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HERON NEWSLETTER

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HERON NEWSLETTER

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PLEASE NOTE that the Newsletter Editor's address will change to 31 Hayes St., Neutral Bay as from October 12. Ph.No. (02) 922-4099 (bus.).

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NEXT ISSUE

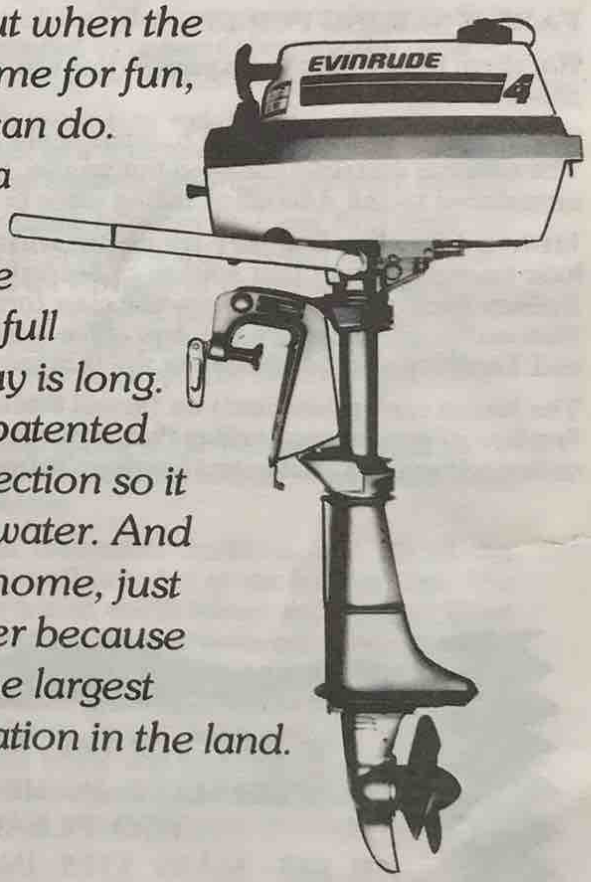
Deadline is 10th NOVEMBER, 1979.

COVER PHOTO

Ian Richardson has SOBRAON flying across the finishing line during a heat of the 19th Championship Series in Hobart. Sobraon, sailed by Andrew Payne (see article page 4) won the 12th National at Sandy Bay, Hobart. *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

At its last two meetings, your Management Committee took a bold step to fight deflation in the number of actively sailing Herons. We voted to almost double State financial allocations, specifically for the purpose of funding promotion of the class. And we voted to take $2000 of our 'rainy day' reserves for media advertising.

This amount will be allocated as to $400 for a series of small advertisements in a national sailing magazine, in conjunction with as much editorial material as we can obtain.

The remaining $1600 will be distributed as grants for local newspaper advertising, to State branches and Divisions, approximately on the basis of population. Certain ground rules will apply, principally that the local Heroners must also achieve some good free editorial space (probably on the boating pages of the newspaper of their choice).

The programme will be executed by Newsletter Editor, Reg Steel assisted by Asst. Secretary, Mary Clarke and N.S.W. Publicity Officer Bruce Morrissey and each State will be contacted on the size of their grant and provided with some of the statistics useful for feeding into the editorial material.

Local committees are expected to combine this with local colour, news and photos, and to tie their advertising expenditure into deals, where necessary, to get free editorial space. The grant might be stretched further if you can do a joint deal with a local builder of glass or plywood boats.

But time is of the essence. The month when prospective boat buyers are most active, is right upon us. So get off your transoms, Heroners, and get stuck into making the advertising drive a success. And don't forget, as in any marketing exercise, advertising is only a part of the picture, and must be followed up with displays, aggressively promoted demonstration sail days and so on.

DON JAMIESON – 9525.

FAMILY SAILING FOR £80.

No, there hasn't been a misprint – this was the heading appearing in the September, 1958 issue of SEACRAFT.

Twenty one years ago Heron builders could take to the water in a craft costing them £80 all up. The cost has certainly spiralled but so also, has the number sailing Herons since the Class was introduced to the Australian sailing scene in 1958.

Little did Stephen Dearnley realise just what response would come from his humble request to hear from readers of that edition of Seacraft who may be interested in forming a Heron Class on Sydney Harbour. Not only was the class formed in Sydney, but, within ten years it became Nationally recognised by the Australian Yachting Federation with Herons sailing in every State and Territory and numbering in the thousands.

The Heron class prides itself on factual evidence that it has been responsible for introducing more families to centreboard sailing than any other class of its kind in Australia and in 21 years has withstood many a challenge to remove it from its pedestal of popularity.

ALEGAYTER SAILS

8 DEVONSHIRE AVE, FULHAM GARDENS. 5024
WE SPECIALIZE IN HERON SAILS AND WOULD ONLY BE TOO PLEASED TO TALK SAILS – PHONE: 08-356-1326
JIB $45 MAIN $115 INCL. TAX
SPARS ALSO AVAILABLE

SUPER SAILING SUPPLEMENT

The following article is by Andrew Payne, three times National champ.

Andrew burst on the scene in the 70/71 Championships (12th) held in Hobart. Aged 18 and builder of his Heron SOBRAON he took on the "big boys" from the mainland and, with sister Debbie, won the first three heats, discarded his worst placing, a 6th, and won the series.

He built WIWIRRIE and with Debbie headed West to contest and win the 14th series in Perth.

After building yet another Heron, EIGEN VECTOR, he made it a hat-trick, this time back in his own home town, Hobart, when he and crew, Louise Richardson, won the 77/78 series.

Those three Herons competed in the 77/78 series placing 1st, 7th and 10th!!

HOW I TUNED MY HERON – by Andrew C. Payne (Tas)

Introduction – This article describes briefly the way in which I rigged and tuned my Heron 8998 EIGEN VECTOR. EIGEN VECTOR is the result of nearly 10 years of building and sailing Herons, three of which won National Championships. Where I think I understand the reasons for the success of my last boat EIGEN VECTOR I will give them, but for the rest I can only say "I did it because it worked."

1. THE HULL

1.1 **General.** The hull was not as fair as I would have liked and I would recommend spending time to get the bottom fair. I used two part polyurethane paint which only failed where the bow flexing was excessive and provided a hard finish to polish. I polished the boat more to keep it clean than for any hydrodynamic reason. All corners were well rounded to prevent chipping the paint and a good cradle and trailer are essential for keeping the hull in good condition.

1.2 **Weight.** EIGEN VECTOR was about 8lb. under weight when first weighed but over the years she gained all of this through absorption of water, repair of a hole and addition of stiffening. EIGEN VECTOR was made of very dry King William Pine and Gaboon ply with Mahogany deck.

1.3 **Stiffness/Strength.** I found it necessary to add a floor frame between Fr.1 and Fr.2 since the flexing there was excessive. The 4mm Gaboon ply appeared to provide a stiff enough hull for the 3 years hard use. I used the full height built-in buoyancy tanks for stiffness of the mast step and because when capsized, the full height buoyancy lessens the tendency of the boat to roll upside-down. I also added a knee to the king plank/king post joint which appears to be weak on many other boats allowing the fore-deck to bow down in front of the mast step. The centre-board pivot point was made out of a Stainless steel bush and 10mm st.st.bolt.

1.4 **Shape.** I have built 3 boats each of which was a different spring shape because of building errors, but none showed any speed advantage or disadvantage due to these effects – weight is more important. My advice is to follow the plans and build to measure.

