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HERON NEWSLETTER

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National Heron Sailing Association of Australia
1 Ethel St., Balgowlah. N.S.W. 2093

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EDITOR, HERON NEWSLETTER

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2089 (909 3168)

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Western Australia:	O. Cockburn, 8 Heather St., Martin. 6110 (398-3101)

NEXT ISSUE

Deadline is 1ST FEBRUARY, 1980.

COVER PHOTO

LAST YEAR'S CHAMPIONS – JIM AND SHARON ARMITAGE,
are heading for Hervey Bay, Qld. to defend their Title.

To all those participating in the 21st series we wish
them fair winds and good sailing.

Photo – M. Clarke

MOTIONS ON NOTICE

FOR THE 1980 ANNUAL GENERAL MEETING

The following MOTIONS ON NOTICE have been received in accordance with Clause 9.2 of the Constitution and you are invited to submit written comment in support of or against the motions, such comment to appear in the MARCH, 1980 HERON NEWSLETTER.

It is important that your comment be in the hands of the Hon.Gen.Secretary no later than **FRIDAY, 1ST FEBRUARY, 1980.**

a) It is proposed that the existing Constitution and Rules of the National Heron Sailing Association be withdrawn and that the Constitution and Sailing Rules of the National Heron Sailing Association of Australia (PART ONE), Construction and Measurement Rules of the National Heron Sailing Class (PART TWO), Construction and Measurement Rules of the National Heron Sailing Class Specific to Plywood Heron Yachts (PART TWO (A)) and Construction and Measurement Rules of the National Heron Sailing Class Specific to GRP and GRP/Composite Heron Yachts as presented be adopted.

Proposer: D. Jamieson (9525g)
Seconder: G. Jenkinson (9208)

***IMPORTANT NOTICE** – You will be aware of a majority vote given at the 1979 Annual General Meeting approving a proposal by the Association's Committee of Management to review and revise the Constitution. The reasons for this revision were clearly stated at that time. An appointed Sub-Committee has now completed the task and the resultant revision was circulated to members of Management, including the President and Secretary of each State Association and Division and, after some modification, is now the substance of the Motion of Notice for resolution by the membership at the 1980 Annual General Meeting.

To print the complete documents, i.e. those listed above, would incur considerable expense and so the Motion on Notice is brief in its presentation. However you are invited to obtain copies by writing or phoning the Asst. Secretary, N.H.S.A.A., 1 Ethel St., Balgowlah. 2093 – Ph.948-8142 – THIS IS YOUR ASSOCIATION – IT IS IMPORTANT THAT YOU SHARE IN THE CONTINUING DEVELOPMENT OF ADMINISTERING AND SAILING THE CLASS.

b) That the following clause be added to the Constitution in the appropriate section:

"Under-floorboard buoyancy is permissible in plywood boats, such buoyancy comprising buoyancy foam material, shall not exceed 37mm. in thickness and shall be attached to the underside of the floorboards so as to allow water circulation below the buoyancy. The floorboards shall be securely attached in three places to each bottom frame member."

Proposer: A.W. Imlay (5703)
Seconder: I. Cook (9500g)

(The reason for this motion is to redress a substantial disadvantage which we believe has become apparent in wooden boats, compared with fibreglass boats in their speed of recovery of sail-ability after capsize).

Tactics Department

WINNING FROM THE START

By Mark Higham – Kurrimine H.S.C.(N.Q.)

A good start is an essential part of winning any race, particularly in very large fleets where clear wind is imperative. I have been sailing Herons for twelve years and have seen many a good sailor lose because he was not at the right place on the line when the starting signal was given.

The first requirement of a good start is to be on the water with ample time to make final adjustments according to the prevailing conditions. There is a psychological advantage in this.

A good starting line is one which is slightly favoured to port and on which I prefer to start about three quarters of the way down the line from the starboard end. Commence to do time trials one minute's distance from where you are going to start.

A time trial is a rough estimate of the distance you cover on the water within a minute or whatever time you desire and the more you do the better the start. In many cases you may be able to sail up and down the line depending on the length and the wind strength. Always watch for a change in wind direction. By doing time trials you become relaxed and confident of a good start.

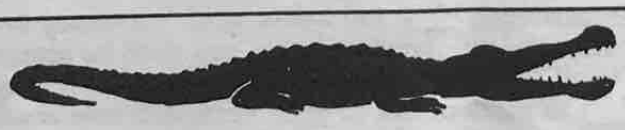
About one minute before the start you will notice that many of the boats have been positioned at the starboard end of the line leaving you (hopefully) a clear area to hit the line right on time. There is a slim chance that if you are fractionally over at the start, the starter will not be able to identify you because of the starboard hand starters, who, after a couple of minutes will tack to port.

Be sure not to go too far away from the fleet, just far enough to maintain that glorious clear wind.

