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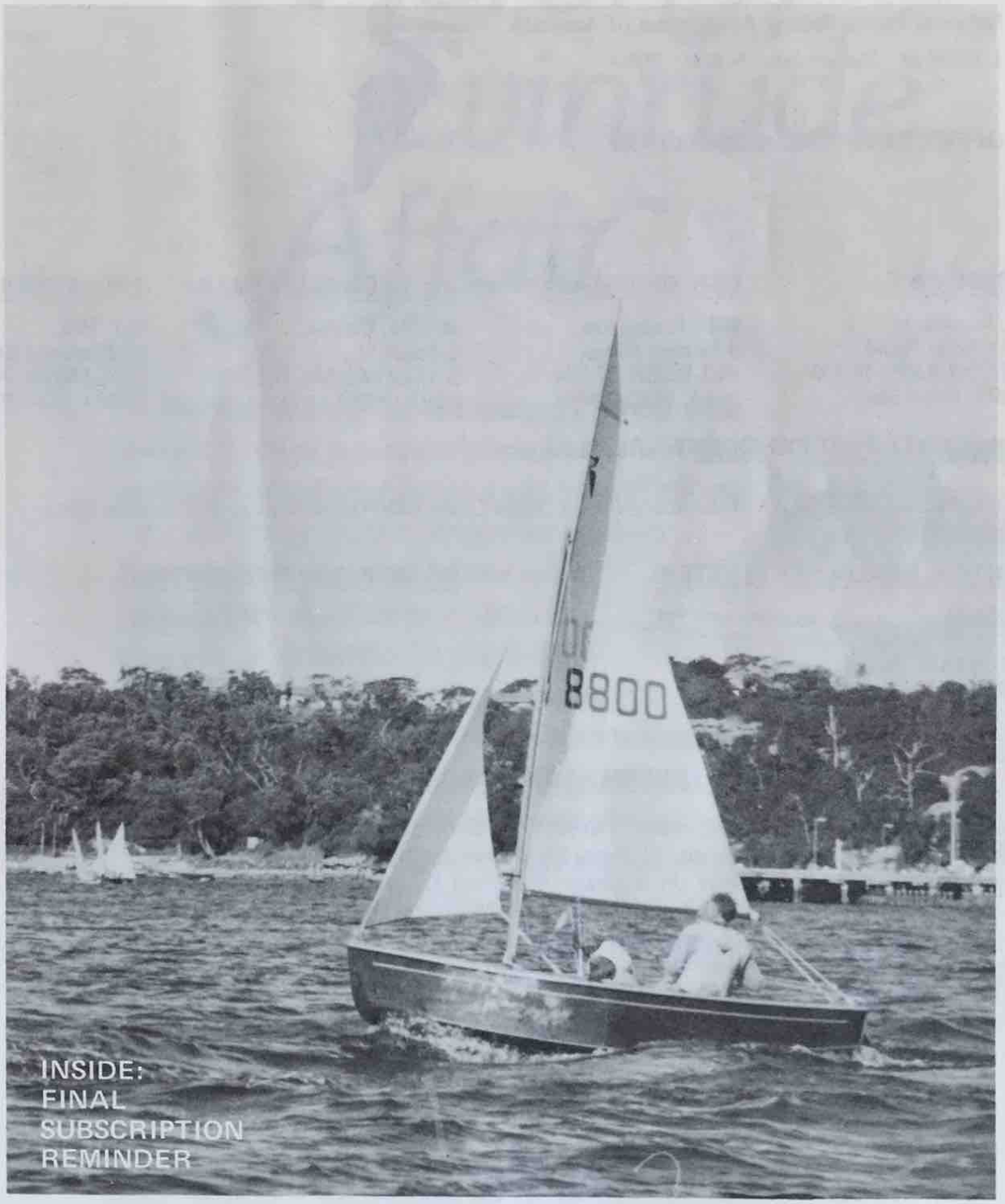
HERON NEWSLETTER



INSIDE:
FINAL
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HERON NEWSLETTER

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NEXT ISSUE

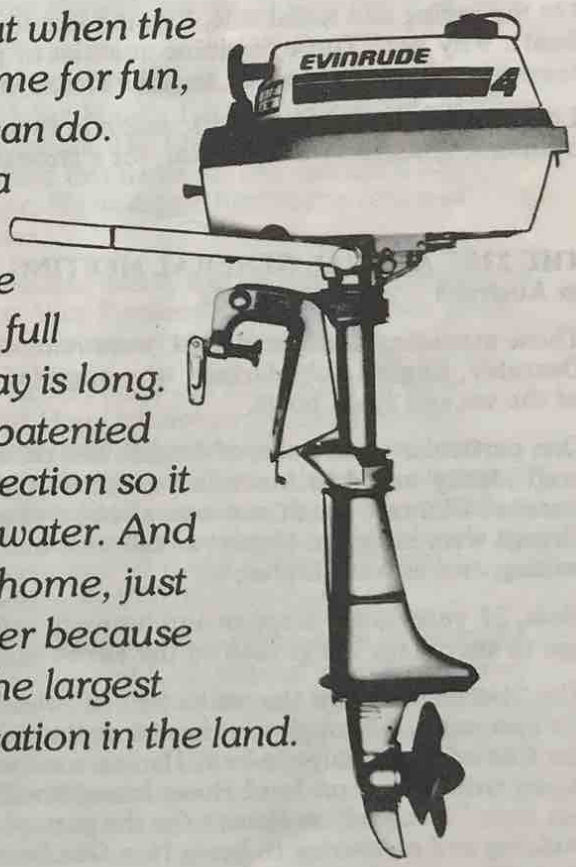
Deadline is 10th August, 1979.

COVER PHOTO

Retiring President, John Shipton competing in the N.S.W. State Titles.
Guess whose transom he has in his sights – see page 11.
Photo M. Clarke

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

As the incoming President of our Association I would like to invite some discussion in the pages of this Newsletter on the major objectives of the Association in the immediate future.

Let me start the discussion on this occasion.

The Heron story in Australia is a family story, the boat spanning a range of uses from being a satisfying building project for the handyman, a craft for training Dad, Mum and the kids in the art of sailing, a strict one-design class for those with a competitive urge and, in general, a social focus for a very fine group of people.

Of course we want to keep it that way, but we don't want to keep it to ourselves and although the 'more the merrier' is very true for Herons, the 'fewer the sadder' could also be true if we do not promote out class with increased vigour.

Times have changed around us and, having adapted our boat to the Fibreglass era, we have shown that the Association is prepared to move with those times and adapt its promotion to not only encourage and assist those 'handymen' who favour timber as the traditional boat building material, but also to co-operate with licensed GRP builders throughout Australia.

From time to time we have all heard 'ideas' being expressed on what would be a good thing for the Association, ideas which have often resulted in heated discussion.

In the interest of the long term future of the Class I won't be averse to encouraging discussion on any topic which a proponent believes will be beneficial to the future of this Association.

While looking to new entrants to the Class we can strengthen the ASSOCIATION FROM WITHIN BY ENSURING ALL Heron owners are members of the Association. It would appear that this is not the case at present. Do you know anyone sailing a Heron who isn't a member? Invite him in!

On the sailing and social side, I would like to see more of the girls and ladies skippering their own boats. Why not? Those feminine qualities of patience and concentration make great sailors, and no feats of strength are needed to sail a Heron in any reasonable weather.

Let us have a lively year of discussion in these pages; express your views, let Management know your opinions, constructive or critical, for a stronger Association.

DON JAMIESON – 9525g.

THE 21ST ANNUAL GENERAL MEETING – or The "Coming of Age" of the Heron Class in Australia – *by Mary Clarke*

Those attending the 21st A.G.M. were reminded of the enormous debt of thanks owed to Stephen Dearnley, English Sub-Mariner, who migrated to this country many years ago bringing with him a love of the sea and small boats.

One particular small boat, of English design, won Stephen's heart and he could see the potential of a craft ideally suited to Australian conditions. And so, in 1958, the first Australian Heron took to the water at Clontarf Beach and was, at once, eagerly accepted by young and old. I hasten to add that Herons were sailing in Hobart at the time but were all imported by their migrant owners and not homegrown as was Stephen's.

Now, 21 years later, Stephen and his early supporters can be justifiably proud of their efforts of long ago to encourage the growth of the Heron sailing dinghy in this country.

The 21st meeting saw the retirement of John Shipton from the office of President, one which he held for two years. Although not present at that birth in 1958, it was only a matter of 3 years later that the first of many Shipton-built Herons took to the water to participate in the 3rd National Titles. Apart from a stint on Lord Howe Island instilling the 3 R's into the heads of the Island children, John has been "involved" in Herons for the past 18 years in just about every capacity imaginable from building and measuring to being Hon.Gen.Secretary and, ultimately, President. His family have grown up in Herons and, in the growing up have literally grown out of Herons and into a bigger boat. We wish them well in their sailing ventures.