1.5 **Centre-board and Rudder.** I made both blades with maximum thickness 35% aft of the leading edge. The basic shape could be described as fine but well rounded at the leading edge. The material was F.R.P. covered King William Pine. The timber was in about 60mm wide boards glued on edge, thicknessed and then hurriedly shaped and covered to prevent moisture from changing the shape. The blades should be as stiff and thick as possible allowed by the rules. The rudder was made from plywood with King William Pine filler and the tiller glued and screwed to the rudder stock. The blade was pivoted at one of the rudder gudgeon fitting bolts and the other bolt travelled in a slot cut into the rudder blade. In this way the blade was held rigidly in the rudder stock. The tiller was longer than most (about 900mm) which prevents oversteering and makes the helm light. The centre-board was wedged into the slot with pieces of cork on each side of the board, trimmed to make it stay where it was put.

1.6 **Fittings.** In general I aimed to make each fitting simple and effective. For example: the bow fitting consisted of a towing ring through the bow block which anchored a conventional chain-plate fitting fastened up the face of the bow. The forestay and jib were fastened to the same shackle thus making a light, cheap, strong fitting. Only one fitting was ever replaced – a gooseneck – because of excessive wear. All fittings were bolted where possible or self tappers used in shear only.

2. THE RIG.

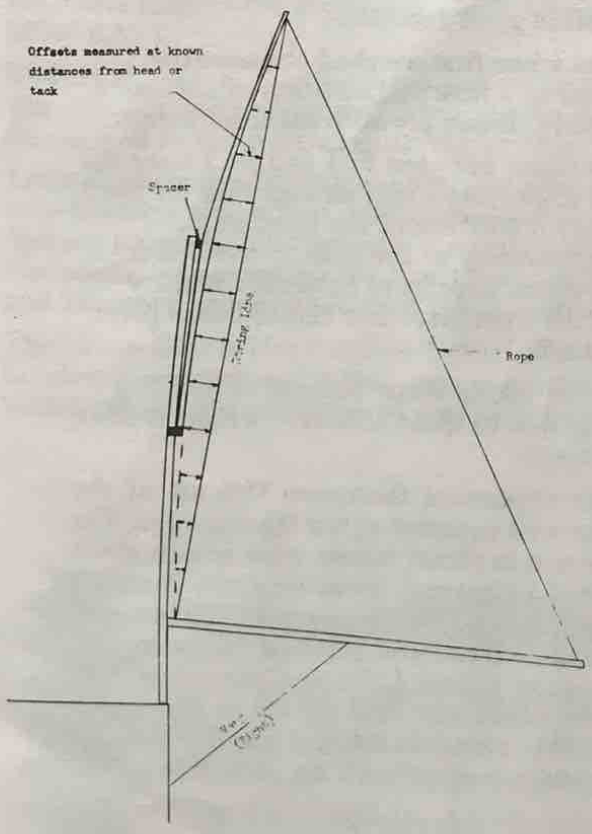
2.1 **SPARS – Mast.** The stiffness of this spar appeared to be critical. I found that a mast bending 70mm at the centre when simply supported at the ends and loaded with me (70kg) was just right. 6mm more was too much and 6mm less was not enough. My mast was made of laminated oregon 54mm in diameter and repaired (because of compression fractures) over the seasons with pieces of door jamb (local hardwood) glued on where required (just below the gaff jaws.) The stiffness of a mast appears to depend on the density of the wood as much as the size of the section. Spruce is so light that it cannot be made big enough to be stiff enough. I made a hardwood mast which ended up slightly thinner in section but weighing the same as my oregon one for similar stiffness.

Spars – Gaff. Because of the lack of compression here spruce is suitable but oregon makes a thinner section so interfering less with the air flow over the mainsail above the mast. The gaff can be made minimum size at the peak and gaff jaws.

Spars – Boom. The boom was made for maximum stiffness to transmit the vang load from the boom to the leech and mast. The maximum dimension and laminations were used to achieve this.

Spars – Whisker Pole. As there was no measurement rule on the length of the whisker pole I made mine such that the jib and mainsail were in parallel planes on the square run. This meant that the pole was about 1400mm long.

2.2 **Spar Bend/Mainsail luff-round.** Getting this right is critical. To do this I rigged the boat up without the mainsail but with a line from the gaff top to the boom end. I then pulled on my boom vang as hard as I dared. My sailmaker then measured offsets every 300mm from a string line placed down the spars. This curve, together with an extra 50mm of luff curve at the tack, was used to cut the luff curve of my mainsail.



It is important to note the main halyard position and the size of the spacers between the mast and gaff (mine used about 20mm of rubber). The right combination of mast bend to luff-round and mast bend to crew weight is hard to arrive at and I was lucky that I hit on it very quickly. A sail may suit a mast but together they may not suit a particular crew weight. My mainsail had about 150mm of luff-round in it which is about 50% more than other sails that I have been able to measure. Small adjustments can be made by adjusting the gaff rake and moving the tack pin position.

2.3 **Vang.** This is probably the single most important control after the sheets and the helm. My vang was an 8: 1 drum winch onto a 2: 1 pulley system giving overall mechanical advantage of 16: 1. At times I used every bit of this. The vang does the job of holding the boom down so that the mainsheet can control the boom position, **and** the job of adjusting sail camber which is why the luff-round and mast is so critical. This technique is commonly called "vang sheeting." By allowing the vang to pre-bend the mast and tension the leech by holding the boom down it is possible to have the leech free just the right amount. Any increase in windspeed increases the tension in the leech which transmits this load via the boom and vang to the mast thus bending it and flattening the sail. This frees the leech especially at the bottom of the sail. If the mainsheet was used to hold the boom down the mast does not respond so much because only the top of the gaff receives any extra load. This flattens only the top of the sail. If the boom tries to lift then this increases the mainsheet tension which does not free the leech. It is

important to flatten the bottom leech because this relieves weather helm enabling the boat to accelerate forwards.

Another important result of a tight vang is that the jib luff (forestay) tension is maintained even if the leeward sidestay goes slack. This enables the boat to maintain a flat luff on the jib and therefore helps pointing.

2.4 **Mast Rake.** Mast rake aft has some very good effects on the rig. It lowers the jib, lowers the boom end and best of all appears to be fast to windward. Lowering the boom has the effect of lessening the downwards tension in the mainsheet for the same athwartships boom position. This effect (as explained under 2.3) is important. EIGEN VECTOR'S boom was as close as 300mm to the transom when going to windward.

2.5 **Jib.** The jib on EIGEN VECTOR was set as close to the deck as possible at the tack. I had the jib cut with the luff shortened by about 50mm which, together with the mast rake and long jib halyard strop (between mast head and jib halyard pulley) brought the jib clew as close as possible to the deck. When a gust hit the rig the mast bent more shortening the distance from mast head to deck. This raked the mast more and thus effectively sheeted the jib more along the foot freeing the jib leech for the duration of the gust.

This effect is more pronounced with the low clew. My jib was sheeted forward of the chainplate and as close to the centre-line of the boat as rules allowed. This may seem a long way forward but it is a result of the low clew. The sheet bisected the luff of the jib. The sheeting angle appears close but it is only 17^{o} from the centre-line. The position was not moved fore and aft once decided upon and my crew appreciated the clear deck. The sheeting track was mounted athwartships from the carlin to the gunwale and I only moved the fairlead to the outside on the reaches in heavy breezes when it had a noticeable effect on speed.

2.6 **Sail shape.** I aimed at a sail shape with a circular camber with a flat leech in the batten area. This means that the maximum depth was slightly forward of centre. I preferred to have fairly high tensions in the sails so that the sail shape did not change too much with varying windspeed.