If the starting line is heavily favoured to the starboard then a good start is very difficult, particularly if conditions are light. Heavily favoured port end starts are my favourite because very few people realise that the best place to start is near the port buoy on a starboard tack. Do NOT try starting on port tack because it takes only one starboard boat to foul you up. When starting at the port and on a starboard tack be sure to allow at least ten metres clearance of the buoy to avoid missing the starting line and sailing on the leeward side of the port buoy.

The main points for a good start are to be on the water early, do time trials, use the port end and, of course, hope for clear wind.

There was mention of a gate start in a recent Newsletter which seems a lot simpler and also a lot easier for the starter but starting the normal way is a real art and if we do have gate starts then, in my opinion, the joy and skill of gaining a good start will be lost.



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

IT PAYS TO ADVERTISE –

So said an eager advertising agent to a prospective client – Well, the Heron Association advertises in all kinds of ways, verbally, by example, by editorial copy in major newspapers and magazines and the homespun tale of sailing club doings appearing in the suburban dailies.

Whatever it is we are doing, we must be doing it right because the number of inquiries for secondhand boats, information on building, etc. is getting positively embarrassing.

Keep up the good work, take a friend/relative for a sail, show them how great it is to get out on that water, soak up the sunshine and forget the workday worries.

WE NEED BOATS, and many of them, to satisfy the tremendous demand –

We hear Victoria is scraping the barrel for secondhand boats and if some can be found, there is every chance that there will be a strong Victorian home guard competing in the 22nd Nationals on Port Philip Bay.

IN THE MEANTIME, let your State Association Secretary have details of any boats for sale and, in New South Wales, contact Mary Clarke, 1 Ethel St., Balgowlah, 2093 – (948-9142) with information, e.g. name, address, phone number, boat number, classification, make of sails, built-in or bag buoyancy, with or without self bailers, with or without trailer and, MOST IMPORTANTLY, the price.

DO IT NOW – make some family happy by welcoming them to the WORLD OF THE HERON.

Does this look like the sign on the back of your Heron? We hope that it does because that means that you are displaying your 1979/80 membership sticker on the outside of the transom where it is intended to go.

What's this sticker for anyway? There are two reasons – it shows people on the water, on the beach or when following behind your trailer that your boat is a Heron, so it's good publicity for the National Heron Class. Also it lets fellow Heroners know that you support your Class by joining its Class Association.

We would like to see a sticker proudly and prominently displayed on the outside of every transom for all "followers" to see. If you have forgotten to stick yours on why not do it now?

Management Committee

WHISKER POLES AND THEIR FUNCTION

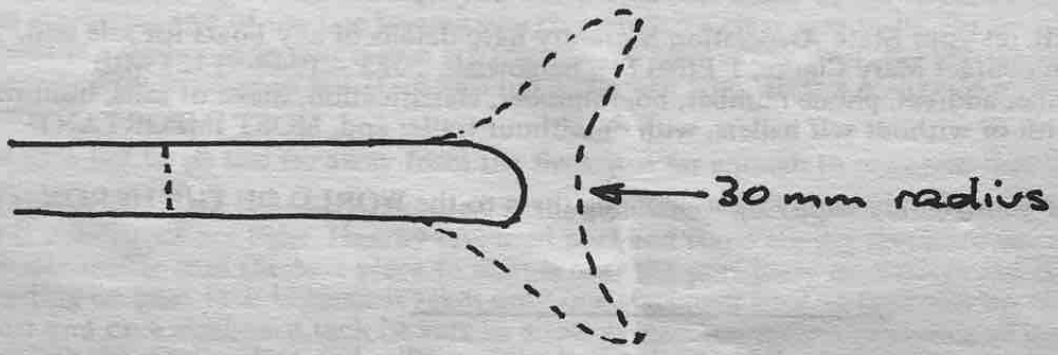
Following a written inquiry from young Master Tubman of Corrimal about the best replacement for a lost whisker pole, President Don Jamieson penned the following informative reply:

"Firstly, I always carry two poles so that I can lose one and not have to go back for it if I am in a good position in the race (someone following often collects a dropped pole anyhow). In addition, one of the poles is short, and one is long.

If I come onto a dead square run the short pole goes up, if it is a "shy" run, the long one goes up. In addition, I have three pieces of **P.V.C.** garden hose flattened and nailed in horizontal circles around the mast, one near the boom, one half-way down to the deck and one just above the deck. By moving the inboard end of the pole up or down I get an even more accurate angle of the jib to the wind.