This meeting also saw the retirement of Alec Barrett from the office of Vice President, one which he held for 8 years. A man who richly deserves the title MR. HERON and one whom I affectionately call "BOSS". Apart from the several (16 or so) magnificent creations built and lovingly varnished (6 coats at least) in the cavernous garage of No.18 Brisbane Avenue, Boss has repaired hundreds of holed hulls (not all Herons), produced multiple sets of spars, centreboards, blades, etc. (often with only one or

two days notice before that important race), constantly gone out of his way (sometimes 30 or 40 miles) to pick up, deliver or check boats out for potential buyers, all the while spreading the Heron gospel. Urgent telegrams from Hobart, Cairns or Perth would see Barrett spars on the next train or plane. Many's the time I've looked to Alec for the answer to a sticky measurement question or building query and he's never failed me. That's the kind of person Alec is and the Heron Association owes him much.

It was most appropriate that the pioneer of the Australian Heron, Stephen Dearnley, should present to its strongest promoter, Alec Barrett a Silver Salver which carried with it the Association's sincere appreciation of his dedicated service.

Any tribute to Boss would not be complete without a tribute to his building assistant, his loyal supporter, his wife, Edna, whose hospitality to all who have crossed the threshold of No.18 for all matters Heron, has been and is unequalled. John Shipton had much pleasure in making a presentation to Mrs. Barrett on behalf of the Association.

And now to the 21st meeting itself – an unusually cold evening could not, I believe, justify the small (36) attendance. An equally small number of postal votes were recorded to the several Motions on Notice and, added to those votes from the floor, determined for the many, decisions of the few. If you didn't exercise your right to vote then you can't really complain at the outcome, can you?

By vote, members gave Management approval to review and revise the Constitution and the result of this work will be placed before you at the next A.G.M. for consideration and, hopefully, acceptance.

All other notices succeeded except that put forward to alter the angle of the rudder blade. Neither the postal votes nor the reaction from the floor gave favour to this motion.

A general summary of the discussion covering all Motions on Notice would indicate that, except for a small minority, retention of the ONE DESIGN concept of the Heron Class is still uppermost in the minds of those who have chosen this craft for their pleasure.

Mr. Shipton remained in the chair for the election of the incoming President, Don Jamieson. Don has been a member of the Association for 11 years and sails with the Middle Harbour Heron Sailing Club. He is current N.S.W. Champion and, me-thinks, a bit of a magician. His first home-built Heron was named WIZID, then changed to ABRACADABRA. He retained this name for the current GRP/ COMPOSITE model which he sails, some say, like pure magic. We welcome him to the office of President and, in offering our support, wish him every success.

Mr. John Coen (Vic) was re-elected to the office of Vice President and it was particularly pleasing to welcome Allan Crane (NSW) and George Richardson (SA) as Vice Presidents. Both men have given much time and effort to the Heron Class and their appointments are very much deserved.

Messrs. Geoff Jenkinson and Noel Hill were re-elected Hon.Gen.Secretary and Treasurer, respectively and, with the retirement of John Jeffress as Newsletter Editor, this office is now held by Reg. Steel, a newcomer to Heron sailing, but with an excellent background for his role in the Association. PLEASE SUPPORT HIM by contributing to YOUR JOURNAL.

I am embarking on my twelfth term as Assistant Sec/Registrar and 17th year of membership and have been honoured to be part of the growth of this Association. I have also seen the fulfilment, many times over, of the concern of this FAMILY class. The Shiptons are a classic example (though they stayed much longer than others).

Alec Barrett crewing for grand-daughter, Ann Shipton during a heat of the N.S.W. State Titles at Balmoral.

What we are doing is, in fact, re-cycling the Heron. We have the pleasure of introducing a young family to sailing, via the Heron, watching that family grow in pace with their enjoyment and skill and then move on to something bigger. Nature being the way it is, there should never be a shortage of young families and so it is up to us to ensure that there is never a shortage of Herons.

If you enjoy sailing your Heron, don't keep it to yourself, tell your friends, tell your workmates. Better still, take them for a sail. This year be responsible for adding One new member to the fleet. By doing so you will continue the growth of a dream started 21 years ago.

PRESIDENT'S REPORT

It is again my pleasure to report on the activities of this Association for the 1978-79 year. This Annual Meeting has added significance in that, being the 21st, we might say that the Association has come of age, gaining the key of the door, so to speak. Be that as it may, the Heron has been the key that has opened sailing to thousands of Australians. Although new classes appear each year, the Heron will continue to bring people to the sport. It must be most gratifying tonight for the early stalwarts of the Association to see their baby grown up and still going strong.

Membership statistics over the years provide some interesting information. Last year I reported that the downward trend in membership appeared to be slowing after a steady decline in the last eight years since 1970-71 when membership peaked at 2,002. Membership for the year just completed stood at 1,239 only 49 fewer than the 1977-78 figure and represents a fall of just under 4%. Western Australia, with the impetus of the last National Championships and the A.C.T. actually increased their membership.

There have been 75 sail numbers issued during the year. Of these registrations, 42 were for GRP and 35 were for timber boats which indicates that there are still plenty of people interested in satisfying that urge to 'build a boat'.

A total of 251 Herons exchanged hands. This continues the trend of membership turnover. The Association gained 268 new members which represents one member for each working day of the year. In general, Heroners who buy secondhand boats are joining the Association but it is regretted that some owners allow their membership to lapse.

It would seem that reasons for this include:

a) Inactive boat owners are not interested in Association matters.

b) Current owners need to more actively promote the Association.

c) Club and Regatta Committees are not incisting on Association membership and current registration as pre-requisites for entry acceptance.

On the credit side, a membership of 1,239 is still a very significant number and indicates that the majority of Heron owners feel that Association membership is worthwhile.

It must be remembered that in spite of rising costs, especially in respect to the Newsletter, this type of rise can be prevented if membership of current boat owners could be increased.

What is the answer?

Firstly, it must be the realisation, actively promoted, that the continued high value of Heron is entirely due to the active promotion of the Class as ONE DESIGN by a dedicated Association. Without the Association, Herons would just be 'another boat'.

Secondly, it is incumbent on individuals, Clubs and State Associations to push Association membership. A strong Association, as we know, benefits everyone. We have a great deal to offer both the expert, the novice and the potterer but many Heroners do not know about it.

Thirdly, it is important that the Association itself constantly evaluate its role and be sympathetic to changing expectations for the class.

To this end, great responsibility lies in the hands (and the pen) of the Newsletter Editor. Since there appears to be a decline in Club fleet members, the Newsletter becomes increasingly important as the main means of communication between the Association and its members.

We have always been an association of individuals. It is therefore essential that the Newsletter be topical, relevant, factual and informative. It should also provide opportunity for membership feedback. This is not an easy task. It needs, as well as a skilful Newsletter Editor, members who are prepared to contribute ideas, opinions, tips and information for the interest of all Heroners.

The editor cannot expect to generate all his own material. I believe that over-emphasis on racing, particularly in publishing results, detracts from the general readability of the Newsletter. But as the retiring Editor, John Jeffress will agree, one is limited by the contributions received. I would like to compliment John for his work as Editor and to thank him for his efforts and his offer to assist the new editor/elect Reg Steel.

The cost of the Newsletter is a matter of continual concern to Management. Already it has been necessary to limit the number of pages. Other economies may have to be considered in an endeavour to contain costs.

Your Management Committee has worked hard and long at its regular monthly meetings. May I express my thanks to all members of the Committee for their positive and purposeful approach. It is always regretted that we are unable to secure the regular attendance of interested delegates around the table but every effort is made to ensure that their opinions are considered and full minutes of meetings are circulated.

In this regard we must appreciate how indebted we are to Mary Clarke who spends considerable time in preparing agendas, finding relevant information and compiling accurate minutes from the taped recordings of all meetings. It is unusual for a voluntary organisation to have the secretarial expertise of Mary coupled with the in-depth background to the Association acquired over many years.

My job as President and that of Secretary, Geoff Jenkinson, has been made so much easier by having the Assistant Secretary as an instant source of reference. Mary, I thank you.

Management relies heavily on State Associations for local class promotion as well as the contact point between the National Association and members at both an individual and Club level. N.S.W. is in a favourable position in this regard but it is necessary that all State Associations continue to communicate both fully and regularly with the National body. The responsibility for this lies with State Secretaries and Presidents. I thnak them for their voluntary services during the past twelve months.

Another highly successful National Championship series was a feature of 1978/79. Congratulations to

National Champion, Jim Armitage and to the W.A.H.S.A. for outstanding organisation. Unfortunately problems of distance prevented greater representation from the eastern States and vice-versa in previous and future Championships.