3. CREW AND TECHNIQUES

3.1 Crew Weight. Crew weight should be kept to a minimum. In my last season in EIGEN VECTOR I used a total crew weight of 105kg which appeared to be ideal. Previously I had used all up crew weights of 135kg. I found at first that the change to a lighter crew made the work of the skipper harder. But after getting used to a light crew I found that a heavy crew made the boat feel very dead in the water and the sail area of the Heron was not enough to use all of the righting moment available except in hard conditions. However, in strong breezes a light crew enables very fast (for a Heron) planing along the reaches which more than gained any loss made whilst going to windward. At the last National Championships in Hobart I showed that a light crew could still win when we bottled in a 25 knot breeze and still came second to Jim Armitage. We were no slower to windward than Jim but made up lots of lost ground down the reaches.

3.2 **Heavy Weather.** My rig was very suitable for heavy weather. To windward I would pull hard on luff, foot and vang so as to flatten the whole sail and get the boom low for good gust response (see vang). The technique is to bank out as hard as possible and steer the boat so as to keep it flat – this means feathering in the puffs together with some easing of the mainsheet. The boom should be as far out as the corner of the transom and the jib sheeted firmly. There should be no back-winding of the mainsail. If there is, try raking the gaff more, tightening the luff lacing, or moving the tack pin aft. I used to raise the centre-board 50mm in extreme conditions and this made steering a lot easier. Also do not sit too far forward since this only digs in the leeward chine nearer the stern is depressed so less weather helm is felt. Downwind there is no need to easy anything except the sheets. Raise the centre-board but not so much that the boat skids sideways. Concentrate on surfing on waves.

3.3 **Medium Weather.** By this I mean when one or both crew members are on the side-deck to balance the boat. The mainsaik should be made fuller and sheeted about 100mm to leeward of the leeward mainsheet fixing point. Concentrate on keeping the boat level or just slightly heeled and steer by your jib tufts. Downwind some advantage can be gained by making the mainsail fuller by easing the luff and foot but using the vang to prevent twist.

3.4 **Light Weather.** My method of rigging EIGEN VECTOR was more suited to medium to strong breezes because when the luff, foot and vang were eased in light weather, the sail was too full and had no twist. However by using more gaff rake, more foot tension and moving the tack aft I was able to flatten the sail sufficiently without using much vang. This, together with the light crew, enabled me to cover up this weakness in my rig – we won the light weather heat at the last Hobart Nationals.

3.5 **Sail Controls.** The criterion here was to make adjustments simple and easy to use. I had the vang control lead to the rear of the forward thwart. The vang fixing points were both about 900mm from the gooseneck.(another reason for a small crew). The foot outhaul was 6: 1 on the boom with the control lead to about the vang fixing point on the boom. The luff was tensioned by raising or lowering the boom. This was not often done as it was difficult to do from the gunwale. I was never able to design a satisfactory method of moving the boom up against the load of the vang.

If anybody would like a topic to be expanded further, please do ot hesitate to write to the Editor who will pass on the request so that I may have the answer ready for the next edition.

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 MODIFICATIONS.

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."

WHO CAN BEAT THIS FAMILY RECORD?

The Quinn family at Andergrove, North Mackay, Qld., really support the Heron concept of family sailing.

Firstly, they own three Herons TIRA-VENTO (8028), JIMPY (9484) and TERRI-LOU (9517).

And when it comes to skippers, it must be first-up best dressed for their membership cards are endorsed with the following initials:–

J.D., E.A., J.T., P.M., S.J., A.P., M.T. and K.L.

Can anyone challenge this effort, or are they uniquely the largest family in Australia sailing Herons?

CLUB PROFILE

A new segment which we hope will be of interest to our readers and, perhaps, will encourage others to write about their Clubs and the various attributes which make 'belonging' to them a pretty worthwhile experience.

WAGGA WAGGA BOAT CLUB – from Victor King, 'Kooranya' 5982

When I acquired my Heron last Xmas and joined the Club I was, unfortunately, the only Heron regularly competing at Wagga but learned that there were two other occasional Heron sailors registered with the club. Further inquiries led to another owner who was making extensive repairs to a rather neglected Heron.

This group of four has now been joined by a friend of mine who has purchased a Heron, so our little fleet will now comprise five regular Heron sailors and crew – approximately 5% of sailing craft registered with the Wagga Wagga Boat Club.

It is our desire to further promote our class in this area. Wagga is a country city of almost 40,000 population situated exactly mid-way between Sydney and Melbourne with all the amenities associated with a city of this size, e.g. Approx. 15 motels, 2 camping grounds, etc.

Lake Albert is our sailing venue (approx. 104 Hectares) located in the city itself, it is shallow with absolutely no current and generally light winds. Racing is conducted each Saturday throughout the season commencing with 2 p.m. briefing. The coming season commences 11th August and ends 19th April, 1980 with a break between 22nd December and 12th Jan.

Anyone contemplating a visit to Wagga is most cordially invited to participate in the OPENING REGATTA, Sept., 29/30/Oct.1 and the Easter Regatta, April, 4/5/6/7. The Boat Club has exclusive use of the Lake for these dates and assistance with accommodation or other information can be readily gained by contacting Victor King, 19 Buchhorn St., Wagga Wagga, 2650 or phoning 069-25-3520.

RANELAGH YACHT SQUADRON – from Neil Cooke – 6515.

The Squadron is a very small sailing club consisting of about 40 families sailing about 30 boats, all of whom are organised by a small, fairly informal committee under the control of our Commodore. The Squadron has been operating for about 10 years and sails a selection of craft including three Herons.

The coming season starts in November and goes through to Easter with 2.30 p.m. race starts on every Sunday and most Public Holidays. Over the Christmas period races are arranged on a casual basis depending on who is about at the time.

Last year we combined our racing with the local Canadian Bay Club on a trial basis very successfully, and are continuing the arrangements for 79/80. The course alternates between each club each week with the "away" club sailing to the other.

The combined fleet, of course, increases our numbers which makes for more interesting racing and has the advantage that we can spread the administrative race duties and make better use of the two rescue boats. Canadian Bay has a fairly strong trailer sailer contingent (Ultimate 18's) which certainly add to the excitement of some of the smaller craft when in close company.

The Squadron is rather unique in that it is a section of the "private" Ranelagh Club. Visitors are most welcome and are assured a most pleasant afternoon's sailing (wind permitting) for a nominal racing fee of $1.00. The address is The Ranelagh Club, Rosserdale Cr., Mount Eliza, Vic. and on arrival there, application to the Officer of the Day will soon arrange entry and access to the Beach.

PORT RIVER SAILING CLUB

The sailing season is just around the corner but alas at the port not many boats are ready yet. The stumbling block is administrating the club. This year all of the executive members are Heroners, as are many of the committee representatives.

Our congratulations go to Keith Duncanson, George Robertson and Paul Robinson on their appointment as flag officers.

The sailing instructions and programme details are now nearing completion and the desperate call for sandpaper and varnish will soon be heard.

Lake Bonney will as usual see the first sailing for the season and most of the pick sites at the caravan park have already been taken for the second week of the school holidays which is the first week in September.

Why not join us?

Ring (085) 882234 (Lake Bonney Caravan Park) for a Booking.

PORT LINCOLN SAILING CLUB

The Heron class continues to be a successful class at Port Lincoln due to several enthusiastic members and none more than our Measurer, Handicapper and Sailing Representative, Wayne McNair.

Wayne does his work with a minimum of fuss and his tireless work for the Heron class is most appreciated.

An interesting programme has been finalized for the coming season and with some previously inactive Herons changing hands our numbers should grow once again this year with a large number of Heroners looking forward to the State Titles at Whyalla.

Happy sailing to all clubs for the coming season from all the Heroners at Port Lincoln Sailing Club.

BRIGHTON SEACLIFF YACHT CLUB NEWS – Robert Mann

The final results for the year were:– **CLUB CHAMPIONSHIP** Winky Dink, A. Pimlott; Kylee, G. Reid; Sentina, A. Heithersay. **CONSISTENCY TROPHY** Tiok, J. Hopkins; Sentina, A. Heithersay; Tenth of Class, M. Witty.

