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HERON NEWSLETTER

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NEXT ISSUE

Deadline is 4th June, 1979.

COVER PHOTO

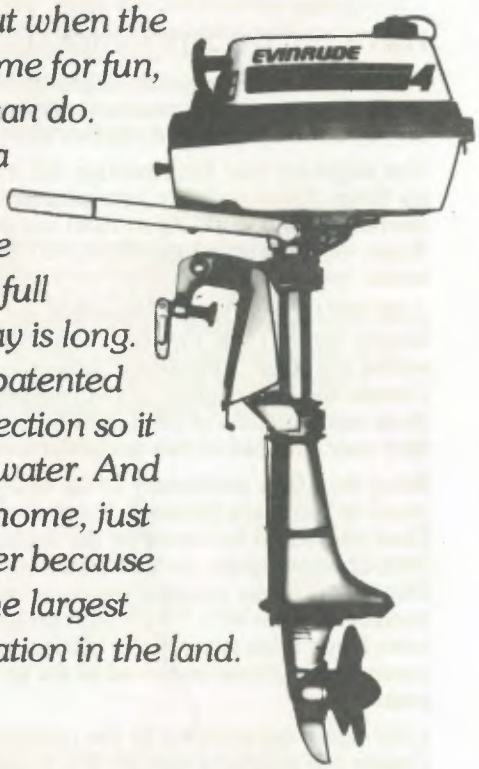
THE SILVER HERON – A gift to the Australian Heron Association from its parent body in the United Kingdom for presentation as a perpetual trophy.

Jack Muston, winner in January, 1964 was the forerunner of many champions to be named on this magnificent, Silver trophy.
WHO WILL BE THE RECIPIENT FOR 79/80?

Photo – C. Payne

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 PRESIDENT WRITES

By the time this issue is on your hands, the Annual General Meeting will be near. A number of proposals outlined in this Newsletter will be requiring your attention.

Most of the motions on the notice are in respect to measurement but one is in regard to the format of the Constitution and Rules of the Association.

From its inception the N.H.S.A. has stressed that the direction of the Association should be with the general membership and boat owners. This is why boat ownership is a requirement of voting rights. May I urge you all to carefully study the proposals in terms of the One Design Concept and then record your vote either by attendance on May 1st, or by proxy. The Association is your Association and Management is anxious that it be given a firm direction from the majority of members.

I recently competed in the last N.S.W. Heron Championships – a fleet of some 90 boats. In several races a strong ebb tide on the start produced the inevitable general recalls. A certain disgruntled feeling was evident and race officials came in for a share of criticism.

Never let it be forgotten that we, as competitors, are constantly in debt to our race officials, most of whom do an outstanding job and give time willingly to a thankless task so that we can enjoy our sailing. Be it at Club, State or National level – give them a go!

JOHN SHIPTON

PERTH AND THE 20TH NATIONAL CHAMPIONSHIPS – *by Mary Clarke*

Take one Range Rover, one loaded trailer (2 Herons and gear for five), one spectacular "three-roll-capsize" into the sandy wastes somewhere between the Nullabor and the W.A. border, and what do you come up with – A CHAMPION.

You might say that Jim Armitage did it the hard way in winning the 20th National Heron Titles – his Range Rover certainly bore witness to that, arriving minus windscreen and windows and with rearranged bodywork. Apart from one cut and some nasty bruising. Jim, Bet, Sharon, Heather and Roger were unharmed and OUTCAST and DEES YAH went on to fill first and second place in the series.

AND WHAT A SERIES – Caravans and tents sprouted like mushrooms in the grounds of the Perth Dinghy Sailing Club, Crawley, as the 30th December drew near. Competitors from far and wide settled into their "temporary" homes and became one big Heron family. W.A. President, Roy Christie and Chairwoman of the Ladies Committee, Hilary Stevens, were seeing the culmination of those many months of solid planning by so many members and any misgivings or doubts which they may have had at that particular moment were soon to be swept away.

Being the 150th anniversary of the foundation of the State of Western Australia, many classes chose to hold their National, International and World Titles in and around Perth and the Heron Class was indeed honoured by the decision of Premier, Sir Charles Court to officially open the 20th Championships. As Sir Charles and Lady Court were met by official guests, the warmth and friendliness of the occasion was surpassed only by the temperature which, at 2.15 p.m. had zoomed into the 40's. Whilst most competitors and their families sheltered under nearby trees, some hardy souls stood in the blazing sun to listen to Sir Charles encourage the growth of family classes, urging those interested in the sport of sailing to join Clubs where safety was taught and practised.

Lady Court was charmed by the presentation to her by Jenny Stevens of a floral posy and Sir Charles was delighted with his gift, a distinctive Royal Blue T-shirt with Heron Logo and Championship pennant. All watched with interest as he raised the Class Flag to stream beside those from other States signifying the commencement of the series.

Having done with the formalities, it was "good gear off", "sailing gear on" and out to face John Sibbes, O.O.D. and his starting crew for the dress rehearsal of all Nationals, the Invitation Race. A strengthening 10/12 knot sou'wester provided the competitors, particularly the interstate visitors with a taste of things to come. Steven Kemp (SA) sailing CONQUEST was unlucky not to hold his early lead and finally conceded the race to DEES YAH sailed by Roger Goldfinch (SA) (Jim Armitage's son-in-law) with Jim coming home third. Coincidentally, five boats later these same three boats were to share the first three placings in the series.

The barbeque which followed was the first of many such delicious repasts prepared by those wonderful canteen ladies who were ever ready to feed, water, and welcome hungry sailors and their families.

HEAT ONE – Sunday, 31st December, 1978.

The carefree grins of yesterday had given way to apprehensive glances across the river, particularly by the light weather boys, as they made their way precariously to Quarry Spit in a S.S.West wind of 20 to 25 knots. Of the 54 starters, 18 failed to complete the course, one Ted Cartwright of W.A. cursing the poor swaging job he had done on a new stay assembly and all having a new respect for the strong sea-breeze known in those parts as The Fremantle Doctor.

Placegetters for Heat 1 were:

1.	8976	DEES YAH	Roger Goldfinch	SA
2.	9282	OUTCAST	Jim Armitage	SA
3.	9429	STARGAZER	Mike Arbon	SA
4.	8781	CONQUEST	Steven Kemp	SA
5.	9515	GUNNAGETYA	Alex Hayter	SA
6.	9208	TRIANA	Geoff Jenkinson	NSW

Having won the Invitation Race and Heat 1, Roger Goldfinch was becoming a headache for father-in-law Jim Armitage who was heard to mutter as he crossed the line after Heat 1 "I taught him too well".

The heat of the day and the fatigue of the race certainly took its toll and it needed all the enthusiasm of a fresh Disco Group at Wembley Lodge to get the New Years Eve celebrations going, but go they did and from 9p.m. onwards (12 midnight for the Easteners) a series of mini-celebrations culminated in a giant streamer throwing, balloon catching, riotous welcome to 1979 with the realization that we could all have a good "sleep-in" on January 1st. I'm told that some chose to sleep all day while others became tourists seeking the sights of Yanchep, Cockburn Sound or driving through Kings Park with its impressive views of the Swan River and the Perth city.

HEAT TWO – Tuesday, 2nd January, 1979.

In the almost drifting, 1 knot E/NE breeze, conditions which greeted the competitors for Heat 2 some new faces were seen leading the fleet to the first mark. NSW Skipper, Geoff Jenkinson sailing TRIANA found his own special breeze and opened up a respectable lead to VAT 70, John Hill (WA), HAPPY DAZE, Trevor Koch (SA), CONQUEST, Steven Kemp (SA), DEES YAH, Roger Goldfinch (SA) and BETSY FIVE, Tony Oram (WA). An increase in wind strength to 8 knots saw a change in placings at the Heron Buoy with John Eshman working MOLLY DOOKA into the lead from a fash finishing OUTCAST, Jim Armitage, recovering from a bad start. Eshman was able to ward off this challenge and went on to win the Heat.

Placegetters for Heat 2 were:

1.	9234	MOLLY DOOKA	John Eshman	SA
2.	9282	OUTCAST	Jim Armitage	SA
3.	8074	VAT 70	John Hill	WA
4.	8976	DEES YAH	Roger Goldfinch	SA
5.	8781	CONQUEST	Steven Kemp	SA
6.	8275	SLEEWORTHY	Paul Sleeman	NSW

HEAT THREE – Tuesday, 2nd January, 1979 – 2.30p.m.

Yet another change in wind direction gave the competitors plenty of variety in sailing conditions with a hope of ending the domination of the series by the South Australian skippers. There was eery indication that the wind would strengthen but it peaked at 12 knots making for most pleasant sailing. OUTCAST led the fleet around the 1st mark from last year's Champion HERON EIGEN VECTOR now helmed by Phil Bessell of S.A. CONQUEST and MOLLY DOOKA were having their own personal battle for third and fourth position and ANACONDA, sailed by Anne Gaunt and father Terry as crew and W.A.'s "ray of hope" for the series improved with every leg and moved into outright fifth. EIGEN VECTOR could not maintain the pressure and was quickly overtaken by CONQUEST with ANACONDA moving to third. The work to the finish line was full of excitement with OUTCAST getting the gun and ANACONDA crossing CONQUEST'S bow to snatch second place.

Placegetters for Heat 3 were:

1.	9282	OUTCAST	Jim Armitage	SA
2.	9511	ANACONDA	Miss Anne Guant	WA
3.	8781	CONQUEST	Steven Kemp	SA
4.	8998	EIGEN VECTOR	Phil Bessell	SA
5.	9234	MOLLY DOOKA	John Eshman	SA
6.	9519	GUNNAGETYA	Alex Hayter	SA

WEDNESDAY, 3rd January, 1979 was cunningly programmed as a Picnic Day but we all knew that this was really the day many had been waiting for when the gauntlet would be thrown down and the challenge would be on to see just how good these Sandgropers were at the "gentlemanly" game of cricket. A virtual armada of cars left the Dinghy Club grounds, destination CHIDLOW PARK, one hours drive out of town. For some it took a little longer, getting lost on the clover-leaves and overpasses to circle the city two or three times before finding the right road.

John Sibbes, outstanding O.O.D. but totally biased convenor of the cricket match was determined that his team would perform better at cricket than they had at sailing, thus far, and sent in THE REST to bat first. Brian Caddy and son, Scott (4 yrs) opened and Scott was able to carry his wicket much longer than Dad who went first ball. Then followed a procession of batsmen until N.S.Welshman, Paul Sleeman got the measure of the W.A.bowlers and knocked up a very fine innings indeed; being ably assisted by Stephen Imlay who, insisting that the day was overly hot, kept Paul more than adequately refreshed with "Duck Water" (Swan Lager to the uninitiated). In the permitted time allowed, THE REST scored a very creditable 149 runs and it was W.A.'s turn to show us how it should be done.

Anne Gaunt's "Friend", but no friend to THE REST, opened the batting and had the 35 or so fieldsmen/women scurrying to all corners of CHIDLOW PARK retrieving cover drives, hooks and square cuts. Wicketkeeper Sleeman had to resort to desperzate easures and quite accidentally kicked the stumps at the moment of delivery sending the bails flying to a shout of "HOWZAT" – Unfortunately the senior Gentleman acting as umpire for the game took umbrage at this most ungentlemanly act and ordered Sleeman from the field. Undaunted THE REST then used their trump card, bowler extraordinaire Stephen Imlay, and in no time at all the W.A. team, with a series of ducks from Christie, Oram & Co., were dismissed for 123 runs, with the result that THE REST were declared the winners for 1979.