There is no real solution to the distance difficulty. In an endeavour to rationalise the near and far position of venues, Management has adopted a policy by which in any five-year cycle, three of the Championships will be conducted in S.A., Vic., A.C.T. or N.S.W. locations. I must again emphasise that I regard finding an Australian Champion is of lesser significance in the holding of a National Series than either providing an opportunity for Heronfolk to meet or the opportunity to promote the Class. It is in the stressing of Class promotion that Management should always carefully consider proposed venues outside major metropolitan centres.

The Association has been fortunate to have the services of an active Measurement Committee. Apart from routine classification of boats, the Measurement Committee has been called upon to deliberate on many measurement matters and make recommendations to Management.

A major task completed has been the metrication of the plans and the updating of the Measurement form. In all its decisions the Measurement Committee has been wedded to the One Design concept. It is with regret that the Chairman – Merv. Tallis, Secretary – Stan Wymer and Committeeman – Sam Vandenberg have indicated that they are unavailable for re-appointment. Together with Andrew Gillespie, Keith Mealey and Alec Barrett they have made a valuable contribution to this Association and I thank them. Hopefully, equally dedicated members will be found to complete this all-important committee.

Our finances have been under the watchful eye of Noel Hill. I compliment and thank him for his book-keeping and advice on financial matters. During the year, the Association saw fit to make another $1,000 loan for the raffling of a GRP Heron, this time to the Botany Bay Heron Club. Like the W.A. venture, it proved successful both financially and promotionally. The loans have since been repaid.

However, both the B.B.H.C. and the W.A.H.S.A. warn of the tremendous work involved and that raffling Herons is not the panacea for fund raising. Both loans were the result of exhaustive prior enquiries and agreement to the important security conditions.

There are several Notices of Motion to be decided tonight. One of these is to permit the revision of the Constitution. Many times this year, matters have arisen which have thrown Management back to the Constitution for guidance. Although the document has served us well, an updating and restructur-

ing is a matter of priority and I point to this task as one of the main concerns of the incoming Management Committee.

I intimated at the previous A.G.M. that I should not be seeking re-election as President. I deem it an honour to have held the position. It seems a long time ago that I built 3128 and sailed it in the 3rd National Championships. The Heron has been a way of life for the Shipton family ever since and the training ground for all three of our children. Now, we are involved in a larger boat, selected I might add for its Association as much as the boat itself. I believe that all officers of the Association should be active in Heron sailing.

A spectator at those 3rd Championships was one, Alec Barrett. Now 18 years later Alec is retiring as Vice President. A staunch Heron supporter, none has made a greater contribution to our Association. Apart from building at least fifteen furniture-like boats, he has produced innumerable masts, gaffs, booms, centreboards, rudders, gaff jaws, etc; repaired literally hundreds of dented boats; given assistance to dozens of amateur builders; served actively on both Measurement and Management Committees; measured countless boats and been directly responsible for recruiting many, many new Association members.

Heroners at Balmoral and in North Queensland are especially indebted to Alec. In thanking him for all he has done for this Association and wishing him many more years of sailing, I do not forget the support given by his wife, Edna. No Heroner has found anything but hospitality at 18 Brisbane Ave.

In conclusion, I am confident that President elect, Don Jamieson will capably lead the Association. Backed by a strong and experienced Committee there is no reason why the Heron should not continue to fill an important place on the Australia Yachting scene and our Association be a model for Associations yet to be formed.

Thank you.

YOUR NEW EDITOR . . . .

On a rather blustery Sunday morning at Balmoral on Sydney Harbour, two things happened – I agreed to accept nomination for editorship of Heron Newsletter and, in the second lap of the club race, my mast fell off.

The two momentous occurrences were directly inter-related.

My son, Adam (10), and I were working against the clock to rig our Heron, BRONZEWING (6767) in time for the race when a message came that Mary Clarke wanted to see me. It was about the editorship.

A short time later Adam and I had gallantly battled our way into last place in the club race. As we executed our most efficient tack of the day, the mast fell off.

At that instant I remembered something important. At the time I had been called away to talk to Mary, Adam had told me he couldn't tighten the shroud shackle because he had a sore thumb (fishing hook wound!).

Mary's request that I consider the editorship nomination had pushed the shackle situation right out of my head and that is why we ended the race at the end of a tow rope.

That taught us two lessons that every other heroner knows all about – give yourself plenty of time to rig the boat comfortably and always check everything before putting the boat in the water.

Be that as it may, I agreed to become editor because of the time and effort I see other heroners put into the Association and the unlimited help, encouragement and friendliness I encountered when I took up sailing at the end of last year.

It's impossible to say 'no' to Mary Clarke, anyway.

Having established my credentials as a novice – but enthusiastic – heroner, let me just comment that this Newsletter can only be as good as the support you give it by way of ideas and contributions.

I look forward to working together with you. And I look forward to receiving plenty of contributions.

REG STEEL

BEAT A QUEENSLANDER – at the 21st National Titles to be held at Hervey Bay, Qld. this Christmas/New Year. If you can.

TUNING DEPARTMENT

THE USE OF STIFF SPARS

For many years I sailed with what I considered to be medium flexible spars – just a little more flexible than recommended by the sailmaker (Elvstrom sails, which are cut quite full). With these spars I expected to get a good range of sail control. However, they did have problems.

Firstly, we broke four masts (at one time or another), all off the wind, with just adequate vang pressure, and a heavy crew. Secondly, in fresh winds over 15 knots, the gaff appeared far too soft, as the top half of the sail feathered before we were really hiking out much, and we couldn't develop full power going to windward. The rig was O.K. with a lightweight crew in light to moderate conditions.

building much stiffer spars and obtaining changes in sail shape more by outhauls, downhaul and vang. The results were exactly what we wanted – we could stand the boat up with a heavy crew, sheet-on hard, and drive to windward (or reach with very high vang pressure) with a good sail shape and plenty of power. If the leach seemed to hook a bit we slightly flattened the sail with the foot outhaul.

To my surprise and delight, I also discovered that we could hold the boat up quite well in a wind even with a lightweight crew, by stretching and flattening the main sail, mainly with the foot outhaul. I got an added bonus – the complete removal of anxiety about breaking the mast even in survival conditions (and the attendant improvement in concentration and boat handling). No doubt there are other factors, but this rig helped us to win a few races this year.

A few details about the rig may be interesting to some Heroners. The mast is laminated from two pieces of oregon, selected for lightness of colour, even weight, similar spacing of growth rings, and glued so the grain on one side of the joint is the mirror image of the other. The stick is of maximum thickness for the centre third and tapered slightly toward each end. The gaff (similarly laminated) is full depth, fore-and-aft, right to the top, but it is tapered side to side down to the minimum dimension. (From the pin down to the jaws it is tapered from front to back) The gaff when raised is spaced 1" off the mast at the halyard sheave using a rubber door stop. The fore and aft deflection of these spars compared with the Elvstrom recommendations are as follows. (Spars are supported 20 mm in from the ends and the load (e.g. a bucket of water) is applied at the centre).

	Mast	**Gaff**
Wt. at centre	7.5 Kg	7.5 Kg
Deflection recommended by sailmaker	12 mm	14 mm
Deflection on 9525	6 mm	11 mm

The argument for bend in a mast to match that of the gaff I don't really accept. You can do more to flatten the sail or make it fuller by adjusting the lashing than you can by mast bend in the short distance between the bottom of the gaff and the boom. Actually the lashing tends to adjust itself. If you pull the boom down say 2 inches to tighten the luff, the lashing will also tighten, pulling the sail closer to the mast (flattening it) and vice versa, especially if the lashing is tied off on the boom.

An important benefit of stiff spars is that you can apply very high vang loads in a breeze (we use a 6 to 1 purchase). This has several advantages – it tends to keep the jib luff straighter when you ease the main, it keeps a minimum of mainsail twist (and keeps the sail working) when the mainsheet is well out. On a square run it prevents the top third of the main twisting to an oversquare position which is the principal cause of capsize to windward when running.

A brief word on sail controls with stiff spars. Since you don't have full "automatic" control of a bendy rig, you need lots of purchase on the footrope outhaul (6 to 1) (how else could you overcome the friction of bolt-rope in boom track while sheeted on hard?). You need an accessible, easy to operate outhaul cleat. Also the vang rope cleat should be easy to release and located where you can get at it easily. I lead my vang rope back under the front seat where it passes through a dead-eye and can cleat. This makes it very easy to briefly loosen the vang to ease the mainsail luff off the wind. (And as my for'ard hand is not strong enough to push up the boom at the gooseneck I have a 3 to 1 purchase uphaul on the gooseneck for this purpose). We don't use a gooseneck downhaul. Provided the mast track is lubricated the vang with 6/1 purchase will pull on all the luff tension you need.