During the winter months our club has been active and an enjoyable dinner was held recently. A barbecue is planned for September.

We have also resolved to sponsor a Holdfast Trainer to promote junior sailing in the club. A number of different classes at Brighton Seacliff are involved in this scheme and a number of new "Holdie" boats are being built and financed in this way.

At Brighton we all loo forward to the coming season with interest. A number of new sets of sails have been acquired and we are sure that this will mean strong competitive racing for the season ahead.

LAKE BONNEY YACHT CLUB NEWS – By HIDEAWAY

Well the "Sandpaper" time is half way with many skippers keen to be ready when the Port River and other Heroners make their annual pilgrimage to Lake Bonney in the Aug-Sept. holidays. However, one particular skipper has been busy playing golf and I guess there will be the usual shaking the head and much tearing of hair out with the last minute rush to get NONKLA ready for the annual inspection by George Robertson!

Highlight of the winter was John Eshmon MOLLYDOOKA and Gail's wedding in July. The ceremony and reception was held at the Yacht Club and was a great night. Naturally Esho chose a honeymoon on water and it is believed they saw the scenic wonders of the River Murray. I am sure all Heroners wish them all the best for the future.

Graham Kassebaum (ZINFANDEL) is Commodore again this year and I am sure the Club cannot help but go from strength to strength with the enthused committee he has this year.

Many rumours have been floating around of boats changing hands. One rumour is that Robert Drogemuller is buying MOLLYDOOKA and ZINFANDEL is for sale. AVENGER is being bought by "Butch" Walker. Barry Drogemuller has seen the light and has sold his Quickcat and bought Ken Barnett's TUSANI. Ken has stepped up to the R.L. 24 class.

With two young skippers like Butch and Barry joining the Heron fleet, there will be some of the oldies who will have to pull their socks up!

Hear tell also that Merv. Dunk is threatening to put his Heron in the water this year. One new chum bought a Heron last year but saw how tough the competition was so turned around and bought a $14,000 trailer-sailor to learn to sail first!

Rumour has it that Brian Caddy STORM BOY has been doing some heavy thinking – he is keen to make it three Club Championships in a row, but with the high standard of sailing by other skippers, sees it could be a difficult task.

It is hoped that the LBYC teams races will be restored this year. This is a great chance to teach all our newcomers sailing tactics and rules so they can enjoy their sailing so much more.

Lake Bonney Yacht Club will be honoured this year by the opening of the S.A.Y.R.A. 1979-80 season, in October. It is the first time this event has been held outside of the metropolitan area.

We wish all Heroners the best of sailing this coming season, and extend an invitation to all, to come to Lake Bonney.

SPRING BAY BOAT CLUB – By FLEET OWNER 754, 766, 8970.

The Spring Bay Boat Club is about to embark on its 5th Sailing Season. Five years ago with the encouragement of Stan Parkin, two Herons took to the water. This year as Stan leaves us, (we wish him well in his new position), we have grown to eight. Much interest is now being shown in the Heron Class here, as it is ideal for our needs and conditions, and we are looking forward to increasing our numbers.

Over the last four years we have been watched over and encouraged by the Heron Fleet at Lindisfarne and it was a measure of their faith in us that the last State Championships were held here at Spring Bay. Many of us have made good friends through this association, and we look forward to more seasons of sailing together but we would like to thank Dougall MacDougall particularly for all his help and also his team of willing workers.

NEWS FROM THE U.K. HERON ASSOCIATION

This Association's recent exhibition at the London Boat Show created tremendous interest when HERON NO. 2 was displayed.

The age of the exhibit made her quite stately amongst all the gleaming stainless steel, chrome plate and tupperware displayed on many stands, many of which looked as if they had been delivered direct from the builders and the only water they had seen was the rain as they were brought to the exhibition.

By comparison HERON No. 2 showed that Herons can stand 25 years of sailing and still look good for another 25!

TALES OF A HARBORMASTER/PILOT – with Foreword by M. Clarke.

Don Malcolm has been a very mobile HARBORMASTER who has moved family AND HERON to some pretty interesting water ways in South Australia. I was delighted to meet the Malcolm family in Perth during the 20th Nationals and, after some persuasion, Don has finally written about his last 9½ years spent in country outports of South Australia. Here is his story:–

Our 9½ year tour of duty in the outports of S.A. began with a nine-month stint at Whyalla. While looking for an activity that would involve the whole family, and be available to us at all our future locations, I was introduced to Heron sailing through Ian Jefferies (MIRAGE).

Towards the end of our stay at Whyalla, David Kemp (who took over my job) bought a Heron and took me for my first sail on the Whyalla Harbour on a very blustery day – I just about had a heart attack, but I was hooked!

We transferred to Wallaroo and, shortly afterwards, drove to Adelaide and bought our first OVERWEIGHT Heron SHARLIE (6123). We practised rigging the boat in our back yard (I wasn't going to make a fool of myself at the Sailing Club! The mast was raised and lowered several times before we got it right, and then SHARLIE was launched on Wallaroo's North Beach, hopefully out of the gaze of the OLD SALTS! With 8 year old daughter, Barbara, as crew we were afloat at last.

At that time the Wallaroo Sailing Club consisted of a small iron garage which housed the rescue boat. Most importantly, though, they had a good bay, with varying sea and wind conditions. Under normal circumstances a ditching would result in a landing on the glorious sands of North Beach, however, after many swims we reached our first milestone – completing the course without getting wet!

SHARLIE let us down on a few occasions – on one occasion an embarrassing tow home, after a broken main halyard, by a SHARPIE!

At the end of the first season I found a shed where I could repaint my new toy. After many hours of backbreaking sanding, and painting I was about to put on the finishing touches WHEN THE CEILING COLLAPSED on top of my work – 100 years of dust settled on the wet paint! SHARLIE was renamed BARDJ TWO and continued to let me know how little I knew about sailing – but we had an enormous amount of fun.

Election as Secretary of the Wallaroo Sailing Club quickly proved that a lot of work goes into successful and enjoyable sailing. On one inclement weekend we held a SHARPIE State Heat and due to the rain had to hurriedly alter the central venue. During the height of our panic I apologised to one Sharpie sailor for our lack of facilities. He replied "Facilities don't necessarily make for good sailing" – WISE WORDS. Wallaroo.now has a club house which I'm sure has helped make apres sailing a little more comfortable.

RUM JUG – 8521

Don Malcolm and Barbara sailing at Murat Bay with Ceduna Sailing Club.

After 2 years our next transfer was to THEVENARD, the port for Ceduna, where we spent the next 4½ years. We sold BARDJ TWO and a new Heron, RUM JUG (8521) was bought. Now I was going to get to the front of the fleet – which wasn't difficult for the Far Western Sailing Club only had one Heron – ME! At the end of our stay in Ceduna there were 15 Herons on the water.

The sailing at Ceduna was good; afternoon sea breezes made the Heron come alive, and we all know the thrill of broad reaching with the spray flying. Our windward work invariably led us through a lot of moored fishing craft and was like a slalom course and NOT WITHOUT DRAMA. One race we tacked to find ourselves on a collision course with the biggest boat moored there. The crew wanted to go ahead, the skipper wanted to ease off to go astern, we hit amidships, fouled a shroud and down came mast and all! Another Heron got into difficulties that day near the jetty when his rudder broke but quick thinking saw the gaff lowered and the Heron sailing **under** the jetty and out of trouble.

