

Finally, Charles Payne has taken over as class handicapper, a task that is often the subject of much discussion by skippers.

Anyway, good luck to all skippers, crews and boats for the new season, I hope all win a prize or two.

See you on the water. . .

WIND AND WAVES – (From a Dept. of Transport Publication – SEA 13)

BEAUFORT SCALE

Beaufort, a British Admiral, devised a wind scale in 1805 which allocated numbers to various ranges of wind speed and descriptions of the sea, and the behaviour of sailing vessels under the influence of those winds. The scale, a modern version of which is shown below, is useful to mariners since it provides a relationship between wind strength, state of sea and wave height.

WIND STRENGTH AND WAVE HEIGHTS

Mean Winds			Explanatory Titles	Open Sea	Probable Wave Heights		Maximum Wave Heights	
Beaufort Force	km/hr	Knots		International Code	Metres	Feet	Metres	Feet
0	0	0	Calm	Mirror like	–	–	–	–
1	1-5	1-3	Light air	Calm (Glassy)	.075	¼	–	–
2	6-11	4-6	Slight breeze	Calm (Rippled)	.15	½	.3	1
3	12-19	7-10	Gentle breeze	Smooth (Wavelets)	.6	2	.9	3
4	20-28	11-16	Moderate breeze	Slight	1.2	4	1.5	5
5	29-38	17-21	Fresh breeze	Moderate	1.8	6	2.6	8.5
6	39-49	22-27	Strong breeze	Rough	3.0	10	3.9	13.0
7	50-61	28-33	High wind	Very rough	4.2	14	5.8	19.0
8	62-74	34-40	Gale	High	5.5	18	7.6	25.0
9	75-88	41-47	Strong gale	Very high rolling	7.0	23	9.7	32.0
10	89-103	48-55	Storm	Very high overhanging crests	8.8	29	12.5	41.0
11	104-117	56-63	Violent storm	Exceptionally high-Foam covered	11.3	37	15.8	52.0
12	118-132	64-71	Cyclone (Hurricane)	Air filled with foam; driving spray	13.7	45	–	–

Note: The Beaufort scale goes to Force 17 (118 knots) but Force 12 is the greatest that can be identified from the appearance of the sea.

SEA AND SWELL

The word "sea", in this context, is the name given to waves generated by the wind blowing locally, e.g. land and sea breezes. The area in which the waves are formed is known as the generating area.

When the sea or wind waves leave the generating area they become swell. The long swells travel faster than the short swells, so the first warning of a distant storm may be a long swell. A swell is distorted by shallow water and becomes steeper, eventually breaking as surf. You should never anchor in a position where the swells are steep as there is a strong chance of one breaking and swamping your boat.

While the swell may be distinguished by its regularity, sea waves are much more irregular and tend to break at random. Under many circumstances both sea and swell will be present and may interact to produce occasional waves much higher than the average wave. Waves are distorted also by tidal streams and currents, and the experienced boat operator notices such areas and avoids them.

In general the height of sea waves is dependent on the strength and duration of the wind in the generating area, and the fetch, or distance, over which the wind has been blowing.

The specifications of swell waves used by the Bureau of Meteorology are as follows:

(a) Length of Swell Waves		(b) Height of Swell Waves	
short	0 – 100 metres	Low	0 – 2 metres
average	100 – 200 metres	moderate	2 – 4 metres
long	over 200 metres	heavy	Over 4 metres

KNOTS

Wind speeds at sea are described in knots. A knot is a nautical mile of 1852 metres per hour and to convert it to kilometres per hour you should multiply knots by 1.8.

BACKING AND VEERING

These terms describe changes in the direction of the wind. If the observer is facing into the wind and it changes direction to the observer's left, the wind is "backing". Conversely, if the wind changes to the observer's right, it is "veering". A wind is known by the direction **from which it blows**, which is in direct contrast to water movements (tidal streams, currents and sets) which are named for the direction **to which they are moving**.

Changes in the direction of the wind are most noticable after the passage of a pressure system or front.

CORRECTION

The Constitution, a copy of which appeared in the September Newsletter, contains one or two errors and your attention is drawn to the following corrections:–

Clause 7.2.2: should read "The helmsman must be a member of the Association".

Appendix E – We are justly proud of that Black Bird and would like to see it FULL SIZE on our sails, all measurements to be read in centimetres and not millimetres.