With perfect timing lunch was served and then it was off to El Caballo Blanco Andalusian Performing Horse Stud to watch these magnificent animals perform at the unseen command of their very talented riders. The Stud is situated on 1500 acres and is part of a large tourist Hotel complex catering to thousands of visitors per year.

While the visitors were inspecting the Carriage Museum and viewing, at close quarters, the horses which had performed earlier, the canteen ladies and committeemen prepared a delicious barbecue and in the peaceful quiet of this pleasant rural setting all thoughts of sailing were, momentarily, pushed into the background.

And the peaceful quiet was shattered as the last remaining picnickers were loading their cars for the journey home when, due to an unfortunate misunderstanding, Kitty Tiessen's keys were locked securely inside the boot of her car. They tried Ford and Holden and Chrysler and Mazda but nothing would fit and after trying to gain entry from inside by tearing out the lining, Rudi Tiessen, much to Kitty's horror, took to the lock with a screwdriver.

HEAT FOUR – Thursday, 4th January, 1979.

Another solid Sou'wester faced our intrepid skippers in what was to be a race of surprises. James Andrewartha (Tas) sailing WOT NOT felt confident of a port hand start but as the gun fired he realised that he would not clear several starboard hand boats, tacked, and in so doing ripped the main sheet fitting clear off the end of OUTCAST's boom leaving Jim and Sharon Armitage wallowing in strong winds without the aid of a mainsheet. It took Jim some time to lassoo the end of the boom, gingerly make his way back to shore and lodge an appeal to the Race Committee under IYRU Rule 12 "Yacht Materially Prejudiced".

Meanwhile the fleet was working its way to the first mark in heavy conditions which suited EIGEN VECTOR very nicely and Phil Bessell rounded the windward mark ahead of ANACONDA, INFERNO Stephen Imlay (NSW) and DEES YAH. Phil was confidentally handling the strong wind and short chop and was unaware of the changing positions behind him. DEES YAH had moved to second place and ANACONDA was holding on firmly to third.

Then came the second surprise, EIGEN VECTOR capsized and STARGAZER, Mike Arbon (WA) who had moved into fifth place exploded a mast and failed to finish. DEES YAH got the gun, closely followed by ANACONDA with CHAIN VALLEY BAY, John Stannard (NSW) sailing magnificently moving into third place with TRIANA a tack away.

Placegetters for Heat 4 were:

1.	8976	DEES YAH	Roger Goldfinch	SA
2.	9611	ANACONDA	Miss Anne Gaunt	WA
3.	7472	CHAIN VALLEY BAY	John Stannard	NSW
4.	9208	TRIANA	Geoff Jenkinson	NSW
5.	9515	GUNNAGETYA	Alex Hayter	SA
6.	8781	CONQUEST	Steven Kemp	SA

The Committee which heard Armitage's appeal ruled that he should be given average points and that the result of Heat 4 should stand. Jim, having had a first and two seconds had a total of 6 points, his average being 2, he went into the fifth heat carrying 8 points.

HEAT FIVE – Friday, 5th January, 1979.

With a 5 knot wind from the south, 53 competitors faced the starter for the fifth and final heat of the 20th series. Ted Cartwright, for the third time in the series dropped his mast over the side but this time on the starting line less than two minutes to go. No wonder he received a special trophy, courtesy of Roy Carless, at the Presentation Dinner.

Having achieved perfect starts for the previous four heats, the starting crew were hopeful of a "general recall" free series, and they were not to be disappointed. The fleet behaved itself and once again, TRIANA showed that she could find those elusive winds and forged ahead to round the windward mark to lead DEES YAH and MOLLY DOOKA. First STARGAZER, then STORM BOY (Brian Caddy SA) then CONQUEST battled for the minor placings and when it looked like TRIANA's race the luck left him and CONQUEST moved up to capture the lead and the race.

Placegetters for Heat Five were:

1.	8781	CONQUEST	Steven Kemp	SA
2.	9429	STARGAZER	Mike Arbon	SA
3.	9490	STORM BOY	Brian Caddy	SA
4.	9208	TRIANA	Geoff Jenkinson	NSW
5.	9511	ANACONDA	Miss Anne Gaunt	WA
6.	8976	DEES YAH	Roger Goldfinch	SA

OUTCAST never really got going in the fifth heat, but it had no bearing on the end result. Being able to drop the 14th placing he finished the series with 8 points, well ahead of Roger Goldfinch with 19.7.

PRESENTATION DINNER Hotel Charles, Friday, 5th January, 1979.

Who would believe that the elegantly gowned ladies and neatly attired gentlemen assembling at The Charles were the same people who, for the past week had sailed the Swan in a conglomeration of zinc creams, droopy wet clothes and none-too-flattering lifejackets.

Roy and Marie Christie welcomed guests and Roy took pleasure in reading a letter hand delivered to him from Sir Charles Court enclosing his personal cheque to the W.A.H.S.A. and conveying his and Lady Court's thanks for the opportunity of being part of a wonderful sailing family.

Geoff Jenkinson, Hon.Gen.Secretary of the National body spoke on behalf of its President, John Shipton, expressing congratulations to the winners and thanks to all competitors for their participation in such a fine series.

Anthony Morgan, spokesman for the victorious Cricket Team, THE REST, presented the "original" cricket ball, beautifully mounted by Tasmanian John Cole to a very sleepy Scott Caddy with the comment that he would personally burn the trophy if ever this traditional game was held in anything but a "fun" atmosphere.

An approving cheer went up when sole Queensland representative Peter Robinson was awarded the trophy for the competitor travelling the furthest distance. Peter assured all present that his Association would be hoping for an equally successful series next year at Hervey Bay.

And Ted Cartwright, the fella who couldn't keep his mast upright, came in for his share of ribbing when called on to accept his trophy.

In accepting several club burgees and pennants, Gary Sloss, Commodore of the Perth Dinghy Club congratulated the winners, commended all sailors and their families on their behaviour and applauded the work done by the W.A.H.S.A. and its members in hosting the series.

The writer was indeed honoured when called upon to present gifts to Mesdames. Stevens, Gammie and Oram who, entirely on their efforts and those of a hard working supporting group, raised the sum of $2000 which enabled the W.A.H.S.A. to present a financially unencumbered series.

I was further honoured and, indeed, taken completely by surprise when Roy Christie, on behalf of the W.A.H.S.A. presented to me a magnificent silver bowl for assistance given only too gladly.

Before presenting the major prizes, Tony Oram, Life Member of the National body and a founding father of the Heron Class in W.A. referred to those oft quoted words of an early Stalwart, Bill Youll. There were three reasons for holding a Championship, (i) to promote the class, (ii) to form new and renew friendships and (iii) to find a winner. Tony believed that all three reasons had been fulfilled in this series.

How can one begin to thank the many responsible for the success of this series. Stan Moore, skipper of the Maylands Rescue Boat always on hand, nothing too difficult. The South of Perth Club for the use of its starting boat and rostered drivers. Norm Arbour, trusty rifleman and creator of those beautiful Jarrah trophies adopting the logo created by Cecily Gammie. Gwen Carless, chief flag attendant and jill of all trades.

And John Sibbes, O.O.D. They say you need a big man to do a big job if you want it to be a big success. John filled the bill on all counts.

There are many others who know how much they contributed and to whom we extend a great big thank you.

The NATIONAL FLAG will go with Peter Robinson to be flown in Queensland for the 21st Series – we will have come of age, and in doing so we must remember the thousands of people introduced to sailing in OUR BOAT since it first took to the water at Clontarf, Sydney in 1958 who, by their support, nurtured THE HERON CLASS to its majority.

UNITED KINGDOM NEWS.

The United Kingdom is now and has been for many weeks in the grip of a freezing winter and only a few hardy souls venture out onto the rivers and quarries for winter sailing.

Before the big freeze set in the Northern, Southern and National Championships were contested and we were interested to note some of the boat numbers up there in the winning groups.

For instance first place in the Northern Championships for 1978 held at the Yeadon Sailing Club went to C. Dufton in Heron No.2876 and, even better than that, third place was won by M.H. Smith in Heron No. 222.

M.H. Smith in No.222 kept up his winning streak by finishing first in the Huddersfield Sailing Club's Open Meeting in a Force 5 North Wester.

The National event saw good old Heron No.222 finish in sixth placing.

The Brolga Trophy, presented to the U.K. Association by the Australian Association was proudly won by Bill Smellie in Heron No.1267.

This is surely proof that your timber Heron is a good investment and, if reasonably cared for, will go on sailing for many years to come.

Heron No.222 would have to be at least 22 years old!

WHO ARE THEY?

BILL, FAY, JACK, MARK, QUEENIE, HANDY BILLY AND STEEVE.

They are all found in a boat –

Turn to page 13 to check your score!!!

Sir Charles Court, Premier of W.A. welcoming the competitors to "his" State prior to officially opening the 20th Series.
Photo – M. Clarke

OUTCAST (J. & S. Armitage) running the line prior to the start of Heat 1 of the 20th Nationlas at Perth. Note the bendy spars!!
Photo – M. Clarke

PHIL BESSELL leading the fleet in EIGEN VECTOR during the early part of Heat four – unfortunately Phil capsized in a sudden gust leaving the way open for Roger Goldfinch to take line honours.
Photo – M. Clarke

JAMES ANDREWARTHA, one of five Tasmanians to make the long trip west, moves WOT NOT closer to her final eleventh placing in the series.
Photo – M. Clarke

MOTIONS ON NOTICE
FOR THE 1979 ANNUAL GENERAL MEETING

The following Motions on Notice have been received in accordance with Clause 9.2 of the Constitution and Rules:

a) Alteration to the format of the current Constitution and Rules:

For some time it has been apparent to the Management Committee of the National heron Sailing Association of Australia that the Constitution and Rules of that Association, in their present form, do not adequately include provision for the recently introduced GRP and GRP/Composite Herons.

The Committee is ever mindful of the need to keep pace with modern sailing administration and implementation of the Rules contained within the Constitution and Rules of the National heron Sailing Association of Australia and also of the need to present those rules in a clear, concise manner with a balance of emphasis on the maintenance of the One Design concept.

Several recommendations have been received by Management which, if accepted by Association membership at an Annual General Meeting, would require alteration and addition to the present format which would mean a reprint of the total document.

The current proposal is to present the Constitution and Rules (encompassing Measurement and Sailing Rules for Plywood, GRP and GRP/Composite) in four separate documents, all to relate to each other, all to remain under the control of the existing Rule 9 – Alteration to Rules.

Whereas alterations to the administrative section of the Constitution (Rules 1 to 5 inclusive) could be expected to be fairly minimal, future changes to either measurement or sailing rules could be more numerous and, by the division of the current document into four sections, only that section affected by a rule change would require reprinting.

And so the first requirement is a vote of approval from the membership to permit the Management Committee to effect division of the existing document into four sections with authority to arrange for the convenient and consecutive numbering of clauses in the resultant documents in place of existing numbering where this seems appropriate, at the same time reviewing the existing content for revision and recommendation to subsequent Annual General Meetings.

We therefore propose that:

1. The format of the existing Constitution and Rules of the National Heron Sailing Association of Australia be be changed to one which allows for the inclusion of specific Construction and Measurement Rules for GRP and GRP/Composite Herons.
2. Following this change in format, the Management Committee to be given the authority to arrange for the convenient and consecutive numbering of clauses in the resultant documents in place of existing numbering where this seems appropriate.
3. The revised format for the document to appear in the following sections:
   - a) Constitution
   - b) Construction, Measurement and Sailing Rules
     - b.1. Plywood Heron Dinghys
     - b.2 GRP and GRP/Composite Heron Dinghys
   - c) Specifications for GRP Construction
   - d) Appendices.