Ceduna provided us with many memories, long, heated Committee meetings; Sharpie lost weekends, spit roast pigs and sheep and too much booze; evening meals put on by the Club after sailing; reverse handicap races with Le Mans Starts; sailing out of sight in a rain squall; picnics; and stump picking prior to sowing a crop of barley for club funds (first time I've seen the "dead marines" buried with the aid of a front end loader!!)

Finding a dust-proof shed to do my winter painting was a problem, but our lounge was large and my wife tolerant so RUM JUG got her beauty treatment by the warmth of an open fire!

Port Lincoln, our next stop for a year, was different again – many deep keel yachts, numerous other classes, excellent clubhouse, well organised socially and sailing wise – although I didn't like exerting my right of way with flying Solings at the marks. Most Port Lincoln Heroners also belonged to clubs at Tumby Bay and Coffin Bay, providing a very full weekend of sailing. Coffin Bay is a pretty area with its own peculiarities! A strong tide has one hard on the wind, 2 feet from the startline, and unable to make headway to cross it?

Then off to Port Pirie, our next home for 14 months. A small club with trailer sailers, Moths, Herons and Holdfast trainers and a sailing course laid in the narrow Pirie channel. The art of tacking is of paramount importance and if left too late, it was a case of "get out and push". And to top it off, the winds were most frustrating, direction and strength being affected by silos and large buildings near the wharves. Younger daughter Beverley acted as for'd hand here.

In summary, all the country clubs had something different to offer – type of weather, quality and quantity of skippers, and varying social activities. I like to think that I'll remember the good sailing, good fellowship and friends that we have made. After all, isn't that what sailing is all about?

Donald Malcolm – RUM JUG 8521

Col Verral and Kathleen Jackson of Hervey Bay are still talking about the one that got away while sailing their Heron KURINANA 7003, a big mackeral jumped out of the water on to the gunwale.

WELCOME TO HERVEY BAY
A PLACE FOR A NATIONAL CHAMPIONSHIP – A PLACE FOR A HOLIDAY

ENTER NOW!!! For the championships – enjoy the sailing, the competition and the fellowship.

BOOK NOW!!! Your accommodation – flats, houses, caravans, caravan and tent sites.

BRING YOUR!!! Beach, swimming and fishing gear in addition to your sailing gear. Miles of beaches and sun up here (don't forget zinc cream and Joh Hats)

BRING YOUR!!! Camera to record the unique trip across the bay to beautiful Frazer Island then across the Island in open four wheel drive blitz buses to Eurong.

ORGANIZE YOUR!! State team for the interstate teams race after the titles.

BRING YOURSELF; YOUR FAMILY; YOUR SMILING FACE – don't forget now.

ABOUT HERVEY BAY

On Hervey Bay are beckoning seaside resorts, including Pialba, 22 miles from Maryborough by a bitumen road; to the north is Point Vernon, with Scarness, Torquay and Urangan to the south. All are connected by a seven mile smooth surfaced scenic highway along the tree-fringed bayside crescent. Accommodation is available in hotels, motels and guest houses, while holiday houses and flats are available for letting. Modern camping facilities, in areas on the beachfront, are also available.

Hervey Bay is acknowledged as one of the finest fishing grounds on the east coast of Australia and, at all resorts, bordering the bay, visiting fishermen may hire launches, inboard motor dinghies and row boats. If interested in other forms of recreation, there are facilities for golf, tennis, bowls and croquet. The bowling greens located at Pialba and Scarness are open for play on Wednesday, Saturday and Sunday. A holiday at Hervey Bay resorts may be enjoyed at any season of the year. Fragrant sea breezes temper the heat of summer; in winter, the brazen sunshine provides the warmth to make conditions really delightful. The beaches, covered with fine, clean sand, offer ideal conditions for bathers of all ages.

FRAZER ISLAND is the largest island along the Queensland coast, being approximately 90 miles long and up to 12 miles wide. Its 400,000 acres is mostly forest reserve. On the island are mystic freshwater lakes and crystal streams rich in fish life – freshwater trout, bream, whiting and flathead. Black swans grace the lagoons, and fleet-footed brumbies race amongst the hills. Tourist accommodation available. Launch and air services to the island.

ABOUT MARYBOROUGH

Situated 25 miles from the mouth of the Mary River, Maryborough was once a busy port for the produce of its hinterland. The town became a port of entry in 1859, and large quantities of wool, timber and sugar were shipped. Today, however most of the produce is handled by rail and road transport.

The discovery of gold at Gympie in 1867 accelerated the development of Maryborough, now an industrial city 176 miles north of Brisbane. Its wealth comes from pastoral, agricultural, mineral and forestry production, and expanding secondary industries, including engineering workshops

Hervey Bay sailing fleet about to leave the beach for a Sunday race.

turning out electric rail cars, heavy milling and mining machinery, and steel structure components.

The iron foundry of Walkers Ltd. was established in 1868, and sawmilling has been carried on in the district since 1840.

Maryborough has grown through the years to become a city with a population of approximately 20,000, including the farming community of the Island Plantation and the cross-river suburbs of Tinana and Granville. The population of Maryborough's hinterland exceeds 100,000.

FULL TIMETABLE OF SAILING AND SOCIAL EVENTS FOR 21ST AUSTRALIAN CHAMPIONSHIPS

Sunday, 23rd Dec., 1979	Registration for EARLY-BIRDS RACE – 10 a.m. Race time – 2 p.m. Entry fee – $1.50 Trophies awarded to skippers, for'ward hands and handicap prize. Lunch and barbecue tea.
Wednesday, 26th Dec., 1979	Sailing Club will be open from 2 p.m. (no functions)
Thursday, 27th Dec., 1979	Fraser Island Trip – departing Urangan Harbour at 8 a.m. cruising to Ungowa followed by bus trip through scenic spots arriving at Eurong beach for lunch, B.Y.O. everything. Return 5 p.m.
	PROGRAMME PROPER COMMENCES
Friday, 28th Dec., 1979	Registration 12 – 5 p.m. sail checking all day. No lunch – Welcome b.b.q. tea 6 p.m.
Saturday, 29th Dec., 1979	Registration and sail checking 8.30 to 10.30 a.m. OFFICIAL OPENING and briefing 11 a.m. Invitation Race 2 p.m. Lunch supplied and Chicken & Chips night at club.
Sunday, 30th Dec., 1979	Lunch & b.b.q. tea at the club HEAT ONE. 2 p.m.
Monday, 31st Dec., 1979	Lunch supplied HEAT TWO. 10 a.m. (Resail if necessary 2 p.m.)
NEW YEAR'S EVE	Tropical night, island dress, smorgasbord, dancing 7 p.m. Price to be advised and to be paid on registration.
Tuesday, 1st January, 1980	LAY DAY Cricket Match Queensland v. THE REST. Picnic day at Dundowran Beach 11 a.m. B.Y.O. everything.
Wednesday, 2nd January, 1980	Resail (if necessary) 10 a.m. HEAT THREE. 2 p.m. Lunch supplied. MANAGEMENT COMMITTEE MEETING 8 p.m. at Clubhouse.
Thursday, 3rd Jan., 1980	Resail (if necessary) 10 a.m. HEAT FOUR. 2 p.m. Lunch supplied. Fish & Chip night at club with BINGO commencing at 7.30 p.m.
Friday, 4th Jan., 1980	HEAT FIVE – 10 a.m. Resail (if necessary) 2 p.m. Presentation Dinner at THE PLACE, Urangan 7 p.m. Island dress, smorgasbord, liquor NOT included.
	PROGRAMME PROPER ENDS
Sunday, 5th Jan., 1980	TEAMS RACE 10 a.m. Entry $1.50, lunch supplied and b.b.q. tea at clubhouse with presentation of teams race trophies.