Finally, I should say that there are some sails which cannot be stretched much on the luff and foot because the maker has stitched a layer of cloth over the bolt ropes. With such a sail you may need more gaff bend to change its shape. (Although I have noticed that, by coincidence some of these sails are cut fairly flat – so stiff spars may be useful to prevent over-flattening.)

Abracadabra

AMENDMENTS AND ADDITIONS TO YOUR CONSTITUTION

The following amendments to the Constitution of the N.H.S.A.A. became effective on the 1st May, 1979 and are published for your information:

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".

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 centrefoot, found by folding the foot into two halves. In taking this measurement only sufficient cloth tension is needed to remove the wrinkles."

Clause 6.11 MODIFICATIONS.
"First sentence – after the word "plywood" to add "GRP and GRP/COMPOSITE."

Clause 6.11 MODFICIATIONS.
To 6.11.1 add "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.)

Clause 6.11 MODIFICATIONS.
To 6.11.16 add "A fixed rudder blade is not permitted, the blade to pivot as per plan."

LAST CHANCE TO KEEP WARM FOR WINTER!

Page 18 of the March Newsletter carried news of the availability of pure wool crew or polo-neck jumpers and zip-up jackets, provided the Association could place an order for 50 or more.

The knitwear is available in sizes 30" to 42" in royal blue with a small White Heron motif on left breast and would cost $30.

The response brought forward ONLY 7 interested buyers and, unless we can add another 43 orders to the list we will have to go without.

HOW ABOUT IT? – Drop a line, NOW (no money), to Assistant/Secretary, 1 Ethel St., Balgowlah, 2093 with your name, address and size and, with a bit of luck, you will be hearing from her in due course.

BOATS FOR SALE

The Association doesn't usually use the NEWSLETTER as an advertising medium for secondhand boats – the answer is fairly obvious, being a quarterly journal, but every now and then members write with urgent requests to list their craft so this issue sees for sale

HERON NO. 8372 (ILUKA) – owned by Paul Dowd of Port Lincoln who says that he has been trying to sell his Heron in the Port Lincoln district since early 1979 with no takers. She was classified "A" in 1972, is painted orange hull, varnished deck with new Schramm sails and trailer. Paul is asking $850. Phone 82-1116.

HERON NO. 9461 (BLUE BAYOU) – owned by Peter Bryant of Sans Souci, N.S.W. She's a Vern Hildebrandt, grp/composite Heron with North sails, approx. 2 years old but seldom sailed, with galvanised trailer. Peter is asking $1395. Phone 529-6062.

HAGAR 4m. KYAK – white underside, yellow top, polyurethane construction – totally indestructable. Mary Clarke's answer to defeating those house-bound blues. Seriously, it was bought, in a moment of madness at the Royal Easter Show and has had little use since. Worth $170, will sacrifice for $100. How about a sturdy birthday present, or even an early Christmas gift. Phone 948-8142.

THE 21ST NATIONAL TITLES AT HERVEY BAY, QLD.

Organise your accommodation now.

See list published in last two Heron Newsletters.

NEW SOUTH WALES NEWS – *from BRUCE MORRISSEY*

Another fine 'Travellers Trophy' series has been conducted with heat placings as follows:–

HEAT 3 – SPEERS POINT Scratch 1st Alan Davidson 9292 CINCHONA; 2nd Ian Cook 9500 DAEMON; 3rd Don Cranch 9569 VORTEX GENERATOR. Handicap placings were Ross Jones 9275 SHARLIS; 2nd Alan Sutton 7271 REEF HERON; 3rd J. Davidson 9215 LEMON JUICE.

HEAT 4 – CONNELS POINT Scratch Bob Locke 7623 DAME NELLIE; 2nd Les Morris 9534 RENEGADE; 3rd Ian Cook 9500 DAEMON. Handicap placings were 1st Bruce Morrissey 9191 CASAB; 2nd Brian Calhoun 8565 WIMAWAY; 3rd Paul Moxom 6245.

HEAT 5 – UPPER HUNTER REGATTA Scratch 1st Don Cranch 9569 VORTEX GENERATOR; 2nd Bob Locke 7623 DAME NELLIE; 3rd Mervin Tallis 9118 ADONIS. Handicap placings were 1st Alan Sutton 7171 REEF HERON; 2nd Ross Jones 9275 SHARLIS; 3rd Bruce Morrissey 9191 CASAB.

HEAT 6 – BALMORAL Scratch Don Jamieson 9525 ABRACADABRA; 2nd Don Cranch 9569 VORTEX GENERATOR; 3rd M. Grove 8088 KOALA. Handicap placings were 1st David Smith 9590 FREYA; 2nd B. Sim 9264; 3rd R. Canox 7684.

Well after all that great sailing and visiting those inland waters the final winners were:–

Don Cranch	9569	VORTEX GENERATOR
Bob Locke	7623	DAME NELLIE
Ian Cooke	9500	DAEMON

Handicap trophies:

Ross Jones	9275	SHARLIS
Brad Tallis	5977	DIONYSUS
Don Cranch	9569	VORTEX GENERATOR

Jax teams racing this year was the closest Alan Crane has seen for 10 years with three clubs on equal points, the series was eventually won by MIDDLE HARBOUR.

NEXT SEASON STARTS SOON!! With committees preparing details of races etc, for next season now is the time to send someone along to represent your club at State meetings. We meet at Dobroyd Aquatic Club, Henley Marine Drive, Five Dock at 8 p.m. on the first Wednesday every month. Sail Sydney 79 and Sail-Boats Afloat are two of our main promotions throughout the year so how about assisting in the planning by attending our monthly meeting.

This year let's all get together by assisting the new sailors, I mean the ones who have been sailing one or two seasons, approach them and offer guidance and help so the quality of racing will be higher and more fun and let's learn the rules.

Our Annual General Meeting was successful and interesting. Andrew Buckland who sails on 'Colour 7' brought along a film on the World Championships for Eighteens and described what it's like to fly on water. His impromptu discussion and question time could have gone on all night!

Congratulations to this year's winners of trophies, which again shows how close Heron sailing can be.

CONNELS POINT SAILING CLUB – *from BRUCE MORRISSEY*

It's easy to see that summer has gone once again, only the very brave or stupid take part in our winter series to be held over four heats conducted on May 12, June 9, July 14 and August 11. Visitors are welcome and are usually treated to a fast tide and a slow wind.

Heat 1 saw two frustrated Heroners sitting in the tide one hundred yards from the line when time ran out. With three heats left, rumour has it that Noel Hill is going to switch to Australian Food to assist him in lowering his boatweight.

Congratulations to our new National President Don Jamieson and his office bearers and also New South Wales President Fred Dobner and his team.

Last season's results were as follows:– The winter series was won by Noel Hill in TAMERAG. Stan Dose sailing JID is club champion from George Early in MISCHIEF and Kevin Friend in GALLOPIN. The point score for the season saw Kevin Friend topple Stan Dose in JID with CASAB Bruce Morrisey third.

ACTION FROM THE N. S. W. STATE TITLES

Pictures by J. Stannard and M. Clarke

Above: Retiring President, John Shipton makes way (literally) for incoming President Don Jamieson during a heat of the recent N.S.W. State Titles. Both Skippers subscribe to "THE FAMILY CLASS OF HERON SAILING."

Right: David Berckelman (3881), Kevin Friend (5995) and David Wearne (9539) had the job well and truly ahead of them during a heat of the recent N.S.W. State Titles at Balmoral.

John Stannard had a photographic roving kayak commission during the recent N.S.W. State Titles at Balmoral and tucked his camera under the kayak skirt when paddling from spot to spot.
Photo M. Clarke

Our famous marathon the Kurnell Cup was won by JID 8585; 2nd GALLOPIN 5995; 3rd CASAB 9191 with Ron Pearse sailing KARLENA to a fine handicap win. The Forward hand and Ladies day race saw Miss Denise Olsen take David Sangster and his boat VILJA 4123 across the line in first position.

The boys from Botany Bay were victorious in winning the Endeavour Shield again but we warn them that their luck has run out and it's our turn next year.

Our Connels Point Invitation race saw Bob Locke in DAME NELLIE 7623 lead home Les Morris in RENEGADE 9534 followed closely by Ian Cook DAEMON 9500.

Our Jax Team put up a great performance only to be closely beaten by Middle Harbour.

Hope to see more Herons visit us. We sail every Saturday starting 2 p.m. from Donnelly Park, Kyle Parade, Kyle Bay.

SOUTH AUSTRALIAN NOTES

ANNUAL GENERAL MEETING

The 1978-79 season concluded with the annual general meeting at Somerton Yacht Club. Despite the cold weather more than 20 members attended.

George Robertson gave notice of motion for the next A.G.M. that the rule requiring a pre-requisite five recognised heron events for entry to the State Championships be changed. This was raised because there have been "genuine" heroners barred because employment or such has kept them off the water while at the same time the rule has not stopped skippers who are not regular heroners from competing – as was the intention.