MOVER: J.E. Shipton (8800)
SECONDER: M. Clarke (9449)

b) CLAUSE 6.8 SPARS. – Gaff Jaws

To complete the present sentence with the following words
"and may be constructed of timber, plywood or other suitable material."

MOVER: F.C. Seckold (4102/7418)
SECONDER: F. Dobner (9533)

c) CLAUSE 6.9 SAILS.

Introduction of a Peak to Centrefoot measurement on the Mainsail.

Following reports to the Association of visual unacceptability of "Droopy footed Mainsails" the Meausrement Committee investigated the matter and recommended that a head to centrefoot measurement be introduced.

The current method of measurement restricts the amount of cloth which can be built into the mainsail by limiting the dimensions of foot luff, leach and quarter, half and threequarter girth. The roach and extent of batten pockets are limited to lie within an arc of radius 40'5". The only area which appears not to be governed by measurement is that bounded by the foot and which is now recognised as being an important measureable part of the mainsail.

We are of the opinion that the Committee is correct in seeking introduction of the measurement. It has, in fairness to boats with existing sails, measured at least eight sails in its evaluation. The largest of these sails lies within the bounds of the recommended measurement.

We urge members to support your Committee on this one and vote in favour of the motion which is to add the following paragraph to Clause 6.9 SAILS.

> "Head to Centrefoot measurement should not exceed 4550mm (14'11-1/8") and is to be taken from the head through the centre of the cringle to the outside of the bolt rope at the centre foot, found by folding the foot into two halves. In taking this measurement only sufficient cloth tension is needed to remove the wrinkles."

MOVER: M. Tallis (5977/9118)
SECONDER: W.S. Wymer (7687)

d) CLAUSE 6.11 MODIFICATIONS.

i) First sentence: After the word "plywood" to add "GRP and GRP/Composite"

MOVER: J.E. Shipton (8800)
SECONDER: M. Clarke (9449)

e) CLAUSE 6.11 MODIFICATIONS.

ii) "The Boom Vang" or "Kicking Strap" as it is sometimes referred to is, under Clause 6.11.1 of the Constitution, an acceptable modification. The Measurement Committee sought to define it and made recommendation to Management which subsequently ratified its decision. However, it is now history that the method of implementing the Measurement Committees decision was deemed incorrect and hence is now being put to the membership in a Notice of Motion to change the Constitution to incorporate its definition.

The function of the Vang is to hold down the boom when the mainsheet is eased. It is usually a pulley arrangement attached to the boom at one end and to the boat along the line of the King Post at the other. Its adoption as an acceptable modification was primarily one of safety. It allows for increased stability and minimises the danger of capsize whilst running square and its acceptance is a good one.

In addition the Vang has the added advantage of allowing the skipper to alter and flatten the shape of the sail. This is usually done when the breeze freshens and enhances working ability. Some skippers, by exerting different tensions marginally alter the shape of the mainsail on other points of sailing. (I tie mine off and leave it alone). Also as it is permissible to alter luff tension on the main whilst racing (provided, of course, that the bottom of the boom remains below the bottom of the black band on the mast). Some skippers attach an "uphaul" and/or "downhaul" to the gooseneck and incorporate it in the vang arrangement. This permits the raising and lowering of the boom when tension on the vang is altered.

During its investigation into the function of the Vang the Measurement Committee recognised that by extending the attachment point toward the aft end of the boom, the arrangement could be utilized to perform another dramatic function. Pressure exerted on the end of the boom towards the mast causes the boom to bend sideways and thus introduces a new dimension to altering sail shape and would be particularly effective when reaching. Such an arrangement could be likened to having a built-in fully battened lower section of the mainsail. The boom of a Heron is stiff and was never meant to have a lateral bend. Any measure to introduce such a system is in contravention of the one class concept. The Measurement Committee considers that by restricting the attachment point to no further aft than the mid-point on the boom, the existing purpose and accepted functions of the Vang arrangement would be preserved. It is with this in mind that I ask members to vote for the motion to follow:

> "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 downhauls attached to the gooseneck.)"

MOVER: M. Tallis (5977/9118)
SECONDER: S. Wymer (7687)

f) CLAUSE 6.11 MODIFICATIONS.

iii) Fixed Rudder Blades – Notwithstanding that the official plans show a shock cord or similar arrangement which allows the rudder blade to pivot, the Association is continually being asked to comment on this issue. The Measurement Committee is of the opinion that as a safety measure to prevent structural damage to the hull, the rudder blade should be required to pivot and that fixed rudder blades are not permitted.

It is considered that a suitable shock cord arrangement will adequately hold down the rudder blade under the severest of conditions and therefore there is no need to alter that which is shown on the plans.

The purpose of the motion is to settle any controversy on the matter and I therefore ask that members join with us in support of the motion to follow:

The addition of a further paragraph to Clause 6.11.16 to read
"A fixed rudder blade is not permitted, the blade to pivot as per plan."

MOVER: M. Tallis (5977/9118) SECONDER: S. Wymer(7687)

g) CLAUSE 6.11 MODIFICATIONS.

iv) Free choice of rudder blade angle, which this motion would allow is in no way a threat to the one design concept. Changing the rudder blade angle will have a negligible effect on performance, but should any association member believe that it has, he can modify the blade angle of his existing rudder with ten minutes work and no financial cost whatsoever.

The reason for proposing the change is that with the present design, the rudder projects further to the rear than virtually any other sailing dinghy. It therefore exerts tremendous leverage on the tiller and makes it very difficult for junior and lady skippers to control. This is a serious drawback in a family stylsailing boat where skippers of both sexes and all ages will from time to time take the helm. A more vertical position of the rudder blade would reduce the leverage on the tiller, reducing the force required to operate it making it more suitable for operation by junior and lady skippers and we therefore propose the following motion:

To section 6.11.16 add a further paragraph to read
"The angle of the rudder blade need not conform to the angle shown on the plans."

MOVER: A.R. Timmins (9231) SECONDER: T. Robertson (9424)

GATE STARTS – *M. Clarke*

This type of starting procedure has a decided advantage when a large fleet is expected and where there is confusion and jostling before the start over a fixed line.

In hindsight the recent N.S.W. State Titles would have provided the ideal opportunity for a gate start to obviate the disastrous situation which developed at the start of the Third Heat when 80 plus skippers found themselves in the grip of a strong outgoing tide which continually sent them, en masse, over the line before time.

Very briefly, the operation of a gate start is as follows:–

A competitor of average performance is selected to act as pathfinder. Shortly after the preparatory signal is hoisted he sets sail close-hauled on the port tack away from a buoy laid by the Committee boat in the starting area.

The Committee boat follows behind the pathfinder and all starters keep to leeward of her course. About two minutes later the Committee boat drops a free-floating flag buoy and lowers the starting flag. Competitors may then start between the flag buoy and the stern of the Committee boat, which continues on course behind the pathfinder. Shortly before the minimum gate opening time (which has been previously signalled and varies between about 5 to 9 minutes depending on weather and number of starters) the Committee boat released the pathfinder who starts by jibing round and going under the stern of the Committee boat.

When the gate is fully open the Committee boat lowers the class flag, drifts for a further five minutes and then signals the closing of the gate by lowering code flat G.

All boats must start on the starboard tack but they can elect to cross behind the Committee boat at any state of its progress to windward.

It makes for fairer and cleaner starting and gives the Race Committee a good chance to see that all boats start correctly.

If you draw yourself a diagram you will get a better idea of it all and I certainly think it would be worth giving it a try in Championships which are likely to draw large (say between 80 and 100+) entries.,

NATIONAL HERON SAILING ASSOCIATION OF AUSTRALIA
NOMINATIONS FOR OFFICE – 1979/80

The following nominations for office have been received by the Hon.Gen.Secretary in compliance of Clause 4.1.2 of the Constitution:

PRESIDENT	Donald Francis Jamieson (Heron No.9252) Nominated: J.E. Shipton (No.8800) Seconded: A.M. Barrett (No.7942)
VICE PRESIDENT (3)	John Coen (Heron No.5396) Nominated: J. Erlandsen (No.6647) Seconded: L. Ralph (No.7411)
" "	Allan Crane (Heron No.9440) Nominated: A.M. Barrett (No.7942) Seconded: M.V. Clarke (No.9449)
" "	George Richardson (Heron No.9174) Nominated: J.B. Carter (No.7487) Seconded: G. Robertson (No.9416)
HON.GEN.SECRETARY	Geoffrey Jenkinson (Heron No.9208) Nominated: J.E. Shipton (No.8800) Seconded: M.V. Clarke (No.9449)
HON. TREASURER	Noel James Hill (Heron No.8016) Nominated: J.E. Shipton (No.8800) Seconded: G. Jenkinson (No.9208)
REGISTRAR	Mary V. Clarke (Heron No.9449) Nominated: N.J. Hill (No.8016) Seconded: G. Jenkinson (No.9208)
NEWSLETTER EDITOR	Reginald Steel (Heron No.6767) Nominated: M.V. Clarke (No.9449) Seconded: J. Jeffress (No.9585)

NEW SOUTH WALES HERON OUTBOARD SURVEY

With an eight hour holiday weekend approaching and no official event on the N.S.W. programme some of the guys decided to take their Herons and families away to St. Georges Basin.

Because of the growing interest in outboards we decided to conduct an outboard survey and explore the waterways in style.

Outboard manufacturers were only too willing to loan us motors to carry out tests on Herons and a total of ten motors were loaned to us for the weekend.

The weekend campsite was at Swan Lake Caravan Park, the guys from Botany Bay were really organised, they even brought their new pick up boat along. Saturday saw two races conducted in enjoyable conditions, and around the camp fire at night plans were made and boats and outboard motors readied for the following day.

Early morning saw ten Herons fitted with outboards being loaded to the gunnels with picnic baskets, kids, wives, even pets and then more kids and a few overweight skippers, if you ask me that's really testing any outboard.

Heading north across the Lake, ten Herons carrying thirty eight of us and powered by Chrysler 4HP, Evinrude 2, Evinrude 4, Johnston 2, Mariner 2, Tas 12B, Tas 25 and a Tohatsu 4. The main aim of the survey was to find out what motors were suitable for Heron owners to purchase.

I feel the most important fact to arrive is that the displacement design of the hull governs the speed a Heron will travel through the water. We noticed with the 4HP motors only 75% throttle was needed to gain maximum speed and with the smaller 2HP motors it was necessary to use 90% throttle that is with maximum load.

After cruising several miles into adjoining waterways, we selected a spot for lunch, and while the girls were preparing the food we discussed the performance of all the motors. We found during our discussions that personal choice was going to be the deciding factor in buying an outboard.

Because the performance of each motor was very good, we found that the criticism was on style, shape, colour and price.

Because we now have five more brands of outboards to test we will be having another survey and a graph will be drawn up following those tests which will show capacity, weight, retail price, performance and where motors can be purchased (with discounts to Heroners) within N.S.W. Interstate enquiries can be forwarded to the Secretary regarding suppliers of the various makes and models in their State.

We wish to thank Chrysler Marine Australia Pty. Ltd., Leyland Power Systems Pty. Ltd., Mariner International, Outboard Marine Australia, Parklands Trading Co. Pty. Ltd., and Suzuki Cornell for their assistance.