Addendum: Additional trophies to be awarded in recognition of anniversary Championships will include:–

Best skipper over 50
To a skipper from each State (except Qld.) and New Zealand on a basis to be decided.
Best North Queensland skipper
Best South Queensland skipper
Encouragement trophy
Five Secret 21st Mystery trophies.

AROUND THE STATES

WESTERN AUSTRALIAN NEWS – Non Such

The A.G.M. was held on the 24th April and a complete new look committee was appointed. It was rumoured prior to the meeting that the sailing performances of the old committee deteriorated so rapidly "whilst 'In Office' " that corrective measures were needed immediately to improve their "on the water" results. Furthermore they considered that they could not improve on perfection following the Nationals – joking aside, they did a most creditable job.

The following officers were elected:– President, Chris Mumme; Secretary, Paul Cockburn; Treasurer, Neil Dvorak; Newsletter Editor, Neville Main

The appointed class captains from P.D.S.C., Maylands and Shelley are Norm Arber, Rudi Tiessen and Max Taylor.

Congratulations to the following:

MAYLANDS:		**Club Championships**	**Consistency**
	1st	J. Tiessen	E. Horne
	2nd	N. Larsen	
	3rd	J. Muir	
P.D.S.C.		**Club Championships**	**Handicap Series**
	1st	J. Hill	N. Main
	2nd	B. Timmings	
	3rd	B. Baker	
SHELLEY		**Club Championships**	**Handicap Series**
	1st	D. Hartley	H. Lingius
	2nd	M. Taylor	J. Gianatti
	3rd	M. Birch	M. Birch

On the only wet day seen in Perth this year, a flock of 40 Heroners and 32 little Heroners took to the hills to enjoy a barbeque.

The day was a great success and highlights during the day were the skills displayed by Helen Cockburn at 1st base in a 20 a side baseball match and the deft football skills shown by veteran Bill Baker on a slippery surface.

A memorable evening was recently concluded at the annual presentation evening of the State Association where 62 people joined in congratulating our attractive State Champion (see photo) on her success.

A number of new acquisitions to the class are emerging during the winter months but more on this topic in a later issue.

MACKAY NORTH QUEENSLAND NEWS – (Tiger 7390))

With the 78-79 sailing season concluded, the four series winners and handicap place getters were spread well through the fleet.

The results reflect the good close competition which has developed, which in turn makes better sailors.

The handicap results show much improvement as most of the fleet are on five minutes and under.

The 78-79 championships were sailed in winds in the 15-20 knot range which made for some exciting races.

Iain Dorward and Christine Gregory combined well to sail TIGER 7390 to four firsts and a third to take out the championship. JIMPY 9484, skippered by John Quinn with Steven Quinn as crew had some good tacking duels to come second and Don Cresswell in WATERLOO 9526 sailed well with daughter Vicky as crew to take third place.

Easter at Airlie Beach Regatta was the home for seven Mackay Herons and "Springtide 2" from Cairns. Nobody could complain that the sailing conditions didn't suit them, it ranged from 30 knots to drifters even in the same race. It was a good weekend.

Congratulations go to Peter Quinn sailing TIRA-VENTO 8028 for taking out the North Qld. Championship, although he was hard pressed by TERRI-LOU 9517 (skippered by Des Quinn, Peter's Father) and TIGER 7390, especially in the last race where every windward developed into some very hard tacking duels.

Central Qld. Championships held in June were well attended. Mark and Tim Higham brought their boats from Kurramine and Anne Marie Downs came from Cairns. They joined Mackay boats in ideal Heron conditions. Ian Markovitch from Red Head Sails, Sydney was a guest of the club and passed on some of his knowledge which was gratefully received.

This year's winner was Peter Quinn sailing TIRA-VENTO and he was presented with a Red Head Jib. Peter is a newcomer to the Heron Fleet and has adapted to the class very well, he should do well at the Nationals.

Iain Dorward sailed TIGER to second place and Rob Cresswell EVERGREEN was third. Mark Higham from Kurrimine took out the handicap.

See you all at Hervey Bay. Watch out Jim Armitage.

From left to right: Tony Oram, Life Member for W.A. presenting The Champions trophy to Miss Anne Gaunt with newly elected President, Chris Mumme looking on.

"What's in the box, Bill Baker?" Whatever it is, Bill seems mighty happy with the presentation made to him by Tony Oram (left) and W.A. President, Chris Mumme during the recent W.A.H.S.A. prize giving evening.

NEWS FROM VICTORIA – From Alan Clarke

Our association participated in the annual sail boat show and our new stand was again a leader among the dinghy classes. As a result of this show we are embarrassed by having many more enquiries for boats than we have boats for sale. These enquiries are for second hand boats for beginners. We now have a campaign to get on to the market some of the boats which are spending their lives in holiday shacks or garages and do not go near the water. If you know of any such boats please contact our boat officer Tom McDougal on (03) 3595160.

During the first weeks of September we will be holding our annual "Learn to Sail" classes. These classes usually produce more people looking for boats and to help some of these people we are going to run boat building classes in conjunction with Footscray Technical School.

A number of Victorians will be once more joining our South Australian friends at Barmera in a week of fun sailing. To anyone who has not been to Barmera for this annual meeting we recommend you consider it. Do not take the sailing too seriously, and do not expect regatta standards, but **do expect** to have a good time with good company.

Another fun time which we urge people to plan for is the Easter regatta at Lake Boga. See you there.

Our next official sailing event is a picnic day at Albert Park on October 28, 1979, when we have a number of novelty races and give help to any new sailors.

TASMANIAN NEWS – Peter Davis (9110)

Well, this is my first contribution since being elected to the position of Tas. Publicity Officer at our last A.G.M. I hope I will be able to perform the job as well as Mark Hey, who has occupied the position in a very capable manner for the past couple of years.

The sailing scene in Tasmania is in its usual quiet Winter state, with only a few sailors emerging to brave the 3 degree temperature of the Derwent.

It is good to see Mark Hey campaigning his grp boat STORMY in the Lindisfarne Sailing Club's Frostbite Series. Mark managed to score a win on the VYC yardstick in the first race, against a mixed fleet of NS'14's, Lasers etc, in a strong and gusty wind that could only be described as testing.

Off the water, though, activity is quite pronounced, with several new boats being constructed. Andrew Palfreyman's new timber boat has reached the stage of being ready for the plywood skin, and Tim McDougall has yet another boat planned.

A newcomer to Heron sailing is Humphrey Elliott, who is also building a new timber boat. Welcome Humphrey.

It is expected that these owners will be taking advantage of the proposed bulk buying scheme for sails, spars etc. in association with the fibreglass scheme.

GRP is now starting to move in Tasmania, and the first boat will have been removed from the Association's mould by the time you read this. This boat was the one already in the moulds when they came from Queensland, and so will be owned by T.H.R.Y.A. Its future is as yet undecided.

Several boats have changed hands since the end of the season, and welcomes are extended to Stuart Camm and Vivienne Coleman who have purchased OSPREY and JACARILLA respectively. Tim Maddock has bought AMMON RE, and we wish him the best of luck.

On the social scene a car rally. . .sorry, "Cryptic Cook's Tour" on September 15, was the result of much hard work in orgnaisation by James Andrewartha and Damian Foale. . .thanks fellas. We'll tell you the results of this fun jaunt in the next issue.

Several of our local Heroners were fortunate enough to meet the new National Yachting Coach, Alastair Mitchell, when he visited here recently. . .apparently an interesting discussion on the merits of Herons as compared to faster classes was held. Our boys were keen to stress the enjoyment and close racing our class is capable of offering.

Finally, there was some mirth amongst Tasmanian Heroners at the comment in the last newsletter that Herons first became established here as the result of "migrant owners" importing their 160+ pound boats (presumably all the way from England) . . . . we are certainly pretty keen down here, but that keen? . . .