The teams race is to be rostered forward to February to gain the advantage of daylight saving.

Plans for the 1979-80 State championships at Whyalla are underway and the metropolitan clubs will be asked to nominate for the 1980-81 event. A southern club would be favoured on the roster. Largs Bay were thanked for conducting a very good series in 1978-79.

Office bearers:

Chairman:	George Richardson
Secretary:	Noel Thompson
Treasurer:	Alex Hayter
Handicapper:	Milo Ronayne
Publicity Officer:	Peter Gilchrist

The annual teams race held at the Port River Sailing Club was won by Lake Bonney.

THE QUEEN OF THE GULF

The Spencer Gulf Yachting Association conducts this event each year for gulf sailors and this year welcomed Jim Armitage and Roger Goldfinch as visitors.

RESULTS: 1st STARGAZER 9429 M. Arbon, Pt. Lincoln Yacht Club; 2nd QUEI 6552 D. Maxwell, Royal Pt.Pirie Yacht Club; 3rd TORQUE 8905 A. Olds Junior, Coffin Bay Yacht Club.

This is one of a number of Heron events conducted outside the State championships and is a good example of the way the class likes to operate. The gulf sailors are on increasing strength to the State association and are to be congratulated on this event.

JIM ARMITAGE CAN'T WIN HIS THIRD

The North Queenslanders say they will make sure that the "Silver Heron" goes to a Maroon at the Hervey Bay Nationals.

OPEN THE DOOR. . . to better sailing, meeting new friends, seeing a great area to having a good holiday.

Organise yourself to participate in the 21st National Titles at Hervey Bay, Queensland, only 200 miles

North of Brisbane with an excellent bitumen road to the door.

Wonderful beaches
" sailing
" fishing
" islands

Accommodation still available — see list in last two copies of Heron Newsletter for venues or write to Hervey Bay Sailing Club P.O. Box 35, Scarness. 4656 Qld.

END OF AN ERA

For ten years one of the institutions of learning in South Australia has been the small boat building classes conducted through the Dept. of Further Education by George Robertson. Although many different types of boats were made in the class you don't get any points for guessing what most of them were.

We cannot hope to count up the number of people who have been introduced to Herons by George — many through these classes. His dedication to boat building is legend, and for every "official" hour spent with the class at least 10 more would have been spent at home with students in his workshop.

The stamp that George has put on the Association is perhaps best illustrated by the way in which it is often so easy in South Australia to find out how old a boat is. Just look up the style of seats and buoyancy-tanks because George bought out a new model each year.

Don't think for a moment, however, that because he has stopped the boat building classes that he has slowed down at all.

His workshop still has boats at various stages of completion and he is building a new rescue boat for his club (Port River Sailing Club). He also planned and supervised the building of a new roof for the club which was completed during our working bee.

From all of us who know George and especially the countless heroners who wouldn't be sailing but for him, we say THANK YOU and hope that he stays around herons for a long time yet.

Left: Roger and Heather Goldfinch, first skipper and crew in the S.A. State Titles receive their trophy from George Richardson, President S.A.H.S.A. and Don Donovan, Commodore of Largs Bay Sailing Club, where the S.A. State Titles were held.

Right: Graham Loughhead, Commodore of Port River Sailing Club receives Largs Bay Shield, a perpetual trophy at the presentation dinner. With him are George Richardson, President of the S.A.H.S.A. and Don Donovan, Commodore of Largs Bay Sailing Club.

NEWS FROM WHYALLA – *from G. BUTT 8306*

The 1978-79 sailing season concluded successfully with the Trophy Presentation Cabaret on Saturday 12th May. Trophies were presented by friend Jim Armitage, who with his wife Betty were guests of the W.Y.C. Jim once again provided some helpful sailing and rigging hints but the turn of local sailors to the Sunday practical session was somewhat limited, no doubt due to the marvellous time had by all at the cabaret.

The 1978-79 champion Whyalla Heron was RHONA – 9528, Chris Farran who out performed his nearest rivals EIGEN VECTOR – 8998, Phil Bessell, TOO SHAY – 9519, John Pudney, VALERIE-J – 6708, David Butt.

The handicap trophy was taken out by 6708 VALERIE-J, David Butt who successfully ousted father (KATY-J – 8306) from this position.

HENLEY SAILING CLUB

The herons at Henley have had a good season and we would like to thank the O.O.D. Mick Fowler for making it all possible. We have lost a few of our rank and file to other classes, but hope to get new heroners before the 1979-80 season.

The 1978-79 Club Championship positions were:

	GUNNA GETYA	–	Alex Hayter
	TINY TIM	–	Rod Walker
	NEREID	–	Andrew George
Pointscore:	TINY TIM	–	Rod Walker
	NEREID	–	Andrew George
	ABEL TASMAN	–	Bob Rutten

Brian Bannon sold LORALI and will be catting it, next year. Bob Rutton will be a real flying Dutchman in his new NS 14. Alex Hayter has not sold his boat as he wants to retain his friendship and competition in the herons but he has bought a 505. Colin Gurr has gone back to Grange to help their increasing fleet of herons. Best of luck Colin. Craig Hunter will be back for sure with his new super light crew now well trained. Dr. Andrew George has now paid his registration fee and will be able to afford to sail next year. Rod Walker, Brian Carson, Don Malcolm, Bill Dixon, Peter Nicolson and last but not least our intrepid female sailor Karryn Salmon will be fighting it out for the Club Championship next year.

PT. AUGUSTA SAILING CLUB.

We have just completed a good season with the results very close. MICKIKS – R. Harvey took out the championship shield and BEWILDERED BITCH – C. Hodgson the aggregate shield.

This year the queen of the gulf was held at Pt. Augusta with many classes of boats. We had 27 herons competing and they came from Port Pirie, Whyalla, Pt. Lincoln, Tumby Bay and Coffins Bay. Also we had the pleasure of the Visit from Jim Armitage and Roger Goldfinch and we were very pleased to have them to sail with us.

Our season starts again in October. We hear there may be more joining our fleet.

PORT RIVER SAILING CLUB

The club championships are over for another year and we congratulate:

1st OUTCAST 9282 – Sharon Armitage/Jim Armitage; 2nd DEES YAH 8976 – Roger Goldfinch/ Heather Goldfinch; 3rd NGARLOO 9432 – Rob Duncanson/ Michael Holmes; 4th ARI-OOP 8598 – Ari Knoop/Adrian Knoop; Submarine trophy – Steven Koch/Kingsley Koch.

We were pleased to have such an emjoyable time at the state presentation night and to see the country visitors.

You will forgive us for thinking that we had the teams race in the bag when we only needed to win the last race against Lake Bonney. With State and National champions in our team and on our own course how could we lose? But it was not to be and our congratulations go to the Lake Bonney team for a great win.

Our congratulations also go to the S.A. executive who have run a most successful year, both from a social and sailing point of view.

PORT LINCOLN YACHT CLUB

Once again CONQUEST is our Club Champion. Although yours truly was improving and went down narrowly in the last three heats, Steven always had that little extra at the right time. Congratulations to Steven and crew Michael Holland for your many achievements throughout the year.

Congratulations also to our Handicapper, Class Measurer, and Boat Builder Wayne McNair CAVALIER on narrowly clinching the Points Championship from Paul Bates REDWITCH. These two were never more than a few points apart all season.

All other Heron skippers and crews had their moments of glory and enjoyed our sailing programme.

HERON RESULTS FOR 1978/79:

CLUB CHAMPION	CONQUEST	Steven Kemp
Runner-Up	STARGAZER	Mike Arbon
POINTS CHAMPION	CAVALIER	Wayne McNair
Runner-Up	REDWITCH	Paul Bates

SPRING SERIES: 1st CAVALIER, 2nd REDWITCH.

SUMMER SERIES: 1st CAVALIER, 2nd PINK PANTHER.

AUTUMN SERIES: 1st TSUNAMI, 2nd REDWITCH.

OVERALL POINTS:

9188	CAVALIER	124.1	8985 MARAMA	248.7
7026	REDWITCH	125.5	9183 NYACOMA	272.4
7490	TSUNAMI	129.1	9429 STARGAZER	275.1
8781	CONQUEST	173.4	CARAVELLE	314.4
7968	PINK PANTHER	180.2	5742 MANTIS	317.7
7846	TEENA TOO	220.1	7825 TARA	389.0
5690	SAHLI	243.4	7844 MEAN MACHINE	399.0

MIKE ARBON (Stargazer) – 9429

WALLAROO SAILING CLUB – *From TREVOR KOCH*

Competition this season has been particularly close, with both Championship and Aggregate Points Trophies undecided until the last race in each section.

The Championship Trophy was won by HAPPY DAZE, Trevor Koch, with PAPRIKA, Jeff Jones a very close runner-up. The battle for Aggregate Points trophy was finally won by ONEDIN, Bill Bollmeyer, with Paprika just one point away in second place.