Bruce Morrissey
Publicity Officer (N.S.W.)

BE IN IT

THE

21ST NATIONAL CHAMPIONSHIP AT HERVEY BAY, QUEENSLAND.

DECEMBER 1979 – JANUARY 1980

A great place to sail.
A great place to have a holiday.
Our Coming of Age Nationals.
A must for all Heroners – make it the biggest and best.

Hervey Bay is a tremendous holiday resort, approx. 200 miles North of Brisbane. An excellent bitumen road all the way.

- No stingers
- No jelly fish
- Occasional mackeral that jump into the boat for dinner

The club House is right on the beach – all sand for launching. Adjacent is the beautiful untouched tropical Fraser Island, a must for all Australians and on the list for trips.

This area is described as one of the most picturesque holiday resorts in Queensland. Ee intend to give you a time you will always remember.

- Normal National Championship trophies
- Plus a special list of prizes for young and old, girls and boys, to celebrate our 21st year of title events.
- Try and beat the Queensland boats arriving from Brisbane to Cairns. The Mackay and Kurramine boys claim they have all the trophies in the bag.

Make this national event the family holiday – all sorts of fund and sightseeing events will be arranged for your enjoyment.

Please book early if possible – see attached list of suggested accommodation alternatives. There are also others not shown. When booking advise that it is for the Heron Sailing National Regatta.

The actual championship regatta from 29th December to 4th January. Other races may be arranged.

DID YOU GET THE ANSWERS RIGHT?

Bill.....	the point of an anchor
Fay.....	To paint wooden surfaces before fastening them together
Jack.....	A flag flown at the bow of a ship
Mark.....	The graduation on a hand lead line
Queenie....	A four sided staysail set on the Triatic (jumper) stay of a schooner.
Handy Billy	A small block and tackle (EVERYONE GUESSED THAT)
Steeve....	The upward inclination of a bowsprit.

'NOTHER HINT FOR HERVEY (BAY)

Do you slither and slide on your floorboards? Have you ever been caught up in an involuntary gybe and finished up on the bottom side of the boat with barked shins, stubbed toes and bruised ribs. Cry no more. Bind up your wounds, rub in the embrocation and make the following amendments:

1. Remove floor boards and draw a line approximately 1" in from the edge, all round.
2. Obtain from any source a sufficient area of fibre-glass fly screen to cover the inside area as drawn.
3. Paint or varnish the area to be skid-proofed.
4. Put fibre-glass fly screen on top of wet paint.
5. Allow paint to dry.
6. Recoat and allow to dry.
7. Replace floor boards.
8. If you pinched the fly screen from the Living Room windows, don't tell your wife or mum who suggested this.

See you at the 21st National Championships at Hervey Bay 79-80. The screening is very lax and you're all welcome.

NEXT HINT – MARK II ON WIND INDICATOR.

N.S.W. NEWS – THE 19TH N.S.W. STATE CHAMPIONSHIPS

The 19th N.S.W. State Championships were contested on Middle Harbour on the 27th-29th January, and were hosted by Balmoral Sailing Club.

With a very keen 91 entries ready to do battle, rigs were tuned, hulls polished and with the majority signing on the fleet took to the water.

HEAT 1. They're off! for the next few minutes one could hear deafening sounds of STAARRRR-BOARD, and while some 720's were dropped onto skippers the fleet started to settle down. Don Jamieson in ABRACADABRA 9525 did all the right things, and with the wind on the increase several boats began to suffer damage. Ian Cull CHAIN VALLEY BAY 7472 tried to catch Don without success with TICKLED PINK 9580 W. Jacobson coming home third.

Results were: 9525, 7472, 9580.

HEAT 2. Started with the weather on the dull side and touches of rain throughout the race. Ian Cull pulled out all stops to head Don Jamieson with the ever present Charlie Grimwood in ZENITH 8575 close behind.

Results: 7472, 9525, 8575.

HEAT 3. Who won't remember this heat. After sailing the previous day quite a few skippers got over enthusiastic several times, jostling for positions, and as a result there was something like four recalls. The race was then started only to be abandoned a short time later. Finally the race started again and Don Jamieson led the fleet to the line followed by Geoff Jenkinson 9208 in TRIANA with Charlie Grimwood coming home third. There were several comments made after this heat and I feel there are a few points to make, it was apparent that there were several boats on the line starting in a big fleet for the first time, and this caused problems for serious contenders. All skippers eligible to start in a state title are encouraged to compete, but it must be stressed to some that they read their sailing instructions and have a knowledge of the rule book including the flag codes.

Results: 9525, 9208, 8575.

HEAT 4. With the afternoon already upon us because of heat 3, there wasn't enough time to relax, so it was sign on and out to the start again. Don Jamieson once again showed his brilliance by keeping Charlie Grimwood at bay and this heat saw a good performance from Ian Cook in DAEMON 9500 close behind.

Results: 9525, 8575, 9500.

Continued Page 17

NATIONAL PRESIDENT, John Shipton (OVERTURE) with son, Roger crewing, nearing the windward mark during the 1st heat of the N.S.W. State Titles at Balmoral. *Photo – M. Clarke*

Hervey Bay Club House (facing the beach).
See 'BE IN IT' on page 13.

Blustery conditions during the N.S.W. State Titles at Balmoral saw many skippers taking an unscheduled dip. *Photo – M. Clarke*

Ian Cook had to pull out all stops to bring DAEMON (9500) back onto an even keel after rounding the windward mark during the N.S.W. State Titles at Balmoral. *Photo – M. Clarke*

The WINNERS – Jim Armitage and daughter, Sharon, who sailed OUTCAST to a decisive win in the 20th NATIONAL TITLES in Perth. *Photo – M. Clarke*

Brian Caddy (SA) with son, Scott representing THE REST ready to do battle with THE WEST.

Roger Goldfinch with wife Heather (Jim Armitage's daughter) gave Dad-in-Law a run for his money at the Perth series finishing second overall. *Photo – M. Clarke*

THIRD placegetters – Steven Kemp and crew, Michael Holland, proudly display the Jarrah trophies received for a very fine effort. *Photo – M. Clarke*

John Eshman and crew, Natalie Caddy proved that consistency pays off by sailing MOLLY DOOKA into fourth placing overall. *Photo – M. Clarke*

Left:
It took a New South Welshman and his son to break the S.A. stronghold on the 20th Titles. Geoff and Brian Jenkinson (TRIANA) were placed fifth.
Photo – M. Clarke

Right:
The West was proudly represented in the first six by a most charming young lady, Anne Gaunt who, with father Terry as crew sailed a most rewarding series.
Photo – M. Clarke

HEAT 5. Everything was set for a good final heat, except the wind, after a slow start Bill Imlay in DEFT 5703 settled down with a cigarette to cruise the course. THUNDERBOLD 7667 S. Curtis managed to stay in second place with Ian Cook again filling a place.

Results: 5703, 7667, 9500.

Final Placings were:–

1.	9525	ABRACADABRA	D. Jamieson
2.	8575	ZENITH	C. Grimwood
3.	7472	CHAIN VALLEY BAY	I. Cull
4.	9500	DAEMON	I. Cook
5.	8090	UPWIND	R. Gray
6.	9580	TICKLED PINK	W. Jacobsen

Junior Placings were:–

1.	6185	TIRRIKE	G. McDougall
2.	5995	GALLOPIN	K. Friend
3.	9171	DELIVERANCE	R. Burgers

Ladies Junior Champion:

9473	BEE-CEE	Miss J. Jenkinson

The Association again would like to thank every one connected with the titles, special mention to Sam Vandenberg, Mary Clarke, Eric Hart and the ladies in the canteen and every skipper who sailed in a heat for their support.

A further special mention goes to British Seagull who through Michael Martin (Managing Director Aust.) donated an outboard to be raffled at the titles.

Outboard raffle was won by a very happy Mrs. Cynthia Boyd of Blacktown who held the winning ticket number 50 green.

SPEERS POINT HERON HOLIDAY REGATTA ON LAKE MACQUARIE. – *'Birdwatcher'*

The regata was not as well patronised as in previous years but the total of 33 entries was still very good. Nineteen of the entries were visitors, mainly from Sydney. Many of these folk treat the weekend as a mini-holiday by bringing the whole family and camping on the foreshores. Others stay at a nearby hotel or motel so that the women can get away from the cooking and cleaning.

The regatta consists of three races over the two days which makes things very hectic. However, from the number of boats on the water between races it was obvious that other members of the families were taking full advantage of the pleasant conditions.

RACE 1. (Sat. afternoon) and a nice north easterly was blowing about 10-15 knots. VORTER GENERATOR (D. Cranch), SLEEWORTHY (R. Sleeman) and DAME NELLIE (R. Lock) led throughout the three laps and finally Don Cranch took the race with a comfortable 2 minute lead.

Saturday night a bar-b-que with salad was supplied at the clubhouse at a modest cost and this was followed by a social get together. There were several agames, folk dancing and the Speers Point Songbirds, with several guests sang 'NO PLACE LIKE HOME' with disastrous results.

RACE 2. (Sun. morn.) was sailed in a light and patchy north wester which caused the race to be shortened to two laps. Local champion boat CINCHONA (Alan Davidson) made an early break and had a comfortable lead but came to a halt in a windless hole. By sitting there with empty sails Alan indicated to the rest of the fleet where they shouldn't go. Thanks Alan! Line honours finally went to DAME NELLIE with 25 secs. to SLEEWORTHY.

RACE 3 saw the wind change and freshen to a 15-20 knot north easterly. DAEMON (Ian Cook) and CINCHONA (which was the previous DAEMON) fought one another for the lead for the whole race. CINCHONA finally edged forward on the last leg to beat DAEMON by 15 seconds with VORTEX GENERATOR 2½mins. away third.

Handicap placings for the series were:

1. SHARLIS	R. Jones	3. JUBILEE	B. Waterman
2. LEMON JUICE	J. Davidson	4. REEF HERON	A. Sutton

Junior Trophy – LEMON JUICE

Our thanks go to all those people who worked hard to run the regatta and to all those who participated.

NEW SOUTH WALES HERON SAILING ASSOCIATION
ANNUAL GENERAL MEETING

Please note that the Annual General Meeting of the Association will be held at the Dobroyd Aquatic Club, Rodd Park, Henley Marine Drive, Five Dock on Wednesday 2nd May, 1979. The meeting commences at 8 p.m. and you are cordially invited to attend.

Following the meeting, drinks will be on sale while everyone gets settled to enjoy the last Hitachi Sydney to Hobart Yachting Spectacular. We also have some film footage on the flying 18's on the harbour.

Tell your friends the date again Wednesday 2nd May, 1979.

2ND HEAT OF THE 'TRAVELLERS' TROPHY' – *from Dobbie.*

There were 28 entries for the 2nd Heat of the Travellers Trophy at Dobroyd and the day dawned cloudy with a breezy northerly blowing with a change forecast for the afternoon.

Several skippers decided to stay at home and 23 boats fronted the starting line. After the first work the early leader was 7623 Bob Locke with 8575 C. Grimwood close behind.