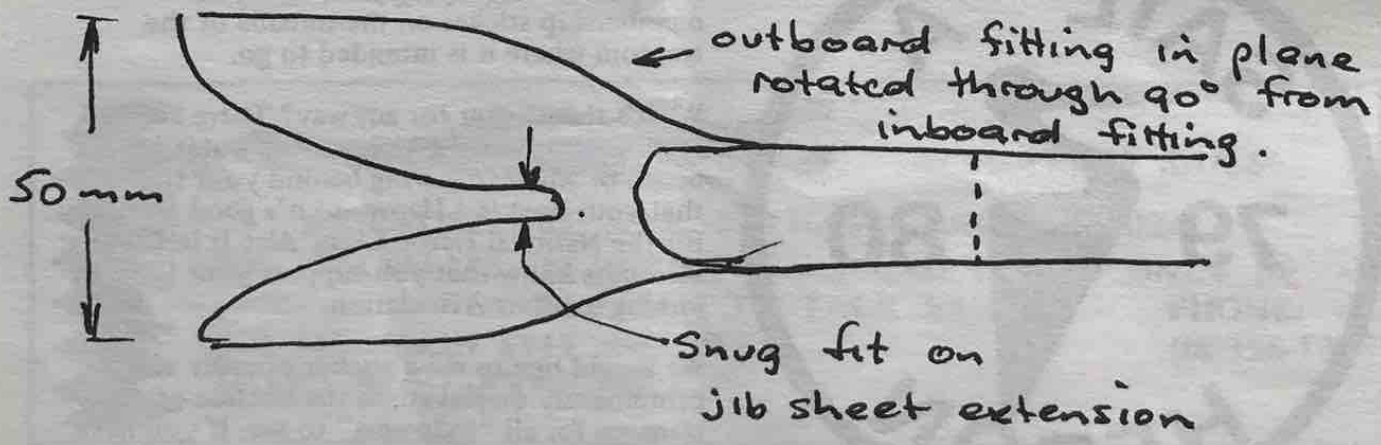
The pole itself is simply a piece of 20mm dowelling, bought in any hardware store. The long one is cut off at 145 cm and the short one at 125 cm length. Then a 20 cm long saw cut is made in from both ends of the dowelling (in planes of 90°). In one end I insert glue and clamp a piece of 3 mm waterproof ply cut as follows (the mast end).

SKETCH 1.



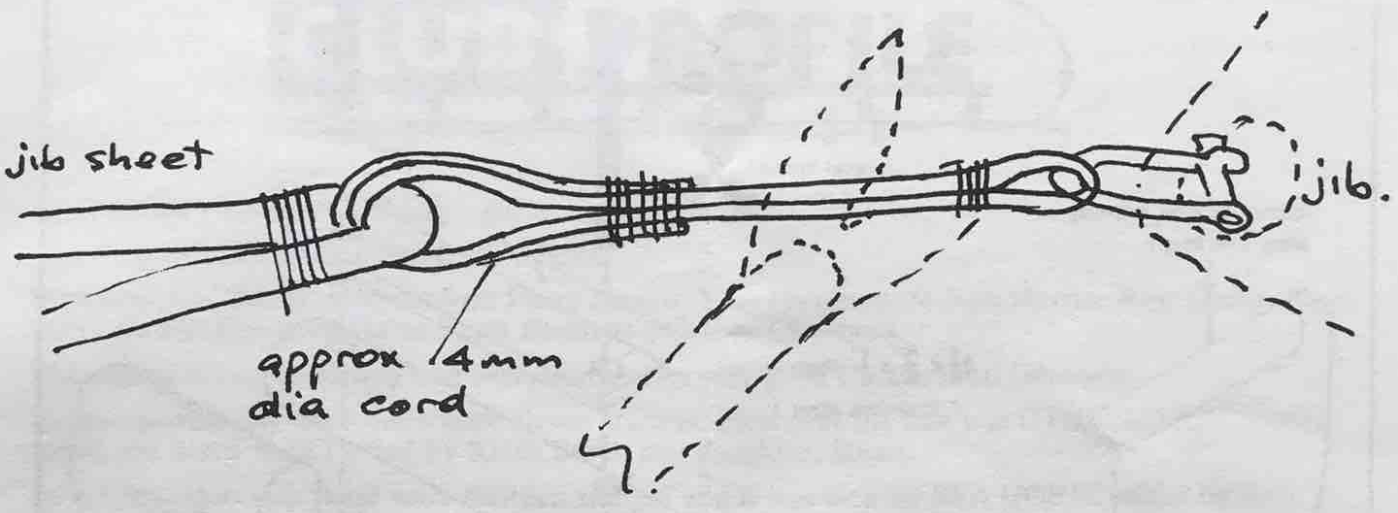
The outboard end of the whisker pole carries a piece of 3 mm ply shaped thus:

SKETCH 2.



To the middle of the jib sheet I then lash (with fine cord) a thin extension loop about 80 mm long, as shown here:

SKETCH 3.



It looks a little complicated but only takes maybe 20 minutes to make this jib sheet extension.