Heron numbers at our Easter Regatta were down on previous years, however light winds for all but Monday's race kept competitors bunched, with some exciting finishes being experienced. There was a tie for the Championship Trophy between PAPRIKA and HAPPY DAZE while Paprika also won the Handicap Trophy.

During the year, members from our club competed in the Nationals at Perth, the State Titles at Largs Bay and a team competed in the Teams Race at Port River. We all enjoyed the day at the Port River Sailing Club and our thanks must go to the members who gave their time in running the Teams Race so efficiently.

LARGS BAY SAILING CLUB.

Well with the brass monkey season here, every thing is quiet and peaceful though looking at the flat seas and steady winds I wonder if we sail at the wrong time.

CLUB CHAMPIONSHIP RESULTS:

1.	WAIANIAW	9617	Gary Griffiths
2.	DOPEY	6726	Kim Bowden
3.	KILLARA	7033	George Cleverhand

Worth noting is that none of last years placings got a place this year. Also in 77-78 season our average start was 6 boats, 78-79 season average 10, and indications are that there are more boats to come. If you are looking for a place to sail or a change, give us a try, we have a beautiful sandy beach plenty of room to launch and a great bunch of people to sail and socialize with.

So hoping to see you one-day.

LAKE BONNEY YACHT CLUB NEWS – *by HIDEAWAY*

The season has once again drawn to a close with the results on the board.

The Club Championship this year was keenly contested, with MOLLYDOOKA 9234, John Eshman winning the first heat – however last year's champ, STORM BOY 9490, Brian Caddy, won the next 4 races to take out the title once again, with Mollydooka – 2nd and UNC 9499 – 3rd, Roger Kassebaum.

The standard of the Herons was very high this year, there has been little difference between the top six boats throughout the whole season.

Even though we did not send all our top boats to the Teams Races, we still took out the honours. A much improved NONKLA 7815, Don Walker, justified his place in the team with consistent sailing.

'A' Grade Handicap honours in 'a' series went to OLD NIC 9524, Murray Nicolson with NONKLA 2nd and MOLLYDOOKA 3rd.

'B' Grade Handicap honours in 'a' series went to AVENGER 6710 Robert Drogemuller who sailed consistently to take out the honours, with EOS 7801 Andrew Kassebaum 2nd, and PESTLE & MORTAR 7198 Jim Stephens 3rd. Fastest was STORM BOY.

Handicap 'b' series was won by TOLEDO 6644 Bill Tunkin with EOS 2nd and NONKLA 3rd. Fastest was NONKLA.

Weather conditions throughout the season went from one extreme to the other.

Fortunately, on the day of the Crews Race, we had best sailing conditions for the year 8-10 knots.

Many skippers were doubtful whether their young crews could sail the full course – however after the race they were all smiles and it was noted that the boats had seemed to perform better than they normally do.

TOLEDO with Paul Tunkin (10) at the helm, took an early lead closely followed by MOLLYDOOKA sailed by Guy Main (8) and NONKLA sailed by Brett Penno (10). Scott Caddy (4) sailing STORM BOY proving that not only is he a better cricketer than his dad, but also a better sailor, came from behind to win the race.

The fleet was not as large this sailing season as the previous year but next season should see an increase in numbers as there has been an upsurge in new skippers, such as S. Collins – HELIX, T. Thorne TARDIS, J. Knight TEENY, J. Russell RAGAMUFFIN, G. Wellby IF, and Ron Gilgen and Tony Hamilton have also recently purchased boats.

We look forward to good sailing next season and hope to see as many Herons as possible up here in the September school holidays.

VICTOR HARBOUR YACHT CLUB – *by FORWARD HAND*

We do not have a large fleet of herons but this does not prevent us having exciting, close sailing. Most of us have trouble catching EZYGOER – John Hornabrook and SIMBATU Steven Rogers club champions and runner-up, reversing last years positions.

But the young skippers are gaining each week and John and Steven will have to look to their transoms.

There are few prettier places to sail than Victor and we are happy to share the water with other heronss. So if you are down this way don't forget to put the boat on the back.

NEWS FROM THE MURRAY BRIDGE SAILING CLUB (SA) – *from Grant Leach 8263*

A good year for sailing, but not such a good year for 'pot hunting' was how most of our Heron skippers would describe last season.

With former club champion Brian Rehn deciding to spend this season on the beach, local Heroners were not on the 'short list' for the club championship and the best Heron skipper for the year would have to be Brenton Watkins with SCRAM, who with crew Paul Hector, won the 1978 Endurance Event and several other trophies as well – good sailing Brenton!

Visitors Alex Hayter (GUNNAGETYA) and Jim Hopkins (TIOK) tried their hand at river sailing during the year and the Murray Bridge Club extends an invitation to all Heroners to join us on Sunday, MARCH 16th, 1980 for our Annual Endurance Event. Starting about 10 a.m. it's a 6 to 7 hour sail along the Murray, finishing with a barbeque and presentation. Last year's event will not be forgotten by those who took part.

We plan to run this event each year for small craft ineligible for the Goolwa-Meningie. Further details will be sent to most S.A. Clubs later this year but Commodore Kym Arbon (085-32-4657) would like to hear from groups interested in competing.

With the winter months upon us it is time to plan for next season and see if we can work on those cases of 'dry bottoms' which affected some of our Herons last summer.

To all those sailing until the sun comes up again. Good freezing!

TASMANIAN NEWS – *from MARK HEY* – ex-Tasmanian Publicity Officer.

STATE CHAMPIONSHIPS – The tradition of the Payne family in State Heron Championships was continued this year when Chip Payne and sister Debbie West sailed WIWIRRI to a narrow victory at Orford. By being consistently near the head of the fleet they managed to defeat Anthony Morgan in SINN FEIN and John Lock in SHARA.

Weather for the series was mainly under 10 knots with a few stronger moments in the first heat and a steady 15 knots or so in the second heat. The skies were mostly sunny, but the continual swells were difficult to master. The swells were not all that high, however, just short and steep and continually stopped the boats in the light conditions.

Thanks to Tim Chesterman for co-ordinating a good series as O.O.D. and to the Spring Bay Boat Club Sailing Committee and ladies for the work they put in to make the series a success.

FIBREGLASS – Little has happened in this field mainly because of the difficulty in finalising a suitable building place and because of the uncertainty of just how many people want a GRP hull – this affects bulk buying or materials, etc. Any Tasmanian wishing to investigate this type of Heron can contact Anthony Morgan at 94 Riawena Road, Rose Bay. 7015.

RACING – Sailing is now in recess for the Winter and the major prizes, The Pennants, went to A. Palfreyman (CENTURY) for Line Honours and J. Bridley (JAPHER) for Handicap Honours.

NEW COMMITTEE – Dugald McDougall, once again, is elected President with Mark Rasmussen taking over as Secretary from Anthony Morgan and Tim McDougall, Treasurer and Peter Davis, Publicity Officer.

MEASUREMENT APPOINTMENTS

With the number of recent Victorian appointments it would seem that State is gearing up for an influx of Frankston Fibreglass Herons now being produced by licensed builder, Frank Gruber. (For further information ring VHSA Secretary, John Erlandsen 850-2443).

Recently appointed Measurers are:–

L.A. Clarke, 5 Bella Court, Mulgrave. Vic.
F. Hepworth, 149 Berringa Road, Park Orchards. Vic.
L. Ralph, 96 Fawkner St., Essendon. Vic.
J. Russell, 7 Seach St., South Caulfield. Vic.

G. Dahms, 48 Pelican Street, Swansea. N.S.W.

A. Bullock, 87 Lucan Avenue, Aspley. Qld.
L. Simpson, Pinjarra Road, Pinjarra Hills. Qld.

W. Wiseman, 98 Gloucester Avenue, Belair. S.A.

THE POWER OF POSITIVE THINKING!

I like a man with the courage of his convictions – an owner/builder has embarked on the construction of his Heron and writes "The first frame has been completed and we have already won several races, just sitting and looking at that frame."

MUTTLEY just has to be a flyer?

FINANCIAL MEMBERS FOR THE 1979/80 SEASON as at 31st MAY, 1979.