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NEW AND RE-NEWED MEMBERSHIPS FOR THE 1978/1979 SEASON - FROM 1st AUGUST to 31st OCTOBER

NEW SOUTH WALES

L.A.Aked (9177)
C.& R.Allon (5536)
J.Bailey (7666)
T.Baker (9201)
P.A.Barnes (5772)
N.Barnfield (nbo)
P.J.Bourke (6900)
W.& S.Brinsley (9113)
A.W.Britten (6717)
P.A.Bryant (9461)
M.Burbridge (3756)
B.Burn (6161)
C.Byrnes (5888)
E. Campain (4372)
M. Cail (5362)
P. Carr (8320)
V.Collingwood (3024)
W.Coverdale (4878)
G.Cull (8966)
M.F.Cusack (9101)
J.F.Daley (4826)
A. & S.Dean (6618)
R.G.Debelle (6955)
S.Dose (8585)
B.Eatoh (9456)
R.Elliott (9125)
E.Evans (7663)
L. Evans (7856)
Mrs. H.Fielding (6762)
D.Freer (5121)
B.Friere (7946)
G.Gamble (5843)
W.J.Giles (8980)
D.Gordon (4310)
P.Gwilliam (5168)
J.Harris (8722)
B. Hoad (6420)
L.Horner (8764)

N.S.W. Cntnd.

W.Jackson (8964)
R.J.Jolly (3644)
B.King (5982)
H.A.Konig (9404g)
R. Knight (9467)
K.D.Lenton (9542)
K.Lewis (3020)
D.G.Linklater (7657)
M.Lloyd-Owen (9000)
G. Lowe (7829)
I.R. Lucas (9111)
R.McCreath (9462g)
R.Maher (8013)
G.Marki (9144)
T..& J.Mayers (9169)
R.C.Mills (5505)
P.Melbourne (9538)
G.Miskin (nbo)
A. & S.Morgan (8796)
L.M.Morris (9534)
V.Mould (7926)
D.H.Morton (5730)
S.S.Moss (8260)
R.J.Oakeshott (9508g)
R. & C.Papworth (5614)
R.L.Parker (8738)
R. Pearce (6235)
S.H.Pearce (7373)
J.,C.,B.A.Perry (4138)
P.& J.Pfahl (6503)
R.A.Pierson (3070)
D.J.Rae (9132g)
M.C.RAgg (5704)
R. Ramsay (7609)
J.Reid (8352)
R.J.Richardson (7619)
G.Ribgy (2786)
G.Roberts (5677)

N.S.W. Cntnd.

R.J.Roberts (7698)
Rogers & Jacobs (5671)
B.F.Russell (8969)
C.L.Samways (4871)
D.C.Scott (8005)
R.G.Sim (9264)
B.J.Simonsen (8558)
R.G.Singleton (4956)
R.G.Skelton (6773)
R.,J.,P.,S.Sleeman (8275 9200)
D.A.Smith (9590g)
S.Somerville (4474)
H.B.Spencer (5618)
J.Stannard (7003)
B.B.Stephens (4783)
K.Stokoe (5954)
J.& K.Smith (9243)
R. Steel (6767)
K.Stathers (9178)
W.G.Stratford (9603g)
D. Subau (8248)
M.N.Thrush (8757)
R.E.Tindale (5687)
W.M.Tocher (5525)
J.B.TOwe (9596g)
R. Tubman (8329)
C.Turnbull (5893)
D.& J.Watts (5834)
D.J.Weir (3093)
R.D.White (5793)
C.& D.Willetts (7365)
D.J.Wilson (8735)
G. Wise (5659)
H.J.Wytenburg (9605)
G. Zwart (9198g)

SOUTH AUSTRALIA

M. & C.Aird (5898/9450)
Allnut & Blackshaw (8034)
B.W.Baker (9492)
W.F.Bassell (8761)
J.D.Bartram (7803)
N.R.Blair (7964)
W.J.Bollmeyer (9225)
J.W.Both (5053)
D.K.Butt (6708)
R.G.Butt (8506)
V.J.Butt (8306)
D.R.Beck (8704)
B.F.Carson (8974)
D.D.Clark (6134)
P.M.Clayton (6166)
D.H.Cox (6130/7154)
J.A.Crossfield (3996)
R.D.Dempsey (8945)
J.& M.Dinham (7284)
L.C.Duke (6589)
L.& J.Dunstall (9497g)
K.J.,R.,P.Duncanson (8554/9432)
J.F.Eshman (9234)
J.Foubister (6964)
R.Gentle (8302)
S.Gillespie (5363)
R.R.Gogler (9402g)
C.,R.,&T.Gurr (8085)
G.Hampton (5778)
K.W.Hansen (8092)
R.& T.Harris (5950)
Miss L.Harman (9513g)
L.D.Harris (9481)
A.Hendriks (6791/9204)
J.L.Hewitt (9602)
C.Hodgson/R.Feist (9298g)
R.Hunt (6987)
R.D.Johnson (6114)

S.A. Cntnd.