This whisker pole system has some great advantages as well as giving a full range of jib angles downwind. You can change from the long to the short pole and back while keeping the jib full. You can set the pole must faster, as your aim doesn't have to be so good. If the notch fits the sheet extension tightly, it will hang on long enough to avoid lost poles. And the mast-end fitting stays in place on the mast (even over the halyards) with very little jib sheet tension at all.

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TO ALL N.S.W. HERONERS –
A MOST IMPORTANT MESSAGE ON HULL IDENTIFICATION

We quote from the May, 1979 journal, Y.A.P., presented by the Yachting Association of New South Wales.

"The Y.A. office has had numerous phone calls direct from Club Members asking what the new Hull Identification requirements are. This was circulated in Y.A.P. in November, 1978. Will all Clubs please ensure that their members are advised of the requirements **URGENTLY** so that the Members can comply with the Regulation which is:–

"That from 1st July, 1979, all yachts SHALL have placed on the hull, externally, on the transom or on both sides of the hull, in letters and figures of minimum height of 50mm. and of a colour contrasting to that of the hull:–

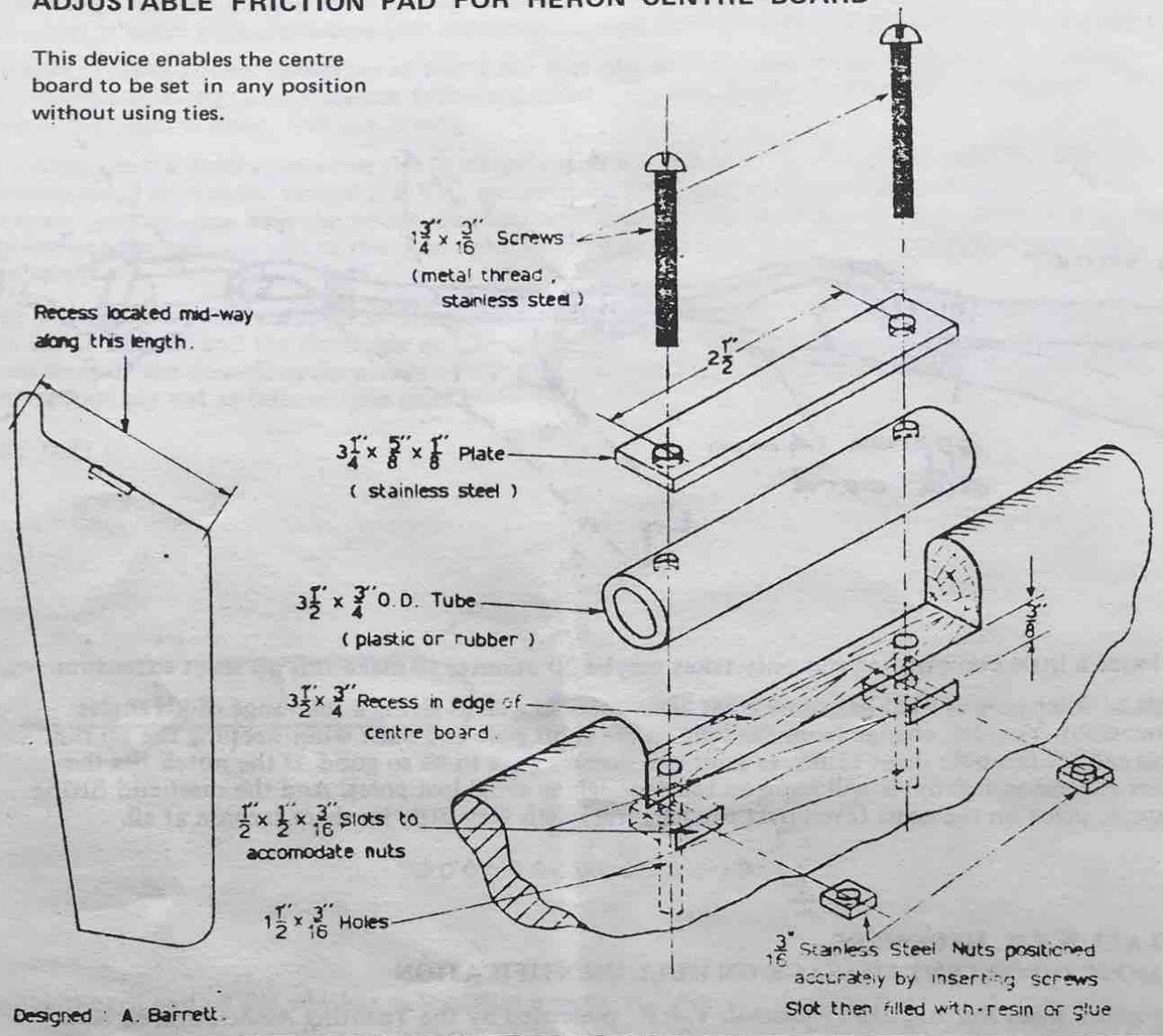
a) Registered name of the yacht
b) Registered sail number of the yacht
c) The name of the Club the yacht is registered with, which may be abbreviated, e.g. R.S.Y.S., K.B.S.C., etc.".