NEW SOUTH WALES

S.Ackling(9626)
R.S.Amos (3929)
B.Archbold (6188)
B.Arthurson (6422)
A.Baker (9197g)
A.,E.Barrett &
Miss A.Shipton (7942)
Mrs.A.Bathgate (Hon,mem)
G.Baumgartl (8517)
L.& J.Beaver (5092)
A.S.Binns (3993)
N.A.Bird (9529)
N.Blacker (6452)
D.Blamires (9202)
T.Blunden (4431)
C.Boland (6978)
M.F.Bond (5740)
C.A.Booth (9544)
W.J.Bowie (9636)
D.Brandon (5904)
R.& M.Brettell(4212)
J,S,M,& E,Brown (9119)
I.Budge (5350)
R.Burwood (4533)
E.Campain (4372)
F.Campbell (3628)
P.Carrick (6413)
O.Carter (4196)
B.Champion (9550g)
R.Champness (8311)
J.Church (5362)
W.& M.Clarke (9449)
M.Clinch (5714)
N.J.Coady (6576)
Miss N.Cocks (5835)
A.Cohen (9600g)
J.E.Cole (9414)
I.& R.Cook (9500g)
B.& P.Coombs (7871)
N.T.Corvisy (Life Mem)
P.Cotton (4872)
B.F.Coy (9186g)
N.Hutteman/W.Lyne (6534)
R.Hyles (6781)
A.Imlay (5703)
S.Imlay (8559)
P.Ingleson (5369)
W.Jackson (8964)
D.Jamieson (9525g)
D.Jeffery (6472)
G,B,B,& J.Jenkinson (9208)
B.Jones (9623)
A.Judd (6586)
JH Kits (nbo)
D.Kelly (8770)
D.Kenny (8292)
V.King (5982)
B.& M.Kinsella (8275)
G.Laidler (9625)
C.& L.Lamb (3925)
M.Lawless (9269g)
O.Layden (9214)
J.Lees (5853)
B.LeGrice (4366)
P.Lemarquand (8902)
C.Lloyd Owen (4534)
M. Lloyd Owen (9000)
J.McCann (3543)
J.McDowell (9475a/g)
F.McGrath (5962)
A.McIntosh (7451)
B.& J.Makins (9415g)
K.Marder (8305)
I.Menzies (9261g)
C.Milner (9203g)
P.Moate (7413)
E.Moors (7351)
W.Muir (8073)
H.Munro (5800)
D.Murray (4971)
R.Murray (9586g)
M.O'Halloran (7038)
W.Parry (6223)
K.Paul (8008)
S.& R.Pearce (7373/8738)
T.& S.Swindells (9264)
J.Sykes (8069)
J.Syme (8535)
R.Thornton (5869)
P.Titterton (4077)
J.& E.Towe (9596g)
G.& S.Towndrow (4211)
L.& W.Twyford-Thomas (8333)
P.Van Roy (8755)
P.Walker (8788)
W.Ward (9215)
B.Waterman (5394)
R.Watts (9489)
J.Weeden (6471)
R.White (5793)
V.White/R.O'Reilly (4844)
R.Whyte (3630)
P.Williams (6600)
N.& C.Windeatt (7192)
D.Wilson (8735)
K.Wonson (9595g)
A.Wood (8307)
B.Wood (8271)
K.Wood (4803)
R.Wright (6893)
W.& I.Wymer (7687)
H.Wytenburg (9605)
W.Youll (Life member)
R.Young (8560)
G.Zwart (9198g)

VICTORIA

R.Adkins (4433)
J.Alen (5097)
R.Ashe (8949)
B.Ashley-Cooper (5516)
M.Branton (7285)
C.Canterford (9209)
J.Caporn (8515)
L.Clarke (8537)
J.C.Coen (5396)
R.Cogdon (5728)
T.Cope (7448)
Dr.I.Rechtman (6631)
A.Robertson (4429)
Mrs. M.Rothery (7040)
J.Russell (7618)
Miss S.Rutley (6646)
J.Sims (8341)
J.Stanhope/M.Carnell (4921)
K.Sutton (5518)
J.Swankie (5022)
R.Tannahill (6193)
G.Vincent (5739)
R.Vincent (7813)
Miss D.Waddell (8323)
M.Wadsley (4082)
N.Wright (4083)

SOUTH AUSTRALIA

I.Abbott (7490)
I.Afnan (9285g)
M.Arbon (9429g)
J,S,& H.Armitage (9282)
B.Barnan (9443)
K.Barnett (7835)
I.Basham (9183)
S.& T.Berry (9553g)
P.Bewsell (8998)
K.Bevan (9172)
R.Birse (9548)
C.Brokenshire (8294)
J.& F.Brooks (8714)
G.Brougham (7358)
G.Bryant (8703)
P.Carter (7831)
F.Chamalaun (9624)
J.Clark (8936)
Dr. M.Collings (9182)
R.Correll (5159)
K.Crout (8212)
R.Dempsey (8945)
W.Dickson (9442)
C.Donald (8245)
P. Dudman (7264)
L, J,L.Dunstall (9497g)

J.& A.Craggs (5051)
A.B.Crane (9440)
G.Crispo (9175)
C.E.Crundwell (4870)
J.& S.Curtis (7667)
G.Dahms (7270)
K.Dane (Life Member)
E.Daniels (5777)
P.Daniels (7064)
A.& S.Dean (6618)
S.Dearnley (Life mem)
E.& P.Deient (9615g)
R.Denniss (3127)
A.Dickson (7693)
F.Dobner (9533)
S,R,& A.Dyer (6614/9179)
B.Eaton (9456)
K.Elton (8393/9635g)
Miss S.Ercolini (5339)
E.Farley (7158)
S.R.Fayle (9240)
D.Freer (5121)
M.D.Frost (6419)
J.Garrett (4190)
L.R.Garrett (9629)
C,I,& A.Grimwood (4075/8075)
W.& T.Grounds (5783)
P.Gwilliam (5168)
J.Gwilliams (5846)
J.Hamilton (5078)
J.Hamilton (9256g)
R.Hann (9570g)
P.& J.Harcourt (nbo)
T.Harris (8783)
I.Harrison (9558)
E.Hart (4835)
J.V.Hart (7652)
J.Harvey (8973)
B.Hemer (9547)
G.& N.Hill (8016/9498g)
B.Hoad (6420)
Mrs. S.Holden (4695)
R.Holland (7400)
D.J.Holm (9444)

D.Penman (3759)
P.& J.Pfahl (6503)
M.Picman (9255g)
G.Poynter (6388)
L.Preece (5805)
M.Prendergast (7419)
G.Quigley (5865)
A.Rabin (9532g)
D.Rae (9132)
M.Ragg (5704)
R.Ranclaud (8288)
J.& P.Ranger (7689)
G.Rankin (nbo)
J.Reid (8352)
E.Richardson (7619)
R.Roberts/I.Price (8313)
I.& A.Robson (9455)
K.Ross (7080)
T.Rowan (9583)
R.Rozzoli (9133)
D.Sangster (4123)
I.Saunders (6508)
D.Scott (8005)
D.Searle (5080)
P.Sharratt (9535g)
A.Shaw (8918)
J.Shipton (8800)
R.Sim (9264)
R.Singleton (4956)
A.Smith (8060)
J.& K.Smith (9243)
Miss S.Somerville(4474)
D.Spencer (7379)
H.Spencer (5618)
H.Sperling (9184)
R.Steel (6767)
R.Stockell (8097)
J.Stonier (3581)
J.Stracey (6502)
J.Strahan (9637g)
E.Stutchbury (3812)
J.Sullivan (7804)
J.& V.Sutherland (3530)
A.& M.Sutton (7271)

N.Cooke (6515)
B.Crosbie (8012)
R.Davis (5606)
R Dickson (4579)
J.Douglas (7381)
T.Enevoldson (9141)
A Esnouf (5127)
G.East (7152)
J.Erlandsen (9647)
A.Finlayson (7821)
B.Gravenall (4750)
R.Haselgrove (8977)
M.Hawes (life member)
Mrs. R.Hofman (6465)
P.Hollibone (8290)
N.Holt (4876)
M.Hull (9263)
K. Jackson (8975)
S.Johnston (5175)
I.Jones (6375)
B.Jordan (7299)
S.Kurth (6604)
L. LaGruta (7068)
K.Levy (8544)
J.Lines & Mrs.Hall(5996)
R.Lutton (5116)
A.McClure (Life Member)
T.McDougall (6149)
F.McGowan (5864)
A.McIntyre (8047)
D.McLean (8243)
D.Medforth (6501)
A.Muller (6800)
L.Menogue (7611)
D.Murray (8043)
L.Nangle (Life Member)
R.Parkinson (6715)
A.Parsons (6582)
J.Prendergast (6150)
G.Privato (9632)
K.Proposch (4588)
R.Provis (6386)
L.Ralph (7411)
Miss M.Ralph (nbo)