The second reaching leg down to the Iron Cove Bridge mark became a three quarter as the wind backed more to the north west and died away somewhat. Then just as the leaders were approaching the buoy in came the change from the west with about 30 knots of wind. All boats took off like the proverbial 'bat' and so strong were the initial gusts, that boats (all on port tack) were blown well to the left of the leeward buoy. Chaos reigned supreme as boats then 'grannied' and sped off for the buoy, some on collision courses with running boats barely under control. No collisions were reported, but capsizes and retirements were many and the remaining fleet was lashed by rain driven by a hard westerly. 9500 Ian Cook now had the lead and was never headed with 9569 Don Cranch second and as the race progressed, so the wind subsided and the rain became colder. Eventually the two leaders were followed in by 9161 H. Meltzer with the rest of the sodden fleet strewn out behind.

Only 12 boats finished which gives an indication of the vile weather. Well done to Ian Cook and Don Cranch who also took out 1st and 2nd handicap positions respectively. As the practice is to award only one trophy per skipper, 3rd, 4th and 5th on handicap received the trophies.

These were:

9533	Fred Dobner,	9255	M. Picman, and
5977	B. Tallis (a junior who was still grinning an hour after the presentation)		

Plenty of variety and hairy moments and better luck next time with the weather Dobroyd.

Results:

1.	9500	I. Cook	1.	9500	I. Cook
2.	9569	D. Cranch	2.	9569	D. Cranch
3.	8919	H. Meltzer	3.	9533	F. Dobner

IMPORTANT NOTICE

Important, that is, if you would like a purewool crew or polo neck jumper or zip-up jacket (with Heron motif).

The story is that the Association can avail itself of a very attractive offer to supply these articles at half the price being charged at Boating Boutiques. Their price is $60, ours is $30???

But we can only do this if an order of 50 or more is placed with the supplier.

What we need to know **NOW** is whether you are interested in acquiring the latest in sporting wear. If so, **please drop a line** to the Asst.Sec., 1 Ethel St., Balgowlah with your name, address and size of garment.

Sizes available are from 30" to 42" and the colour being considered is a royal blue with small white Heron motif on left breast. AN ABSOLUTE MUST FOR THE "WITH IT" HERON SAILOR.

BURRANEER SAILING CLUB – *from Brian Coy (9186)*

This season our Herons have dwindled to 4 boats, however there is the possibility of one or two more joining us, hopefully before Xmas.

Two of our Herons have changed hands and we welcome our new members – Ian Lucas (9111) and Kathryn Stathers (9178).

The Burraneer Regatta has just been sailed in very interesting light conditions. The Cronulla Herons showed us how to handle the situation being the first three boats to finish. Congratulations to Alan Cawsey who sailed a great race in WENDAL. Final placings were:

SCRATCH:	5731	WENDAL	A. Cawsey	Cronulla
	9200	DODI	R. Sleeman	Cronulla
	8275	SLEEWORTHY	P. Sleeman	Cronulla
HANDICAP:	9186	TOOLANGI	B. Coy	Burraneer
	5731	WENDAL	A. Cawsey	Cronulla
	9200	DODI	R. Sleeman	Cronulla

SOUTH AUSTRALIAN NEWS – *from Ray Power*

The last three months have seen many changes on the South Australia scene – John Carter has moved to Melbourne and after eight years on the Committee, the last two as President. Thank you John for your competent, conscientious, contribution to the Association. We will miss those yellow sails on Georgia. Stan Jordan, the Secretary for the last three years has also moved to Victoria and has taken up residence in Geelong.

Before the briefing at the State Titles the following officers were elected:

President:	George Richardson
Hon. Secretary:	Noel Thompson
Hon. Treasurer:	Alex Hayter
Publicity:	Ray Power
Handicapper:	Mike Ronayne

PROMOTION DAY:

Twenty eight Heroners turned out for the promotion day at West Lakes on 5th November, Paul Robinson, PANDION 4284, produced the oldest Heron (but not oldest skipper) on the water and received the jib donated by Alex Hayter. The races were won by Henry Salmon "ANJOPE" and Adrian Pimlott "WINKEY DINK". Trevor Hill (9564) brought along his partly completed boat and the interested public were able to discuss and examine a Heron under construction.

NATIONAL TITLES:

With the "Crow-Eaters" being successful in eight out of the first ten places we are very proud of the 29 members who made the trip to Perth. Jim Armitage despite rolling his Range Rover on the trip overcame all difficulties and demonstrated again what a fine sailor and sportsman he is.

STATE TITLES:

These were held at Largs Bay Sailing Club over the Australia Day weekend. The series with 83 entries was most successful and our thanks to Don Donnavan, O.O.D., Barry Conry "HEY FRED" and Keith Bevan "OTHELLO" for the fine organisation.

Heat 1:	Roger Goldfinch	DEES-YAH	8976
	Sharon Armitage	OUTCAST	9282
	Stephen Kemp	CONQUEST	8781
Heat 2:	Steven Kemp	CONQUEST	8781
	Roger Goldfinch	DEES-YAH	8976
	Sharon Armitage	OUTCAST	9282
Heat 3:	Roger Goldfinch	DEES-YAH	8976
	Philip Bessell	EIGEN VECTOR	8998
	Mike Arbon	STARGAZER	9429
Heat 4:	Mike Arbon	STARGAZER	9429
	Stephen Kemp	CONQUEST	8781
	Brian Caddy	STORM BOY	9490

Final Results:	1st	R. Goldfinch	DEES-YAH	3 points
	2nd	Stephen Kemp	CONQUEST	8.7 pts.
	3rd	Mile Arbon	STARGAZER	13.7 pts.

1st Junior:	Craig McPhee	MARAMA	8985
1st Lady:	Sharon Armitage	OUTCAST	9282
1st Country:	Chris Tarren	RHONDA	9528
Veteran:	Allan Leigh	TOORALOO	9299
Teams Trophy:	Port River Sailing Club		

Roger Goldfinch sailed extremely well and followed his good series in Perth by a convincing win in the State Titles. Sharon and Jim Armitage swapped places and Sharon showed she can also make OUTCAST perform. Allan Leigh made a comeback to take the Veteran's Trophy (over 50's) and even though hotly persued by Max Brunger he gave a sailing lesson to many sailers less than a third of his age. The Country skippers are beginning to dominate the titles and the sailing ability at the Port Lincoln, Lake Bonney and Whyalla Clubs is superior to most Metropolitan Clubs.

PROGRAMME:

Presentation Night – Saturday, March 24th at Exeter Hotel, Port Adelaide.

Teams Race – Sunday, 25th March at Port River Sailing Club.

LAKE BONNEY – OLD NIC 9524

Heron racing very keen at Lake Bonney Yacht Club, Barmera, with racing divided into two grades "A" and "B" to foster new Heron Skippers. Seven races constitute a series, with the best five to count, a ribbon is presented to the handicap winner of each race and a trophy for the series. At the completion of each series skippers regraded. This gives encouragement to new skippers.

Approximately eighteen Herons on our Register with fleets of 12-15 racing each weekend; slightly reduced from last season but with a renewed surge of interest, expect fleets to increase by 3 boats before the end of the season.

Brian Caddy in STORM BOY and John Eshman in MOLLYDUKE are fighting out the Club's Championship, with 3 wins to Brian and one to John from 4 heats. These two skippers represented L.B.Y.C. in the Nationals at Perth. MOLLYDUKE being placed 4th crewed by Paula Caddy 8, and STORM BOY 12th crewed by Monique Caddy 10. A fine effort and both Brian and John wish to say how much they enjoyed the Venue, the racing and the superb hospitality of the host club. Believe Heroners even had time for a game of cricket, W.A. versus The Rest of Australia, who won. Man of the match was opening batsman Scott Caddy 4, who made 4 runs. Competition amongst top "A" grade Heroners very close and if you loose concentration you can drop many places. Several skippers are showing improved form this season assisted in many cases by new sails and Don Walker who purchased Helen Robertson's Yacht "NONKLA" when she left the Riverland is sailing very well.

Conditions have been light and hot interspersed with the odd real blow, I did say hot with temperatures of 47^{O}C recorded, and 38-40^{O}C is now becoming common place, out hottest season for 11 years, but Autumn in the Riverland is renowned for its pleasant balmy weather so see you Heroners at our Easter Regatta.

WALLAROO SAILING CLUB – *Trevor Koch*

Congrtulations to Jim Armitage for his win the 20th Nationals in Perth and to Roger Goldfinch for his win in the State Titles.

Three boats from this Club made the journey to the West and all families thoroughly enjoyed their stay. Boats that competed were J. Jones, PAPRIKE, G. Rankin, MARGARET, and T. Koch, HAPPY DAZE.

Only one heat of the Club Championship has been sailed up to the end of January so this competition is still wide open.

Two familes have purchased Herons recently and we look forward to them sailing with us and joining the competition. They are Tony and Ruth Scott and Philip and Erica Hammond. Tony is employed with Telecom and Philip has recently been appointed Harbour Master at Wallaroo.

Two boats from the club competed in the State Titles, Jeff Jones, "PAPRIKA", and George Rankin, "MARGARET". Sunday must have been a tiring day with two races in the afternoon.

The Club will again be holding a regatta over Easter the programme being:
Saturday 14th April, 10 a.m. and 2 p.m.
Sunday 15th, 2.00 p.m. and Monday 16th 10.00 a.m.

We would be pleased to welcome any visitors during Easter. If you would like to come but can't find a place to camp then phone me (088) 21-1241 and we may be able to help.

PORT LINCOLN HERON NEWS – *"STARGAZER"*

Hi to all Heron families from P.L.Y.C. Heroners.

Our Club continues to have keen competition, and we're all pleased with the results gained by "CONQUEST" Steven Kemp, 3rd Nationals and 2nd State Titles; "STARGAZER" Mike Arbon, 8th Nationals and 3rd State; and "MARAMA" Craig McPhee, 21st Nationals and 5th State, and also becoming the new State Junior Champion.

The experience gained by sailing at different venues certainly improves anyones sailing standard and what could be better than a sailing-holiday.

Although we were travelling to Perth when the last two heats of our Triangular Series were sailed at Port Lincoln, I believe all those who sailed in this Series enjoyed the bigger fleets and tougher competition which has kept the Heron standard at P.L.Y.C., Coffin Bay, and Tumby Bay Yacht Clubs so high.

Results of the Triangular Series:–

Triangular Champion	CONQUEST	Stephen Kemp	P.L.Y.C.
" Handicap Champ.	TROUBLE	Anthony Tapley	C.B.Y.C.
" " 2nd	HYPHIN	Karl Tieste	C.B.Y.C.
" " 3rd	FRANTIC	David Tapley	C.B.Y.C.

Port Lincoln Yacht Club Championship results after 2 heats:

Conquest – 2nd and 1st
Stargazer – 1st and 2nd
Cavalier – 3rd and 4th (Wayne McNair)
Marama – 4th and 3rd.

Other Herons who have improved immensely this Season are – NYACOMA, Ian Bassham, TSUNAMI, Ian Abbott, PINK PANTHER, Tony Lukin, TEENA TOO, Jamie Kilpatrick, SAHLI, Colin Parker, MANTIS, Greg Danzic, MARWEKA, Steven Wiseman and FLITE SNR., Ray Harvey.

BRIGHTON SEACLIFF YACHT CLUB NEWS – *from Tactic*

Our Club was well represented in the State Titles with 12 entries. We are now also represented on the State Committee by George Richardson the new President. Noel Thompson the secretary, and Rob Mann is the new auditor. George in particular is to be congratulated on his contribution to the State Titles where he and his wife Marge worked tirelessly.

The Heron Association has unfortunately lost over the last few months John Carter, Stan Jordan and Geoff Wirrington, all being former B.S.Y.C. have all moved interstate.

The State series was most successful with a variety of sailing conditions which tested the skills and endurance of all competitors.