This regulation has been added to ALL FOUR PARTS of the A.Y.F. Safety Regulations to be effective in N.S.W. as from 1st July, 1979, and any Heron registered with a Club which is affiliated with the Y.A. of N.S.W. is obliged to comply with the rule.

If it is shown that this regulation is being ignored by the sailing fraternity in N.S.W., then it has been suggested that the Maritime Services Board may require all craft to register with it!!!

ADJUSTABLE FRICTION PAD FOR HERON CENTRE BOARD

This device enables the centre board to be set in any position without using ties.



BEST BUOYANCY BAGS IN THE BUSINESS

In fact, the only buoyancy bags in the business, worth buying that is. The Association has recently stocked its shelves with those hard-to-get buoyancy bags, ready for the Christmas rush.

$40 buys a No.1 set comprising bow bag, 2 long and 2 short pillow bags, and they can also be purchased separately.

Constructed of strong vinyl the bags are essential to the floating of boats without built-in tanks.

One of our members defined buoyancy in this way.

Bag type: The poor man's built-in buoyancy. Comes loose when capsizing, tacking, working, reaching, gybing, etc. Only possible use is to keep lungs in good shape through blowing the damn things up all the time.

Built-in: Small compartments for storing salt water after capsizing. Always lets water in, but never out.

Send your order to the Asst. Sec., 1 Ethel St., Balgowlah. 2093.

CLUB PROFILE

LARGS BAY SAILING CLUB – *Barry Conry – 8068*

The Flag Officers for the 79/80 season are:

President, Col Besick; Commodore Harry Hawitt; Vice Commodore Rob Murrin; Rear Commodore Barry Conry; Heron delegates Keith Bevan and George Cleveland.

The season is just underway and everything looks very good for the local Heroners.

In the opening day fleet there were eleven starters. First over the line was OTHELLO (commonly called the Black Stick) sailed by Keith Bevan and daughter, Susan.

In the first club race there were thirteen starters and it was won by SEA HORSE sailed by Bob Rice and son. Bob is well known from the Lazy E class and it is good to have him with us.

The first club championship race with twelve starters was won by CORLIE sailed by Leon and Carol Sims. Second was DOPEY (Kim and Jane Bath).

It is good to see our fleet numbers well up on last years and more boats are expected.

If you are looking for somewhere to sail with a nice sandy beach and no heavy surf inshore, come down to LARGS BAY to see us.

PORT LINCOLN YACHT CLUB INC.

Hi! Heroners all over Australia. We at our Club hope everyone is enjoying their sailing as much as we are here.

Rather than try to fill in on sailing news when our sailing season has only just begun, I thought I would perhaps tell a few stories about a couple of families our family have met since we began sailing Herons.

The Maxwell family of Port Pirie, comprising Don and Wanda with daughters Nicole and Natasha purchased their well kept Heron QUEI at the end of my first season in Herons at Port Lincoln. From being a leading scramble bike rider till well into his 40's, Don decided to get himself and family interested in sailing.

After making room by selling off a couple of motor bikes along with a few spare car engines, their Heron took pride of place in the shed. This Heron family, like my own, has had many enjoyable trips away, sailing at Regattas and State Titles, and are again like us planning their next holidays around the Nationals at Hervey Bay, Queensland. (Incidentally, Don took out the Royal Port Pirie Yacht Club Championship in only his second season of sailing).

Phil and Judy Bessell from Whyalla, after racing Go-Karts until 7 years ago, have travelled to many State and National Titles, Regattas, etc. with their first heron JUDE, and this year Heron No.2 EIGEN VECTOR (ex National Heron – Hobart), will be travelling to Hervey Bay on top of their son's Mazda, while Phil and Jude sail their 36' Steel Cutter JUDE through Bass Strait and up the East Coast to the Titles (that's keenness!!). Yes, after building the Heron JUDE Phil really got hooked on the sea and has spent most of his spare time over the last four years building a fine cruising yacht.

It was good to see Paul and Jude call into Port Lincoln on their way to the Titles, and I must say camped in the neighbouring caravan at the Perth Nationals we had a most enjoyable time both on and off the water.

See you all at the Nationals.

STARGAZER, 9429.

HENLEY SAILING CLUB NEWS

First, we extend a welcome to new Heroners in Mrs. Margaret Dinham "CLASANDRO", Brian Dixon "VIRGINIA", Peter Smith, Ken Crout, Barry West and Mark Salmon, "SEULATER".

Brian's "VIRGINIA" is a beautifully finished boat while Margaret Dinham's "CLASANDRO" is an old campaigner with a rare turn of speed. The other boys' boats are almost ready to hit the water and Mark Salmon's "SEULATER" looks capable of doing just that. Roy Salmon of "ANJOPE" fame built it, so it should be a flyer.