I.W.Jones (7897/9521)
S.A.Jordan (6963)
A. Kassebaum (7801)
G. Kassebaum (9479g)
J.Kilpatrick (7846)
R. & P.Larner (6744)
A.H.Leigh (9299g)
K.E.LIttle (8202)
G. Loughead (8564)
A. & R.Lowe (6555)
R.L.Mann (9507g)
K.J.Marsh (8576)
M.H.Marsh (6629)
B.Moore (5965)
B.,B.& P.Mora (6895)
L.B.Newbold (6176)
J.B.O'Leary (8351)
D.& L.Parker (9588g)
H.& R.Pendergrast (9296g)
M. & B.Pohlenz (6118)
G.& J.Pudney (9519)
S.Pudney (8958)
S.W.Reeves (9503)
S.Reimers (5531)
D.J.Reidel (5095)
J.D.Richards (5898)
M.C.Saunders (6720)
W. Seidl (9448)
R.,C.,R.,J.Stevens (6570)
D.G.Stewart (7483)
R.E.Stott (9145)
A.Tapley (8280)
C. Tarran (9528g)
N.F.Thompson (8959)
P.Tomlinson (5824)
G.M.Tucker (8390)
1st Underdale S.C. (7699)
R.D.VanReenen (7944)

VICTORIA

L. Allen (7446/8584)
J.Anderson (5845)
D.J.Butchart (6853/8347)
S.H.Buttery (8953)
R.J.Cogdon (5728)
D. Cooper (9123)
N. Cooper (8951)
T. Cope (7448)
H.,M.& G.Davis (7981)
D. Dawkins (7182)
A.J.Esnouf (5127)
F.& J.Feldman (9105)
B.W.Grayenall (4750)
G.Hambridge (7662)
R.D.Hanslow (4897)
W. & B.Harbord (7185)
I.K.Harding (6399)
A.G.Hawkins (5766)
N.D.Holt (4876)
J.T.Horner (8982)
S.Johnston (5175)
G,Knight (5085)
M. Koch (4793)
S. & E. Lewin (9104)
F. McCormick (6487)
D.A.Medforth (6501)
R.J.Morrison (nbo)
A.B.Muller (6800)
R.W.Nuske (5722)
J.Prendergast (6150)
D.Richardson (7481)
W.J.Sherriff (5122)
H.Stott (8341)
J.R.Sims (8341)

A.C.T.

E. & C.Bradley (4139)

A.C.T. Cntnd.

E.Klein-Schiphorst (5661)
J.& B.Turner (6513)

WESTERN AUSTRALIA

C.W.Ashley (7380)
F. Batini (7357)
A.A.Bell (7605)
S.Demchenko (7088)
J.N.Douglas (9604g)
N.Dvorak (8394)
A.M.Gaunt (9511g)
D.E.Hartley (9274)
E.C.Horne (5672)
D.B.Hunter (9272)
A.Metropolis (8718)
A.W.Ramshaw (7860)
N.R.Stephens (5546)
M.A.Taylor (5656)
W.A.H.S.A. (9581g)

TASMANIA

P. & D.BIngham (8312)
S. Blee (7855)
A.Cooper (5308)
B.R.McKercher (8256)
M.Rasmussen (8920)
K.Robinson (7430)
M.L.Snook (9599g)

SOUTH QUEENSLAND

Campbell & Owens (8935)
G.F.Belton (8291)
F.J.Hughes (8706)
N. & C.Jeffery (8098)
R.Komaroswki (7682)

Sth.Qld. Cntnd.

B.S.Mealey (9593g)
R. Neely (nbo)
P.& J.Owens (9592g)
J.G.Pembroke (9426g)
A.,N.& A.Reed (9606g)
T.,S.& A.Robertson (9181/9424/9608)
L.& C.Simpson (9591g)
J.B.Vogel (8745)

NORTH QUEENSLAND

G.Birch (nbo)
P.Blundell (nbo)
N.& L.Fitzgerald (9510)
J.Higham (7634)
G.R.Jones (5388)
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