We look forward to the next Heron event which is the picnic day on the lakes at Goolwa.

PORT RIVER S.C. – *RAGGER*

A fleet of 37 Herons made the Heron Fleet Race from Largs Bay to Port River on 26th November a real spectacle for us beach sailors. Anne Robertson (9416) was 1st on handicap, Roger Goldfinch (8976) 2nd, and Steve Bowie (8354) 3rd. Fastest Roger Goldfinch (8976).

Back from the Nationals in the West and swearing never to cross the Nullabor again (till next time) I reckon they could write a good book on their experiences. Luckiest family would have to be Bet & Jim Armitage and family (must have had a 'bit of Irish' with them). Nevertheless we at the River are proud of our heroners and their crews and their mighty efforts in the Titles, and were happy to see them all back safely. Congrats to Jim and Sharon (9282) on their victory. More recently on the January long weekend saw Roger and Heather Goldfinch (8976) take out the State Title and

Sharon Armitage (9282) the Ladies title, (there's nothing like keeping it in the family, is there!) Owing to the efforts of our River heroners the Teams Trophy came back to Port River after being at Port Lincoln for the past year. Great sailing, well done everyone.

Meanwhile, back on the River after two Club Championship heats were postponed owing to the weather and only one heat so far sailed things are still wide open and at this stage I wouldn't like to make any predictions. But you can be sure there will be some pretty exciting sailing in the next few weeks.

NEWS FROM WHYALLA – *Graham Butt (8306)*

The 1978-79 got off to a fine beginning on the long week-end in October and for the next couple of months Sunday sailing weather was magnificent. Unfortunately, since then the weatherman has turned on fine wweekdays and windy weekends to such an extent that only one programme race has been achieved since early December until time of writing (4/2/79).

Our Heroners have been forced to keep their hand in by sailing with other Clubs.

Five Herons (9519 "TOOSHAY" – C. Pudney, 8306 "KATY-J" – G. Butt, 8506 "EDITH-J" – R. Butt and 6708 – "VALERIE-J" – D. Butt) joined the Arno Bay Club for their New Years Day Regatta but again only one race was sailed before the programme was "blown-out".

Three Herons (8936 "RAMBLENE" – N. Clark, 8506 "EDITH-J" – R. Butt and 6708 "VALERIE-J" – D. Butt) travelled to Port Augusta for the P.A.Y.C. Australia Day Regatta and enjoyed the challenge of sailing in their tidal channel instead of open gulf waters.

One Heron 8998 "EIGEN VECTOR" P. Bessell competed in the Nationals at Perth and got up amongst the leaders on a number of occasions. In actual fact he showed the fleet his transom in one heat until an unfortunate capsize showed them his keel as well.

8998 "EIGEN VECTOR" – P. Bessell and 9528 "RHONDA" C. Tarren competed in the S.A. State Championship at Largs Bay with RHONDA achieving 6th place – 1st country skipper and EIGEN VECTOR gaining 9th place (after being forced out of the first heat with a rather jagged "port hole" in the Starboard side). Phil and Chris's performance has given the other local Heroners something to live up to next year when the State Titles will be held at Whyalla. The writer and his "family fleet" were unable to attend the titles as in past years so the back-markers were a couple short.

David Butt (6708) spent a week at the National Youthsail in Canberra and is now a "full bottle" on technique and we are all keen to "pirate" his ideas.

One race that the Club managed to complete in December was the Annual North Long Race to Black Point – 8 miles out and back in a strong southerly and heavy seas. The conditions proved a little daunting for new skipper Mark Harrison (7063) and he retired. EIGEN VECTOR showed the fleet a clean transom all the way. KATY-J 8306 demonstrated to his novice crew (Nicholas Clark) the classical gybe-broach cum capsize about 5 miles out. "VALERIE-J" 6708 (David Butt) broke a tiller and had a 6 mile tow home against the swell – fortunately with little other damage.

"RAMBLENE" 8936 J. Clark has joined the fleet having been purchased from Port Pirie.

"EDITH-J" 8506 (formerly "Y-NOT") has changed hands with Robert Butt the new skipper.

"PEEPLETA" 6123 has rejoined the sailing herons with P. Christie as skipper.

"OSPREY"* 7063 is now sailed by Harrison (formerly Florence*).

"PINJURO"* 6198 (formerly Selika*) has also changed hands with Nick Zweirson the new owner.

(*Provisional Names)

Nippa 5926 has been sold and transferred to Adelaide.
Jurra 8501 has accompanied its owner Dean Borrett to Sydney.
Scarper 8371 has also changed hands and is doing service initiating the Naval Cadets into the intricacies of Heron sailing.

We all look forward to some improved sailing weather for the remainder of the season and wish all other Heroners everywhere the same.

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NATIONAL HERON CHAMPIONSHIP 1979/80
HERVEY BAY – QUEENSLAND

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

TASMANIAN NEWS – *from Mark Hey*

PERTH NATIONALS

Congratulations to Jim Armitage on regaining the National Title. Congratulations also to the Western Australian Heron Sailing Association for running a successful and enjoyable series. Those from Tasmania were well looked after and all had a good time even though they had to battle the Fremantle "doctor" on most days.

Tasmanian boats faired quite well led by James Andrewartha in WOT NOT who was 11th overall. It was pleasing to see so many representatives from this State in Perth and that they helped the visitors win the coveted cricket trophy, mounted beautifully by former Lindisfarne Sailing Club secretary Mr. Jack Cole.

Other Tasmanians in Perth included Dugald McDougall and family, Anthony Morgan and Chip Payne. It was interesting to hear that Anthony and James competed in the Port Lincoln marathon on their way home. They used spinnakers and won by some 20 minutes. They were disqualified.

State Championships:

At the time of this newsletter the 1979 State Titles will have been decided. Spring Bay Boat Club have agreed to conduct the Series off Raspins Beach, Orford, and thanks is due to them for their efforts on both the sailing and social sides. More on the Titles in the next issue.

Fibreglass:

A milestone in Heron history has been reached with the arrival in Hobart of the former Queensland glass mould. The number of boats are already planned to be made from the mould and the first should be out before the season ends. The GRP sub-committee is working to finalize arrangements for bulk purchase of materials, fittings, sails etc., and for the decking and completion of the boats.

All Heroners are keen to see the class develop through G.R.P. and advice and help is coming from those not directly purchasing a hull. With at least two timber boats under construction, the fleet for next season looks like being expanded.

Mike Snook, the fibreglass builder, is providing a lot of assistance to the Heron Association in its bid for glass and his help is much appreciated.

Other News:

GAZENTA is now being sailed by Helen Davis and Karen Thorpe and they are the first all lady crew at Lindisfarne since SUNDANCE a few years ago. Female skippers are in fact increasing in number with Andrea Lock sailing CINDERS and Joanna Jennings sailing JUMBUCK when Kevin Robinson is away. All are showing steady improvement and this is good to see.

John Bridley attended the Tasmanian Youthsail in January and his sailing is showing improvement. Our participant at the Canberra National Youthsail was Chip Payne. The Tasmanian Yachting Association plans to run a State Junior Championship in the future, probably in Lasers and 470's. Hopefully, the local Heroners will be able to participate in the series.

Racing:

Racing has been interesting this year with some of the top skippers now out of the class. Those now leading the fleet, however, have improved greatly and the high level of competition has been retained.

CETUS (Peter Davis), CENTURY (Andrew Palfreyman), WIWIRRI (Chip Payne), SINN FEIN (Anthony Morgan), SHARA (John Lock) and some others are regularly sailing in close company at the lead.

SHARA has won the first line honours pennant of the season as well as the handicap pennant by consistent good sailing. SHAMAL (Tony Cooper) was second in both pennants, while CENTURY was third in the line honours and LUCKY LASS (Peter Holmes) third in the handicap pennant.

Our State Titles is expected to be close with Chip Payne probably being favoured.

See you on the water.

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VICTORIAN HERON ASSOCIATION

STATE CHAMPIONSHIPS 1979

HELD AT SAFETY BEACH ON PORT PHILLIP BAY FROM 27 to 29 JANUARY, 1979.

The Heron championships for 1979 drew a field of 29 boats from 9 Victorian clubs. It was pleasing to note the wide range of ages among both boats and crews. Further statistics include entries from 3 fibre-glass boats and 5, 2-boat families.

The competition was held in generally sunny and hot conditions with large variations in wind and sea. The races themselves were held about a mile from the club house out toward the point. This made it rather disappointing from the spectator view point as the boats were difficult to identify even with binoculars.

The first race was held on Saturday 27th and the usual on shore problems occurred. Last minute adjustments and late arrivals were evident and the skipper of FUMSUP created a rigging record with the help of willing bystanders when he arrived after the last boat had left the shore. Due to the erratic behaviour of the wind during the start a rather unfortunate accident occurred when TRIALANERRA drifted toward the crash boat. Graeme Martin, in attempting to fend off for skipper John, caught his forearm on a fitting causing severe lacerations requiring hospitalization. Both of the Martin boats withdrew from the series but I understand Graeme is on the way to recovery and there will be no permanent disability.

The first race ended up as a bit of a shambles when most boats missed some of the markers. There were several protests which resulted in a "no race" being declared.

Race 1 – DECLARED A "NO RACE"

The second and third races were held in dying wind conditions which caused a late start and shortened course for the third race. The leaders were constantly being overtaken by those boats that caught the best lifts.

Race 2 –	8537	BET-C-LEA	A. Clarke
	9620	BEJUGARAWAY	R. Hale
	6162	MYSTERY	R. Nissen
Race 3 –	9620	BEJUGARAWAY	R. Hale
	6121	MYSTERY	R. Nissen
	9488	AOTEAROA	P. Williamson

The fifth and sixth races on Australia Day Monday were held in wild conditions with gusts above 25 knots beyond the point. Several boats were swamped and 7 had to retire in race 4. Only 21 boats started in the last race of the series although the sea was not quite as bad and the wind had eased a fraction.

Race 4 –	9620	BEJUGARAWAY	R. Hale
	7094	ARAKOOLA	D. Williamson
	8515	SLOW DOG	A. Moule
Race 5 –	7411	ZORAIDA	L. Ralph
	8515	SLOW DOG	A. Moule
	6121	MYSTERY	R. Nissen

In retrospect it was a good series in that it showed that the eventual winner, Ray Hale, could head the fleet no matter what the conditions were. Ray must be congratulated on his effort and we hope to see more of his boat with the unpronounceable name "BEJUGARAWAY" (sail number 9620).

Another pleasing aspect of the series was Ralph Nissen's excellent performance. As one of the youngest skippers competing I am sure we will see a lot more of him in the future. I hope this will give encouragement to all of the young skippers who competed and who may wish to compete in future events.

FINAL PLACINGS:

9620	BEJUGARAWAY	Ray Hale	Lake Boga SC	(Cont. overleaf)

FINAL PLACINGS (Cont.)

6121	MYSTERY	Ralph Nissen	Mordialloc S.C.
8515	SLOW DOG	Arthur Moule	Elwood S.C.
7411	ZORAIDA	L. Ralph	Elwood S.C.
7094	ARAKOOLA	D. Williamson	Mordialloc S.C.
8726	LI'L LIZA JANE	R. Lewis	Portland Y.C.