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

The Southern Zone of the Y.A. of N.S.W. has given its blessing to the 1979/80 sailing programme and the most important dates from a Heron point of view are:–

October 6 – YMCA SC Opening Regatta
November 4 – C.Y.C. Legacy Regatta

1980
February 9 – A.C.T. Junior Heron Championship (2 heats)
March 1/2 – Canberra Day Regatta
March 8/9 – A.C.T. Heron Championships (4 heats)

Last year there was a mix-up concerning the Canberra Day Regatta, but all should be well this year as the Southern Zone will co-ordinate the running of the event on Lake Burley Griffin. Visiting Heroners will be welcome to the Heron BBQ in someone's backyard.

Although we are the second most popular Class in the Saturday afternoon racing at the YMCA SC there are a few faces (and Herons) we do not see on The Lake. So what about it folks, make the effort if your boat has not been in the water for a year or two, come and meet the other Heroners; they are nice friendly folk – just like you.

You could also meet the Club's new Lady Commodore, Carol Scott.

SOUTH AUSTRALIAN NEWS – from Peter Gilchrist

Spring they say is the time when a young man's fancy turns to lovely things – and for a Heroner that means getting the boat ready for another try to understand why winds are so fickle.

Winter on the other hand can be a full time of brooding about what went wrong last year. Not so in South Australia where winter seems to be a time not for brooding but for planning. The rules do not allow us to plan much by way of changing our hulls but we can do something about sails.

Thus it is that whenever Heroners meet in S.A. the topic of sails inevitably comes up. Of course, as proud beings, the talk usually means defending our own decisions about the sails we buy and how we use them. Brand names are bandied about, degrees of fullness are proclaimed, cloth weights are compared and even colour is mentioned. Nothing is ever proved conclusively.

There is, however, a new star on the horizon. Alegayter sails have now been around for two seasons. The name may seem strange but it is just a funny way of saying Alex Hayter the sail maker and well known skipper of GUNNAGETCHA.

Starting in a small way by making his own jib Alex has moved progressively from the kitchen table, the living room floor and the garage to a new sail loft just about completed in his back yard.

He has also expanded to making sails for other classes of boats.

For us in S.A. it adds a new talking point and another interest to sailing. Time alone will tell how good the sails are but if enthusiasm and a willingness to experiment and change are needed then Alex is sure to succeed.

The sailing calendar is not yet finalized but the following have been pencilled in and should be confirmed next issue.

1979	4th November –	Publicity Day West Lakes.
	11th November –	Fleet Race Largs Bay – Port River
1980	January –	State championship Whyalla.
	March 23rd	Picnic Murray Bridge.

FINANCIAL MEMBERS FOR THE 1979/80 SEASON - Joined and renewed subscriptions from 1st June, 1979 to 31st July, 1979

NEW SOUTH WALES

A.Abbottsmith (4229)
F.A.Artlett (4693)
C.& Mrs.Austen (9472g)
P.Barnes (5772)
K.Beuman (9235g)
C.A.Brandon (9221)
A.Bruin (3354)
K.Cleary (7886)
F.Cory, (3066)
D.Cranch (9569)
D.Crawford (4271)
P.Creecy (7047)
G.Cull (8966)
I.Cull (7472)
J.Daley (4826)
K.Davis (5907)
C.Day (6618)
E.Elliott (4681)
R.Elliott (9125)
S.Fuller (8502)
A.Gilespie (9597g)
L.Gillespie (9579g)
R.Gilmour (6871)
G.Greenslade (9571g)
H.& E.Gregory (9283g)
R.Griffin (8529)
J.Harries (5549)
I.Harrison (3384)
A.Henderson (8265)
C.Hilgendorf (3375)
R.Holmes (9220g)
J.Huggins (9438g)
C.Hutchings (7838)
J.Isles (9291)
R.Jacka (7937)
M.Jensen (5088)
K.& C.Jones (4987)
R.Jones (9275g)
H.Klooster/J.Dyksta (7818)
E.J.Langley (9185g)

SOUTH AUSTRALIA

B.Adams (8510)
B.Archer (9471)
W.Bassell (8761)
P.Beaumont (7651)
R.Bessell (6619)
Miss C.Blenkle (8278)
W.Bollmeyer (9225)
R.Boyce (9465)
W.& S.Bowie (8354)
B.& S.Caddy (9490g)
B.Carson (8974)
M.Cole (6874)
D.Cox (7154)
B.Cross (8366)
D.Dineen (5193)
K.Doyle (8332)
M.Dunk (7255)
R.Durant (9577g)
J.Eshman (9234g)
J.,K.& L.Fawcett (6432)
R.Freeman (9610g)
A.George (9281g)
I.George (5918)
R.Gogler (9402g)
G.Griffiths (9617)
J.,S.& A.Guy (6885)
L.Harris (9481g)
R.Harvey (9289g)
R.Hawkes (7077)
A.Hayter (9515g)
A.Hendrika (9204)
J.Hornabrook (9420)
W.Hunter (8568)
S.Koch (6791)
T.Koch (9277g)
L.Luders (6784)
M.& E.Luders (8773)
W.McKeough (7659)
I.McLaughlan (7025)
W.McNair (9188)

VICTORIA cntnd.

R.R.Lewis (8726)
J.Mansfield (7054)
D.D.Martin (9578)
J.Martin (7002)
R.Mitchell (6623)
A.& J.Moule (nbo)
H.& B.Oddleshaw (7822)
I.Ricketts (8344)
J.Robinson (7377)
J.Stirling (9160)
R.Thoburne (5161)
D. Waller (9549)
V.Wheatland (5818)

A.C.T.

I.,P.& S.McDougall (9530g)
G. & S.McDougall (6185)
B.Mensforth (5316)
D.O'Brien (7014)
F.Simmonds (8746)
J.Stockwin (8308)

W.A.

I.,N.,B.&J.Arber (8774)
N.Dvorak (8394)
Miss A.Gaunt (9511g)
D.Hartley (9274)
B.& N.Larson (7847)
H.Linguis (9463)
R.& E.Mackenzie (8962)
J.Muir (9642g)
H.& E.Oram (8080)
F.Scholmann (8922)
N.Stephens (5546)
B.Woodford (9520)

TASMANIA

J.Bridley (8933)

B.M.Larkins (8525)
K.Lenton (9542)
D.Llewellyn (9576g)
B.Llewellyn (9598g)
R.K.Lock (9628g)
J.P.Lynn (8236)
K.McDonald (9565)
D.,M.& P.May (5893)
E.& K.Mealey (9290g)
G.Moffatt (7036)
L.Morris (9534)
J.Morris (6464)
B.Morrissey (9191)
D.N.Murray (6877/9280g)
R.Nesbit (5892/8727)
G.Rankin (6988)
D.Robb (9509g)
G.Roberts (5534)
G.Roberts (5677)
J.C.Rudd (8035)
D.St.Clair (7044)
A.& P,Saynor (9454g)
Sea-Cebs of Gordon
C.Sharp (6109)
W.Short (7431)
R.Skelton (6773)
D.A.Smith (9590g)
J.W.Smith (9213)
J.Stanford (9483g)
G.Steel (9254g)
K.C.Stow (9645)
M.,B.& N.Tallis(5977/9118)
N.F.Taylor (9216)
R.& K.Telfer (6990)
R.Tubman (8329)
D.& I.Urban (9287g)
S.& J.Vandenberg (9151)
W.Waters (4094)
B.Weitkuhn (4218)
G.Wise (5659)
A.Wrench (9419g)
T.Wrench (8514)