The weatherman saw to it that we had a "Blow-out" on Opening Day, but has provided very tricky sailing weather since.

Andrew George "NERIED" and Rod Walker "TINY TIM" have both saluted the judge, but with Kerryn Salmon sailing "ANJOPE", Don Malcolm "RUM JUG" and Peter Nicholson "RIPPEROO" all in peak condition, the series promises to be really something.

Don Malcolm will be the only Henley representative at the Nationals in Queensland – we all wish him well.

Brian Carson tells me that he will be flying a new set of Henley made sails on PIPPIN and John Dyer has done likewise, but his crew is still doing exams.

Craig Hunter has at last acquired a light weight crew for "KAIMATA". This Heron usually lumps 24 stone majestically round the course – one can almost hear her sigh of relief.

The "old man of the sea" has done it again. Alan Leigh has bought a Heron almost as ancient and scarred and heavy as he is – none other than KUMALE 6165, would you believe. She creaks almost as much as her skipper.

In the early 60's this Heron won a National and a State Title when sailed by Peter Sievewright and Robert McPharlin respectively. Although she is only a rather heavyweight shadow of her former self, don't be surprised if she gives the leaders a nudge.

From "BIRDWATCHER"

WAGGA WAGGA BOAT CLUB – *By Vic King (KOORANYA – 5982)*

The 1979/80 season began at Wagga on 11th August with a handicap series over six weekends. The mixed fleet of 40 boats were split into 2 divisions.

Our Herons got off to a great start by taking 1st and 3rd placing in their division with Paul Gwilliams 3rd a fine effort since he missed the first two races.

1st	V. King	KOORANYA	5982
3rd	P. Gwilliam	Unnamed	5168

Wagga then held their opening regatta over the September long weekend. The mixed fleet of 62 boats was split into 4 divisions with KOORANYA grabbing the divisional prize from a Mirror.

Heron class results were:–

1st	V. King	KOORANYA	5982
2nd	P. Gwilliam	Unnamed	5168
3rd	A. Day	CRAZY	6618

Anthony Day sailing in his first race series indicated he was relagating his Dad to the crew ranks when he led the Herons home in the last race.

Kooranya made the trip to Griffith for the Riverina Sailing Championships on 27th and 28th of October and won a little 5-boat "D" division.

The reason for the small entry soon became apparent. With a strong southerly and in the confines

of the narrow waterway, racing became secondary to survival as Dolphins, Hydras etc. pelted from all directions.

If anyone would like to broaden their experience by engaging in one of these obstacle courses they would be welcome most Saturdays or at our Easter Regatta. They will at least get plenty of practice at planning ahead in races.

SPRING BAY BOAT CLUB – *by Fleet Owner 754, 766, 8970*

The Heron Class has now established itself as the class in our club with six dinghies sailing regularly and three more when the activities of the respective skippers permit.

We look forward to some keen competition between SOBRAON (P. Bostock) and RANI (J. Hall) and there are a couple of others SECURITAY – I. Wilson and CINDERS – J. Lawrie who could do well.

With the opening of the season it was apparent that some owners had spent much of the winter preparing their boats for the season ahead. CAROL MAY has changed hands – a welcome to Nick Mason and son Bruce.

For Heroners travelling in Tasmania, Spring Bay is on the East Coast and comprises the towns of Triabunna and Orford. We sail in Prosser Bay off Raspins Beach (Caravan Park in ORFORD) on every Saturday afternoon between October and April. As yet we have no club house but we are working on it and we would be pleased to welcome visiting Heroners to our Club.

CONNELS POINT SAILING CLUB NEWS – *Rodney Watts (RAPAD – 9489)*

The Heron continues to be a popular class at the club. There have been several newcomers to the fleet which now exceeds 16 and one member (Ken Stowe) has built himself a new boat. The point of the exercise? – the very desirable minimum weight.

We saw one Heroner graduate (?) to an NS14 but the rest of us find the challenge of pushing our Herons to greater speeds stimulating enough.

Class secretary Arch Orange (AUNTY JACK – 8988) believes he can learn more about his boat from the forehand position and has an apprentice skipper, Keith Damant, on his boat. Class handicapper George Early (MISCHIEF – 7366) with a new set of sails is leading the championship stakes so far with class captain Stan Dose (JID – 8585) not far behind and hoping for more heavy weather for the other heats.

We have had a fair share of heavy weather lately, two races having to be abandoned because of the high winds but not before a few broken masts and gaffs came down. This sort of weather sent many of us back to the books asking, "How DO you stay up when running before strong winds?"

Our members have been active outside the club also like helping to promote the Heron at the Boat Show and participating in interclub events.