P,E,B,G.Evans (7867)
M.Fails (5057)
G.& S.Fennemore (9538)
H.Fletcher (8096)
B.Friemel (5822)
R.& K.Gentle (8302)
P.Gilchrist (9476)
Miss S.Gillespie (8304)
G.Gohl (7295)
C,R,T.Gurr (8085)
A.D.Hamilton (8052)
G.Hampton (5778)
A.Heithersay (9278g/9541g)
J.Helps (9633)
T.Hill (9564)
R.Holden (8039)
J.& B.Hopkins (6133)
R.Johnson (6114)
R.Kassebaum (9499g)
J.Keen (Life Member)
G.Knight (6511)
A.Knoop (8598)
G.Lazenby (7964)
G.Leach (8263)
LeFevre High School (9536)
A.Leigh (9299g)
R.Lewis (6636)
A.Lock (8533)
A.& R.Lowe (6555)
T.Lukin (7968)
R.J.Lyon (7253)
J.McGrath (5890)
C.McPhee (8985)
G.Main (8253)
R.Mann (9507g)
R.Martin (5386)
R.Martin (7396)
D.Maxwell (6522)
P.Mensforth (6775)
D.& G.Millard (6400)
B, B,& P.Mora (6895)
R.& G.Nettle (7961)
Miss S.Nobbs (6131)
R.Paynter (8768)

SOUTH AUSTRALIA - continued

M.Fieck (9512g)
G.Pike (6971)
A.D.Pimlott (8087)
J.Richards (5898)
G.Richardson (9174)
D.Riedel (5095)
M.Reynolds (8520)
T.G.Reid (7673)
J.Roddy (9630)
R.G.Rofe (6706)
M.Ronayne (nbo)
J.Russell (7498)
R.& Miss K.Salmon (8382/9621)
W.Seidl (9448)
A.Shepperd (6861)
P.F.Shipp (6157)
J. Smith (8201)
M.Sumerling (9574)
P.Szalay (7160)
P.Tomlinson (5824)
W.L.Tucker (9634)
V.C.Veale (6528)
E,B,K,& M.Watkins (7187)
T.Watkins (6166)
B.R.West (5675)
E.Wilmot (7832)
W.Wiseman (8285)
G.Woodward (5340)
E.Wright (5993)

A.C.T.

Miss N.Blackley (5143)
J.T.Bonnett (9631)
T.E.Dutton (8909)
D.T.Graham (5174)
J.W.Hyslop (4086)
D.Leece (5162)
A.Lejins (9572)
F.McGilvray (8318)
D.& B.Orr (nbo)

A.C.T. - continued

A. & A.Stewart (6376)
B.T.Sweeney (6747)
R.Taber (4537)
J.Tucker (3620)
J.& B.Turner (6513)
R.Wyers (7892)

WESTERN AUSTRALIA

W.Baker (5359)
C.& L.Christie (9495g)
E.Cartwright (9470)
S.Demchenko (7088)
D.& S.Gollagher (6438)
Miss A.Hunter (7453)
D.Hunter (9272)
G.Larkins (4488)
P.& C.McAuley (8960)
N. & B.Main (8778)
A.Metropolis (8718)
P.Moss (8991)
C.Mumme (9167)
H.Oram (Life Member)
R.T.Yachts (nbo)
J.Sibbes (nbo)
G.& R.Stone (6609)
Miss J.Tiessen (9567g)
R.Tiessen (nbo)
K.& R.Wegman (5152)
A.Wilson (9566)

TASMANIA

P.& D.Bingham (8312)
P.Bostock (7814)
S.Coleman (8025)
M.& R.Dix (8765)
P.Holmes (nbo)
Misses C.& J.Lawrie (766)
K.Lawrie (754)
Miss A.Lock (8970)

TASMANIA - continued

D.G.McDougall (8365)
D.T.McDougall (9504)
P.Merhulik (nbo)
A.Palfreyman (8775/9601)
K.Robinson (8555)
K.Robinson (5968)
J.Short (nbo)
M.Sweetingham (8546)
I.Wilson (8590)
J.Wilson (7430)

QUEENSLAND - south

G.Andrews (8231)
G.Bowles (3674)
A.Bullock (9584g)
C.Carey (9230)
P.Carey (9506g)
M.Child (9545)
D.& M.Connellan (6616)
R.Ferguson (9156)
I.Hunter (9210)
F.& D.Lachmund (5151)
Mrs. C.McKeown (9427g)
J.McKeown (8913)
B.Mealey (9593g)
J.& D.Parker (7444)
J.Pembroke (9426g)
B.Rae (9137)
H.Robinson (9173)
P.Robinson (9587g)
C.& S.Verrall (7003/9430g)
Mrs. J.Vogel (8745)
D.Waller (8252)

QUEENSLAND - North

R.Anderson (8378)
D.Bailey (8508)
R.Christoffersen (9446)
R. Garnaut (nbo)

QUEENSLAND - north continued

K.W.Greenwood (9166)
C.How Lum (9108)
K.Hudson (9405)
A.& S.Pennisi (8389/8600)
J.A.Ransom (7056)
B,M,A.& J.Trehane (7629)

OVERSEAS

A.F.R & R. (Singapore)(7404)
P.Field (New Zealand)(nbo)

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

The Canberra Heroners who missed the Annual General Meeting will be pleased to learn that progress in developing interest in our Class is in the capable hands of Colin Robertson as President; Stewart McGilvray as Secretary; and David Leece as Treasurer.

This Executive and the Committee is hopeful of developing the Happy Heroner outlook on Lake Burley Griffin in the coming sailing season so expect an invitation to a Heron Happening which will enable old and new Heroners to get together and develop their sailing and social skills.

Consistency is the name of the game as far as club championships are concerned, so it was no great surprise that the winner of the YMCA SC Heron Class Championship should be Ian McDougall with daughter, Sandra, crewing ARAGORN. Colin Robertson with wife, Mildred, in MALO IV taking second place from deadheaters Alastair Stewart and Arvid Lejins. A feature of club racing has been the improvement shown by newcomers as they learned to handle the tricky winds of Lake Burley Griffin.

A.C.T. Heroners with boats or sails to be measured are invited to ring 54 7636 and arrange a date before the new season for this necessary chore.

QUEENSLAND NEWS – gleaned from the occasional Journal of The Q.H.S.A.
– THE HERON HERALD.

Humpybong Yacht Club is holding a winter series with races on the first and third Sundays in June, July and August. Each Sunday will commence with individual expert tuition and your boat should be fully rigged on the water at 10 a.m. Tuition will be followed by a talk and lunch and then the normal club race commencing at 1.30 p.m. Nomination fee is only $1.00 and you are not required to join the Club to participate.

Alan Timmins, by consistent placings, sailed ANNACONDA into first place to win the South Queensland Championships followed by Junior Chris Carey (HAKATERE), Colin Verrall (KURINANA), Peter Carey (CAREW) and Tom Robertson (WIND DANCER).

Congratulations.

THE OBSERVER'S BOOK OF SAILING CRAFT OF AUSTRALIA AND NEW ZEALAND
by Peter Campbell

This describes more than 300 different types of craft, from the tiny 2.4 metre trainer dinghies to 12-metre ocean racers, and includes the only comprehensive record of international achievements by Australian and New Zealand yachtsmen. Also covered are the remarkable developments in the design and construction of sailing craft and the technical advances in sails and fittings that have taken place during the last decade.

Peter Campbell is contributing editor of MODERN BOATING and boating editor and yachting correspondent for the DAILY TELEGRAPH. He is also Australian correspondent for Yachting (United States), the London Daily Telegraph, Sea Spray (New Zealand), Voiles et Voilers (France), and yachting commentator for a Sydney radio station. FANTASTIC VALUE for $3.95.

Don't forget the KURRIMINE REGATTA, North Queensland – August 13th to 16th.
Contact – Geoff Higham, P.O. Box 8, Kurrimine Beach. 4860.

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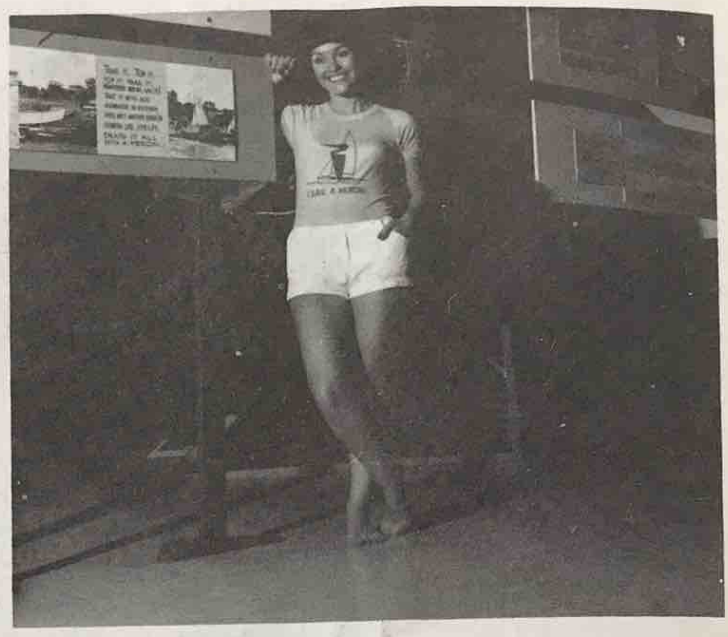

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