D.Malcolm (8521)
P.Malpas (9279)
J.Mant (8912)
K.Marsh (8576)
G.Mayhew (9551g)
J.Morley (8062)
D.Morris (8370)
A.Murfett (8325)
P.Nicholson (9563)
A.Olds (8905)
P.& L.Parker (9588g)
D.Paterson (8030)
H.Pickavance (7189)
G.Rankin (8901)
R.Reeves (9503)
B.,A.& D.Rehn (6562/9594)
H.& P.Reimers (5531)
K.Roberts (6176)
D.Rogers (9466)
D.Scraggs (7920)
M.Simpson (6590)
P.Smith (7432)
P.Stanley (7455)
G.Thompson (9458)
G.& M.Tieste (5908/8531)
Mrs.P.Walter (7823)

VICTORIA

Mrs.J.Anderson (5845)
J.Archibald (6980)
A.Buykz (7179)
M.& M.Dalton (7899)
M.Drake (8740)
R.Hale (6633/9620)
W.& B.Harbord (7185)
A.Hawkins (5766)
F.Hepworth (8592)
E.Hogan (5858)
d.Horner (8982)
L.Jackson (5548)
Miss K.Jackson (9485g)
B.& E.Lewin (9104)

S.Camm (751)
Miss C.Clements (756)
Miss H.Davis (8526)
P.Davis (9110)
H.Elliott (9641)
M.& M.Kerslake (8309)
K.& K.Lawrie (8970)
T.Maddock (7983)
S.Parkin (8756)

QUEENSLAND (south)

G.Birch (7653)
C,Bower (7049)
D.& M.Connellan (6616)
J.Deshon (9640g)
D.Dye (8264)
F. & A. Fielding (9425g/9607g)
L.Holborow (7165)
D.Miles (7694)
T.,S.& M.Robertson (9644g)
9181/9424g/9608g)
A.Timmins (9231g/9643g)
R. & P.Timmins (9582g)

QUEENSLAND (north)

D. & H.Cresswell (9297g/9526g)
I.& P.Dorward (7390)
Miss A.Downes (9126/9638g)
L.Fitzgerald (9510)
D.,S.,M.& A.Foster (9271)
R.Goodhew (5681)
K.Gregory(nbo)
D.Littleford (nbo)
D.McDonald (8206)
J.Miller (9518)
J.,J.& P.Quinn (8028/9484/9517)
R.& J.Reichardt (7477?
Miss M.Rose (9297)
G.Wilson (8379)

W.A. P.& H.Cockburn (7841/9651g)

20TH N.S.W. HERON STATE CHAMPIONSHIPS 1979/80

NOTICE OF RACE

The Dobroyd Aquatic Club invites entries for the 20th N.S.W. Championship 1979/80 for Heron Class Yachts to be held on the waters of Iron Cove on behalf of the N.S.W. Heron Association under the authority of the Yachting Association of N.S.W.

1. **RULES**

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

2. **PROGRAMME**

Saturday, 26th January 1980	10.0am	Welcome
	11.00am	Heat 1
	3.00pm	Heat 2
Sunday, 27th January 1980	10.00am	Heat 3
	2.00pm	Heat 4
Monday, 28th January 1980	10.00am	Heat 5
	2.00pm	Resail if necessary

3. **WELCOME**

A welcome will be held for all entrants at 10.00am on Saturday 26th January at the Dobroyd Clubhouse.

4. **SCORING SYSTEM**

Points will be scored and any ties resolved in accordance with Addendum 'A1' page 78 of the A.Y.F. 1977 Yacht Racing Rules, except that there will be five (5) races of which four for each yacht shall be counted for her total points. If less than five races are completed, all races shall be counted for total points. A minimum of three races must be completed or the title will lapse until the 1980/81 season.

5. **CONDITIONS OF ENTRY**

Entries for the Championship Series are invited from and restricted to, financial members of the N.H.S.A.A. as at December 31 1979 and who are members of Clubs affiliated to a recognised State/Territory Yachting Authority as required by the current A.Y.F. prescriptions to I.Y.R.U. Rules 20 and 21. Only boats registered with the Association as having an 'A' Class Certificate of registration current as at 31 December 1979 may be accepted as entrants. Craft entered shall have the same helmsmen throughout the series who shall be a financial member of the Association. The crew may be changed from heat to heat.

6. **ENTRY**

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

Mr. R. Young
Hon. Assistant Secretary/Treasurer
11 Grasmere Crescent
WHEELER HEIGHTS NSW 2098

By **1st December, 1979.** Late entries, or entries unaccompanied by the proper entry fee may not be accepted. All entries will be acknowledged.

7. **SAILING INSTRUCTIONS**

Sailing Instructions will be mailed to all entrants if possible, otherwise they will be available for issue to entrants at Dobroyd Aquatic Club upon registration on Saturday 26 January 1980.

8. **TROPHIES**

Trophies will be awarded on the following basis:—

(a) First 6 Helmsmen and crews
(b) *Best Lady Helmsmen and crew
(c) **Best Junior Helmsman and crew. (Helmsmen must be under 18 years of age at 30/12/79).

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

**Second and Third Junior prizes dependant on number of Junior Entries received.

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

9. **MEASUREMENT**

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

(b) The Race Committee will make arrangements for Sails to be stamped at the Dobroyd Aquatic Club on Saturday 26/1/80. Only sails which have been checked, initialled and dated by a measurer during the 12 months prior to 26/1/80 will be acceptable. This stamped suit of sails will be the only ones used for the series, unless in case of damage, the Sailing Committee may approve the use of a substitute sail.

LETTER TO THE EDITOR

The 21st year of the National Heron Sailing Association is certainly a time of much satisfaction for all those interested in Heron sailing. At a time like this we tend to look back to those responsible for establishing Heron Sailing in Australia. I believe that the 21st A.G.M. the debt owed to Steven Dearnley and his early supporters was highlighted, and justly so.

However, whilst it was recognized that the first sailing of Herons occurred in Tasmania, it was thought that they were not 'homegrown'. The records of the Tasmanian Heron Yacht Racing Association (formed on the 1/5/56, two years prior to the YWHSAA) clearly indicate that the boats were in fact locally built, by well established Tasmanians. The timbers used in most of these early boats, King Billy Pine and Huon Pine, are found only in Tasmania.

There is little doubt that the early Tasmanian Association, due to its isolation, was in no position to, nor showed any interest in furthering Herons on a National scale. This role was left to the much better situated Sydney movement two years later, who did an excellent job.

This information may help set the record straight on where Australia's first homegrown Herons were launched, and I feel will be of intrest to those who are interested in the history of Herons in Australia.

Yours faithfully,
Anthony Morgan 8984

PLAN AHEAD

In these times of dwindling energy supplies and increasing costs, it is most important that we get the maximum benefit from our annual holidays. For your Christmas holidays in 1980-81 plan to have them in Melbourne. You will be able to participate in National Championships and be able to stay on and enjoy Melbourne and Victoria at a good time of the year.

During the coming issues of this magazine we are going to tell you about some of the places to which you can go and some of the sights which you will see. Make a decision now to be in Melbourne for the 80/81 Nationals.

Melbourne was settled by John Batman in 1835 when he anchored his schooner "Rebecca" in the Yarra River. He was so impressed that he is recorded as saying "This will be the place for a village". He later purchased, by Treaty with the Aboriginals, 600,000 acres for 20 pairs of blankets, 30 knives, 20 tomahawks, 10 mirrors, hankerchiefs, red shirts and flour.

Melbourne was named after Lord Melbourne and the district was named Victoria after Queen Victoria. Now M stands for Marvellous Melbourne, Money, M.C.G., Myer Music Bowl, Moomba and the Melbourne Cup but more about this later!!

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VICTORIA
General Buildings, 470 Bourke Street,
Melbourne. 600431

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General Buildings, 189 St. George's Terrace,
Perth. 21 2254

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