Most of us were at the Botany Bay Invitation and congratulate George Early on gaining third place. Top marks for determination must go to Bruce Morrissey (CASAB – 9191) who was one of only 7 to finish in the Narrabeen Lakes Invitation – after capsizing six times or was it 8?

As a newcomer to the sport of sailing (this is only my second season) I can recommend C.P.S.C. to any Heroner. Any Saturday afternoon you are invited to come and do battle with wind and tide and other Heroners, but always in a spirit of friendliness.

Many thanks to the Heroners at C.P.S.C. who welcomed so readily myself and my sons and to the Heron itself for being such a wonderful training machine for dudes like me.

SHELLEY SAILING CLUB – *from Salamander 9651*

By the time this gets to print it is hoped that approximately 30 Herons will be registered with the Shelley Sailing Club, making it the largest flock of Herons in Western Australia. The Club was started only in 1975/76 season and in addition to Herons, sponsors a healthy fleet of Mirrors, Mudlarks, some surfcats, the odd NS 14 and Mini Moths.

Although it is regarded by some as a "picnic" club, what may be lacking in amenities, (we may even have a toilet block by Christmas), is certainly not lacking in enthusiasm and good sportsmanship.

The Club is located on the Canning River some 11 Kilometres from Perth and sails what can best be described as an obstacle course around pylon "fences". The fences are purported to have been built by convicts for some long forgotten reason and more than one unfortunate Heron has accidentally tried to remove them from the river.

A very full sailing programme is planned for the 79/80 season and despite the lack of facilities various social functions are also on the agenda.

B.Y.R.A. NEWS

We of Bayview Yacht Racing Association have started out this season very enthusiastically. We have 14 Herons registered, with a number of new skippers and new boats.

Harry Konig sold his MISTY BLUE (9404) to John Brunton, who renamed her BLUE JOHN and is one of our new members.

Because Harry has three daughters and a son to cater for on the water, he has bought 9555 HANGABOUT, (Harry & Katherine), and 9573 CROWS ARK, (David & Marion). Youngest daughter, Anna, is forward hand for another new skipper, Terry Wrench (8514, L.J.). Wife Joan, is left on the beach each Sunday to look after the family pooch!

Terry Wrench (8514) joins battle with his Dad, Allan (9419 EZIDUZIT), Allan is one of our "older" sailors, and by Terry's performance so far, Dad may get a few more grey hairs, if possible, just trying to keep ahead. Congratulations to Terry, and wife Wendy on the birth of their second daughter, Joanne.

Wayne Andrews, (6758) with his Dad, Brian as forward hand are certainly very keen newcomers, coming from Wentowrthville each Sunday to sail.

It appears the ones to beat this year will be Bob Young, 8560 CASTAWAY, John Stanford, 9483, CADMUS, and Keith Johnson, 9619 GRUBS & FROGS.

Good luck and good sailing to all.

from PETER STANFORD
(AND INVOLVED DAD)

SOUTH AUSTRALIAN NEWS – *Peter Gilchrist (PAKAJAS 9476)*

It was a little disappointing that only 16 Herons turned up for our annual open day at West Lakes on November 4 because there were so many interested spectators. In fact in each "race" the standard complement was the skipper and two visitors.

Altogether nearly 40 visitors had a sail. One rushed straight away to buy a Heron that he had looked at that morning.

Our congratulations go to Melvin Marsh (MAN O' WAR) who won a custom-made shirt donated by Limited Editions, for the best turned out boat.

Now is the time when we are seriously thinking about getting those elusive puffs into our sails. Club championships, the State championships at Whyalla in January, and far-off Queensland, each need that extra bit of thought and luck.

There are many new Heroners on the water and so it is also a good time to remember what it was like when we first began to sail. Remember how reluctant we were to sail in a race? Remember how helpful it was to be shown how to rig the boat so the gaff wouldn't fall down?

Remember how much better it was if someone said why and not just how to set the sails to go better.

Remember how much a little encouragement helped to calm the nerves.

Remember how easy it was in the club afterwards if people wore name tags.

Well we must remember, too, that things haven't changed for the new sailors today; let's hope we aren't too proud to offer help.

Watch for the next issue because we are going to trace the history of one of our sailors to see how many memories that provokes.

NEWS FROM WHYALLA – *(Graham Butt – 8306)*

The 1979/80 season commenced 6-7-8th October and has phased in well with the weekly weather pattern – so well in fact that racing has had to be abandoned on four days out of six to date. However, this is all to the grand plan since if we get all the "Blow-outs" over with in the first half of the season we will get some beaut mid-week type weather for the 1980 S.A. Championships at Whyalla at end of January join us and see if we don't.

The WYC was pleased to welcome six visiting Herons for our Opening Regatta including Herons from Port Augusta, Wallaroo and Adelaide. Unfortunately, for the visitors strength of numbers prevailed and one of the Butt fleet (Robert – EDITH-J 8506) won the draw for the Alegayter mainsail. Too bad father (Graham – KATY-J 8306) had just fitted both Herons with brand new mainsails.