The final results are as follows:

SAIL	BOAT NAME	SKIPPER	CLUB	02	03	04	05	PTS	PLACE
5396	VAN DIEMAN	J. Coen	ESC	21	DNF	7	18	46	17
5606	RAYD	R. Davis	ESC	15	18	DNF	15	48	18
5722	SUMMER WINE	R. Nuske	SYC	18	17	DNF	DNS	65	23
5751	SMACKALBY	P. Crawford	ASC	27	DNF	DNF	16	73	25
5845	KUDU	D. Anderson	ASC	10	9	DNF	8	27	11
6121	MYSTERY	R. Nissen	MSC	3	2	9	3	8	2
6149	HARRY L	R. McDougal	ESC	7	8	DNF	11	26	10
6501	ATHOS	D. Medford	ASC	19	DNF	DNF	DNS	79	26
6647	ANTIPODES	J. Erlandsen	ESC	22	20	16	19	55	21
7002	TRIALANERRA	J. Martin	ASC	DNS	DNS	DNS	DNS	90	=28
7040	CRAZY CAT	Tanya Clarke	ASC	26	DNF	DSQ	DNS	86	27
7094	ARAKOOLA	D. Williamson	MSC	8	4	2	DSQ	14	5
7377	SHELLY MAREE	J. Robinson	SBSC	25	21	13	17	51	20
7411	ZORAIDA	L. Ralph	ESC	5	12	6	1	11.75	4
7448	AYESHA	T. Cope	WYC	24	DNF	15	DSQ	69	24
7611	MERINDAH	L. Menogue	SBSC	20	15	DSQ	9	44	=15
7618	CHIFFON	J. Russell	ESC	9	10	DNS	DNS	49	19
7686	EARLY BIRD	P. Erlandsen	ESC	17	11	12	13	36	=13
7822	TIESAL	H. Occkleshaw	ASC	16	16	17	12	44	=15
8515	SLOW DOG	A. Moule	ESC	4	6	3	2	9	3
8524	SHARAEME	B. Perry	ASC	12	13	11	DNS	36	=13
8537	BET-C-LEA	A. Clarke	ASC	1	7	10	DNS	17.75	8
8592	FUMSUP	K. Hepworth	ESC	11	DNF	8	5	24	9
8726	LI'L LIZA JANE	R. Lewis	PYC	6	5	5	6	16	6
*9485	RESOLUTE	H. Nissen	MSC	13	14	14	7	34	12
*9488	AOTEAROA	P. Williamson	MSC	14	3	4	10	17	7
9522	LAVINNA	K. Neugebauer	AYC	23	19	DNS	14	56	22
9578	ALTERNATIVE II	D. Martin	ASC	DNS	DNS	DNS	DNS	90	=28
9620	BEJUGARAWAY	R. Hale	LBYC	2	1	1	4	3.5	1

*fibre glass

Doug Butchart

QUEENSLAND NEWS – *From Phil Owens*

The second annual Hervey Bay Shield was sailed at Torquay over the Australia Day weekend. Last year's shield proved a great success, and since it is almost a dress rehearsal for the South Queensland Championships, this event was again well supported by the Hervey Bay S. C. and the South Brisbane S. C. members. Most of the visitors arrived at the camping ground adjacent to the club-house on Friday night and Saturday morning after a three or four hour drive from Brisbane. It was good to see an old adversary in HICCUP 8935, formerly sailed by Alan Croft ("Crafty Crofty"), and now raced by a new association member, Neil Owens, return to the flock.

Saturday morning was spent studying the sailing instructions (and the opposition) and setting up the rig, followed by the series briefing and official welcome at the club.

Several boats sustained damage in fresh and choppy conditions, with Col Verral's KURINANA encountering the worst. After seeing two masts go in two days, Col was struck by a fish which leapt from the water into his gunnel leaving the nastiest smash imaginable. Some fish!

The Invitation Race on Saturday saw Alan Timmins clear away unopposed with the main threats from Peter Carey and Col blunted by the conditions. Bob Neely (Hervey Bay S.C.) held on to second place with Les Holbrook next, followed by young Andrew Fielding. For the First Heat the field was somewhat reduced from the previous day. The fresh sou'easter continued to cause

problems even though the leeward mark was brought in closer to the shore, and again half the fleet did not finish. Alan made it two in a row by opening the series with another win, with Tom Robertson second, and Les third.

By Sunday afternoon the wind strengthened, and only nine of the twenty-five entries started. Three finished! Col was eliminated by possibly a King mackeral and Peter Carey couldn't sail due to a skin rash on his hands. Alan Timmins made it three on end, and took a strangle hold on the series, with Andrew Fielding second. John McKeown almost made third when the main halyard gave up and he failed to make the finish line under jib. Les Holbrook persevered and was next (and last) to finish.

With the series no longer in the balance, there was a meeting and discussion about whether or not to hold the Monday morning race.

After a delayed start, nine boats started the Third Heat. The conditions, while still exhilarating, were the lightest of the series. Andrew Fielding won the start and led from John McKeown round the windward mark. Alan Timmins and Chris Carey moved into second and third when John spilled on the broad reach. Andrew maintained the lead established on the reaches through the beat to the southeast, while Peter Robinson sailed into contention with a good windward performance. These positions were unchanged at the beginning of the final work. Fielding's handy lead was eroded by his reluctance to stay on the port tack heading closer to shore, while those behind took this course and benefited by the smaller chop and the gradual lift. Andrew finally tacked to cover and held on to win the tightest finish of the shield, with Chris Carey second and Peter Robinson pipping Alan Timmins out of third. Many were beginning to think that Alan was unbeatable.

Alan Timmins (ANNACONDA) with his daughter Anna have thus won the Hervey Bay series in successive seasons. The other major placings were also filled by South Brisbane Heroners Les Holbrook (second) and Andrew Fielding (third). Young Christopher Carey was named most improved skipper (Hervey Bay S.C.).

All in all, the local sailors did not get the best of luck, but perhaps the tide will have turned by the May school holidays, when the South Queensland Heron Championships will be sailed at beautiful Lake Coothatabah.

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

The 1978/79 Heron Championships were conducted on Lake Burley Griffin on 25/26 November, when a rather small field of local boats was joined by Sydney visitor, Bob Lock.

Heat 1 was sailed in a light north-westerly. In a race that was to be typical of the series, the fleet remained closely bunched from go to whoa. Geoff McDougall in TIRRIKE being first across the line by 1 minute from Col Robertson MALO IV with Arvid Lejins LAIVA a similar distance back, just heading David Leece PELE.

The 10-15 knot wind for Heat 2 was more like home for Bob Lock DAME NELLIE who won a closely contested race by 3 seconds from Geoff McDougall, Col Robertson being 30 seconds further back in third place.

The close tactical racing continued in Heat 3 when Geoff McDougall won by a boat length from father Ian in ARAGORN, with Bob Lock close up.

Heat 4 was sailed in the gusty 10-15 knot north-westerly that had blown for most of the series. Although Geoff McDougall had the Championship won the racing continued to be close and keen. A tacking duel between Geoff McDougall and Bob Lock on the last leg allowed Ian McDougall to slip through and win by 10 seconds from Bob with Geoff 2 seconds back in third place.

Championship Placings:

1st	Geoff McDougall	TIRRIKE	3 pts.
2nd	Bob Lock	DAME NELLIE	8.7 pts.
3rd	Ian McDougall	ARAGORN	16 pts.
4th	Col Robertson	MALO IV	16.7 pts.

Handicap:

1st	Alistair Stewart	SAPHARINE
2nd	David Leece	PELE

QUEENSLAND NEWS – "COME YOU BACK TO HERVEY BAY".

by D. Fielding (9425)

A large contingent of Heroners from Brisbane joined the traffic on the Australia Day Weekend to take part in the Hervey Bay Regatta. This is fast becoming a annual event, as is a less formal visit in June, and the Brisbane Heroners have learned to appreciate the social warmth and care which the Hervey Bay Sailing Club put into these enjoyable occasions.

Regrettably the weather had not been affected by this friendly spirit and forecasts of high winds proved all too correct. When the time came for the Invitation Race on Saturday afternoon the rain was creating a grey murky atmosphere and the wind was blowing rather more strongly than most Heroners, and especially Brisbane River based Heroners, appreciate. Indeed not all boats found the starting line but there was still a reasonable population of Herons, Lasers, Arrows and Cobras, the speed of the latter causing some anxious moments to some Heroners. The race was marked by numerous capsizes and quite a lot of broken gear. Local, but ex-Brisbane Heroner, Colin Verrall was most unfortunate in not only breaking a mast but having the deck of his recently acquired pedigree Heron speared in the process. We think John McKeown went for a swim, we think he went for a swim in every heat – that's not part of the course John. The eventual winners were: 1) Allan Timmins (ANNACONDA), 2) Bob Neeley (LIZZIE) and 3) Les Holborrow (NAUTILUS).

By next morning the weather had not changed much but by this time we all knew the geography. Andrew Fielding retired early when the jaws on his gaff disintegrated and Tullamore Dew nearly disappeared helpless into the Pacific Ocean. John McKeown swam again and Peter Robinson managed to break his gaff. The survivors, of whom there were not many, enjoyed the usual spectacle of admiring Allan Timmins' transom as he sailed away to be first across the line. 1. A. Timmins (ANNACONDA), 2. T. Robertson (WIND DANCER), 3. L. Holborrow (NAUTILUS).

For the Second Heat numbers were sadly depleted by broken gear and the unwillingness of some skippers or their crews to face the elements again. Of those who did start, Colin Verral made history by becoming the first Heron known to have been attacked by a fish. Astonished spectators who greeted Colin when he returned to the beach with a smashed gunwhale and side expected to hear that he had been hit by a Cobra, but were incredulous to learn that the damage was caused by a fish. According to Colin's very fishy story, what is locally known as a "Horse Mackerel" but our learned friends advise is a Spanish Mackerel, leapt out of the water, swiped his crew on the shoulder – she has a bruise to prove it, and crashed down on the side of the boat. As in all fishy stories, it got away.

Other Heroners suffered more probable accidents and in the end only three boats finished, the inevitable Allan Timmins in first place, Andrew Fielding (TOUCHE) in second and in a feat of dogged determination (and with his wife described unflatteringly as "reserve Heavyweight crew") Les Holborrow (NAUTILUS) in third. On the Monday morning much discussion occurred about whether the Third Heat would take place at all. However the starting boat was in position for the Cobras and when some Heroners put out others could not stay behind. In fact those who sailed allege that this heat was the least difficult. John McKeown again toppled on the second buoy and Sharon Robertson scored all the Spanish Mackerel away by sailing most of the race upside down. Andrew Fielding (TOUCHE) drew away early and held his position to the end but it was heartening to see that a second youngster, Chris Carey (HAKATERE) made up ground mightily and finished a close second. Les Holborrow set course for New Zealand from the start and it was with some relief that his friends saw his green sails reappear over the horizon. Peter Robinson (PARDON ME) was third.

Overall placings for the Regatta were:

Allan Timmins	ANNACONDA	first
Les Holborrow	NAUTILUS	second
Andrew Fielding	TOUCHE	third.

We were sorry that Peter Carey was unable to sail all races and we hope his hands will have recovered in time for the South Queensland Championships in May. Our thanks go to the officers of the Hervey Bay Sailing Club for a wonderful weekend and especially to their Ladies Committee who ensured that the Club was a centre of friendship and hospitality at all times. We shall certainly be back in force next year both for the National Championships and for the Herbey Bay Regatta.

It is not true that Tom Robertson has replaced the "Robertson stap" around WIND DANCER with a net to catch a mackerel. Nevertheless there are a few Brisbane Heroners with thoughts about abandoning the river for some sea-going experience before next January.

NEW AND RENEWED MEMBERSHIPS FOR THE 1978/1979 SEASON from 1st NOVEMBER to 31st JANUARY

NEW SOUTH WALES

J.M.Anderson (7027)
C. & Mrs. C.Austen (9472g)
J.& P.Barlow (9161)
B.Barry (4159)
D.Bastock (5767)
C.B.Birkett (9139)
C.J.Bower (7049)
R. & K.Brand (7672)
R.G.Brettell (4212)
M.R.Briggs (9120)
D.W.Brown (9162)
J.& R.Burgers (9171g/9187)
J.P.Burton (9121)
R.A.Cameron (nbo)
R.Candy (7684)
K.Carder (4319)
O.G.Carter (4196)
J.L.Collins (9219)
E.T.Cooney (8734)
F.P.Cory (3066)
J.F.Cox (7959)
W.V.Cray (6526)
J.Cunningham (9613g)
A.C.Dobson (8986)
C.W.Frost (9157)
L.A.George (8749)
L.J.Gillespie (9579g)
W.Grennall (9611)
J.Griffin (7676)
R.L.Griffin (8529)
C.J.Griffiths (8367)
Gwandalyn Aquatic Club(9439)
J.Harvey (8973)
G.Hatfield (9612)
F.P.Hellwig (7489)
R.J.Herries (7090)
R.B.HYles (6781)
W.J.Tanner (8316)
I.C.Webb (4544)
J.A.Ziedars)
A.Luks)(4473)
G.Rubenis)

A.C.T.

L.Bolland (4863)

N.S.W. Cntnd.

J.Isles (9291)
K.Jenkins (8719)
K.R.Johnson (9619g)
S.Johnston (9236g)
V.J.King (5982)
P.S.Leach (6769)
J.A.Lee (4752)
B.S.LeGrice (4366)
V.G.Llewellyn(9598g)
D.P.Lohoar (8771)
K.McAnulty (9212g)
J.E.McCann (3453)
A.S.Manning (7196)
R.S.Milligan (4158)
D.J.Morrow (7603)
K.J.Moxham (9114)
D.F.Murray (4971)
Mrs. R.Neumann (4497)
G.S.Norris (7071)
A.V.Payne (6793)
B.Petersen (6900)
A.Rabin (9532g)
A.T.Rathbone (5361)
R.F.Rozzoli (9133)
J.C.Rudd (8035)
J.W.Seckold (5963)
A.R.Shaw (8918)
W.H.Shearman (9245g)
H.Smith (1353)
T.P.Soltau (6955)
R.L.Swain (9622)
J.Sykes (6516)
S.Thompson (4078)
H.& P.Thomson (8077)
J.VanEmden (5952)
R.Vane-Tempest (8210)
P.J.Wedeswiler (7151)
E.T.Brand (9616
R.Carnall (7258)
J.A.COggan (4485)
M/s.B.Denyer (2568)
M.& T.Elford (7606)
M.Freer (4427)
G.L.Glare (7412)
S.J.Lewis (3357)

N.S.W. Cntnd.

J.Whatmough (8097)
V.White/R.O'Reilley(4844)
L.& M.Wood (6851)
R.K.Wright (6893)

SOUTH AUSTRALIA

R.J.Arnold (6722)
R.L.Bessell (6619)
Miss C.Blenkel (8278)
K.A.Bowden (6726)
J.& F.Brooks (8714)
R.B.Burke (8916)
G.F.Cleveland (7033)
P.Crosby (9614)
P.& D.Duffield (7420)
G.& S.Fennemore (9538)
C.W.Foster (9531)
T.E.Fox (8571)
R.R.Freeman (6635/9610g)
R.F.Gardner (6963)
G.V.Gohl (7295)
G.Griffiths (9617)
G.R.KNight (6511)
S.Koch (6791)
D.I.Lapthorne (6415)
I.McLaughlan (7025)
M/s.S.McNamara (9206g)
G.L.Main (8253)
P.G.Malpas (9279)
J.H.Mant (8912)
R.H.Martin (7396)
D.& G.Millard (6400)
M.T.Nicolson (9524g)
D.Ollerenshaw (9192)
K.Parker (nbo)
A.J.Retallack (8049)
A.P.Rhodes (8944)
F.D.Simmonds (8746)
R.Taber (4537)

WESTERN AUSTRALIA

P. & H.Cockburn (7841)
R.Bolton (9618)

S.A.Cntnd.

L.D.Russell (8595)
K.Saunders (9259)
D.R.Scraggs (7920)
G.C.Thorn (5979)
Mrs. P.Walter (7823)
B.R.West (5675)

VICTORIA

R.F.Adkins (4433)
H.T.Aulike (5679)
C.R.Bennett (6986)
S.L.Blencowe (7280)
C.M.Canterford (9209)
P.J.Carter (5994)
P.& R.Crawford (5751)
F.Gruber (9460)
P.J.T.Hall (7262)
R.F.Haselgrove (8977)
C.W.Hutchings (7838)
A.& K.Jenkins (9485g)
A.C.Jobling (7399)
J.Lines & Mrs.J.Hall (5996)
M.Lippman (8519)
J.& R.Lockwood (4145)
K.B.Luke (8544)
J.McCallum (4921)
F.McGowan (5864)
J.Martin (7002)
W.J.Maxwell (8979)
R.J.Morrison (6757)
H.& R.Nissen (6121)
B.L.Perry (8524)
A.Pollard (9540)
J.R.Robinson (7377)
N.F.Rogers (5712)
R.& P.Symonds (5666)
R.Tannahill (6193)
B.E.McLaren (9189)
T/S Paluma S.Cadets(4364/8580)

TASMANIA

Miss H.Davis (8526)

20th NATIONAL HERON CHAMPIONSHIPS - PERTH, W.A.

Final Results

PL.	NO.	NAME	SKIPPER	Heat Placings 1	2	3	4	5	Total Pts.
1	9282	OUTCAST	J.Armitage,SA	2	2	1	MP	14	8
2	8976	DEES YAH	R.Goldfinch,SA	1	4	9	1	6	19.7
3	8781	CONQUEST	S.Kemp,SA (j)	4	5	3	6	1	23.7
4	9234g	MOLLY DOOKA	J.Eshman,SA	9	1	5	22	Eq7	38
5	9208	TRIANA	G.Jenkinson,NSW	6	8	7	4	4	40.7
6	9511g	ANACONDA	Miss A.Gaunt,WA(1)	20	19	2	2	5	41
7	9515g	GUNNAGETYA	A.Hayter,SA	5	13	6	5	Eq7	44.7
8	9429g	STARGAZER	M.Arbon,SA	3	7	19	DNF	2	46.7
9	7472	CHAIN VALLEY BAY	J.Stannard,NSW	10	9	10	3	19	52.7
10	8275	SLEEWORTHY	P.Sleeman,NSW	7	6	18	26	10	64.7
11	9106	WOT NOT	J.Andrewartha,T	11	11	8	11	20	65
12	9490g	STORM BOY	B.Caddy,SA	12	20	14	24	3	69.7
13	8074	VAT 70	J.Hill, WA	DSQ.	3	11	21	15	70.7
14	8998	EIGEN VECTOR	P.Bessell, WA	24	16	4	7	32	73
15	9468g	CHIMERA	T.Matthews, SA	16	12	15	9	27	76
15=	9561g	PAPRIKA	J.Jones, SA	8	17	17	16	11	76
17	8559	INFERNO	S.Imlay, NSW	13	15	16	13	23	81
18	8984	SINN FEIN	A. Morgan, T	DNF	21	21	10	12	88
19	8773	VENERA	Mrs. H.Best, SA(1)	27	10	27	19	9	89
20	9567g	RUKIJEMI	Miss J.A.Tiessen,WA(1)	18	28	13	14	26	95
21	8985	MARAMA	C.McPhee, SA	Dsq.	18	20	12	22	96
21=	9274	SOCKITTOEM	D.Hartley, WA	17	24	35	18	13	96
23	8345	NERANA	Miss S.Robertson,SA(1)	14	22	23	20	21	101
24	8555	BUZZER	C.Payne, T	25	27	22	15	28	113
25	8521	RUM JUG	D.Malcolm,SA	31	26	30	8	34	119
26	9416	MALUNA	Miss A.Robertson,SA(1)	Dnf	29	12	25	30	120
27	9566g	KOODOO	A.Wilson, WA	19	30	32	35	24	129
28	9289	MICKIKS	R.Harvey, SA	21	36	26	23	37	130
29	8080	NEW BETSY	T.Oram, WA	30	37	28	33	16	131
30	9587g	PARDON ME	P.Robinson, Q.	26	39	29	38	18	135
31	9563	RIPPER TOO	P.Nicholson, SA	Dnf	23	41	17	31	136
32	5359	PLOD	B.Baker, WA	22	31	37	42	38	152
33	8315	HELCIG	K.Gammie, WA	15	46	45	31	39	154
34	9277g	HAPPY DAZE	T.Koch, SA	Dnf	14	39	Dnf	17	155
34=	9420g	EZEE-GO-ER	J.Hornibrook,SA	23	40	34	34	45	155
36	8766	WIZZICUS	B.Timings, WA	Dnf	35	25	30	42	156
37	7474	WILDFIRE	Mrs.H.Stevens,WA(1)	34	38	44	29	35	160
38	8365	LIVELY LASS	D.McDougall, T	Dnf	32	33	44	29	162
39	9174	ESRA TEW	G.Richardson, SA	Dnf	44	36	27	40	171
40	9495g	MELE TOO	R.Christie, WA	28	45	47	28	48	172
41	9470	WESTERN COMFORT	T.Cartwright, WA	Dnf	25	24	45	Dns	179
42	7847	NIKKI	N.Larson, EA (1)	33	43	40	40	46	180
43	9504	STARLITE	T.McDougall, T	Dnf	49	38	46	25	182
44	8962	JAE	Miss E.McKenzie,WA(1)	Dnf	33	31	49	47	184
45	8901	MARGARET	G.Ranken, SA	Dnf	34	52	37	43	190
46	9135	EVIE R	J.Steinhardt, WA	29	52	51	47	41	192
47	9167	NON SUCH	C.Mumme, WA	Dnf	47	54	36	36	197
48	9474g	REJOICE	R.Whitehead, WA	32	53	53	39	53	201
49	7952	CELINE	M.Birch, WA	Dnf	42	41	51	44	202
49=	8774	BIN-D-J	B.Arber, WA	Dnf	48	49	32	49	202
51	9463	FLIPPY	H.Lingius, WA	Dnf	50	50	41	51	216
52	5656	DIDGERIDOO	M.Taylor, WA	Dnf	Dnf	43	Dns	33	222
53	5883	CATALPA	J. Gianatti, WA	Dnf	54	55	43	50	226
54	5672	INGRIDS PRESENT	E.Horne, WA	Dns	51	56	50	52	233
54=	8318	IONA	S.McGilvray,ACT	Dnf	41	46	Dnf	Dns	233
56	7458	DISCORD	R.Wadham, WA	Dns	Dns	48	48	Dns	242
57	7933	DOOSIE BIRD	Miss B.Beavis,WA(1)	Dns	55	Dns	Dns	Dnf	262
58)	7003	KURINANA	C.Verall, Qld.	Dns	Dns	Dns	Dns	Dns	268
58)	8718	BLONKI	A.Metropolis, WA	Dns	Dns	Dns	Dns	Dns	268
58)	9506g	CAREW	P.Carey, Qld.	Dns	Dns	Dns	Dns	Dns	268

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