That weekend was also the last at Whyalla for Phil Bessell (EIGEN VECTOR 8998) for a while as he is now somewhere between Whyalla and the Gold Coast on his recently completed cruising yacht "JUDE" – last head of at Portland, Vic. in early November – Good luck Phil! – We understand he'll be back aboard EIGEN VECTOR for the Nationals at Hervey Bay and hope to see him back for the S.A. Titles.

GRANGE SAILING CLUB, S.A. – *Colin Gurr – 8085*

After a successful winter series where a small number of Herons braved the elements with other classes the Heron group have at last moved back to Grange.

We have had a couple of very quiet seasons with Herons but this year promises to be the start of a new breed with a few old salts.

The Turner family have two boats and in between a few swims are proving to be a future force to be reckoned with. Ian Glasson has wiped off some cobwebs from his boat and would like to teach his daughter Robin how to sail. The Gurr family boat is battling the waves and Kev Doyle has been seen on the water with a nicely appointed S/H boat although his first race for the season with Helen (his daughter) finished in almost catastrophy when he was washed through the Grange jetty in a 20 knot breeze. Experience showed up though as not very much damage resulted.

We wish all Heroners a happy season of sailing and hope that more boat owners will bring their boats out and enjoy the wonderful sport of sailing.

FOOT NOTE: Grange club now have a new ramp, longer, wider and lower angle, it is very much easier to get the boat off the beach with this new acquisition.

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

Elsewhere in this issue you will find Notices of Races for the two major events on the A.C.T. Heron Calendar – the Junior and Open Heron Championships. Entries are invited from visitors to our pretty City. Give me a ring if you want information about accommodation.

The Canberra Day Regatta will be held on 1 and 2 March 1980, details are a bit sketchy at present but there will be two or three races, a B.B.Q. and a good time to be had by all.

Racing in the early part of the Season was hard, cold, wet and windy. Although some of the regular faces have been missing, some keen newcomers have been out on the Lake with us. The warmer weather and more practice will see a great improvement in their ability and enthusiasm for sailing.

TASMANIAN NEWS – *Peter Davis (9110)*

Heron sailing is again on the move at Lindisfarne, with several different line honours winners in the various races conducted so far. Opening day saw a good southerly breeze providing some excitement for the small fleet of starters, and for the spectators watching the sail past from the comfort of the ferry "Matthew Brady".

Anthony Morgan showed good early season form to pull away from the fleet for a clear-cut outright win. Anthony has since sold SINN FEIN to Ian White however, (forward hand from SNOWBIRD), but it is hoped he will maintain his associations with the class.

Anthony has been a very active Heron sailor for a number of years, and improved from his third in the State Championships at Dover to a second placing at Triabunna this year. He has been an active off-water promoter of the class as well, putting many hours of work into the position of secretary last season, as well as providing an important link with the Tasmanian Yachting Association.

A new face at the front of the fleet this season is Kevin Robinson, of JUMBUCK fame. Kevin has bought last season's State Champ. WIWIRRI and has already accumulated a fair proportion of wins. At this stage it looks as though an interesting battle for the line honours pennant is developing between Kevin, and Andrew Palfreyman sailing his new boat REVENGE.

Much hard work was put into the finishing-off of REVENGE by Andrew and his forward hand Dominic Morgan, and it progressed from the building frame stage to the water in quick time. The boat has already displayed some flashes of real upwind speed, and has certainly promoted some gossip amongst the arm-chair critics (e.g. "Did you see his magic box?") Others will be interested to see the effect when REVENGE receives its quota of lead (as the boat came out, incredibly, 15 pounds below minimum).

It is good to see the re-emergence of some lady skippers on the Derwent this season. Vivienne Coleman in JACARILLA has been particularly successful with two handicap wins, but Helen Davis (GAZINTA), Cheryl Gumley (JANANNIE) and Andrea Lock (SHARA) have also been sailing in close company.

A large number of members of the public had the opportunity for close examination of a Heron when Mark Hey's immaculate grp Heron STORMY was exhibited in the annual Boat Show organized by Mutual Acceptance recently. It was thought that the Heron display, complete with coloured spotlights and fan, was as good (or better than) any other dinghy class present, and it was also pleasing to see the number of ex-Heroners and parents who turned up to help with the manning of the display each day. These Boat Shows provide an excellent method of effectively publicizing the class, and so a further display of two Herons (SINN FEIN and STORMY) was organized at the AMP building in Hobart the following week.

THYRA's Annual Dinner and the "Cryptic Cook's Tour" mentioned in the last edition also proved to be successful functions. About 60 Heroners and their families attended the dinner at the Lindisfarne Sailing Club, and an enjoyable night was had by all. The car trial was blessed with a warm sunny afternoon, and 20 car-loads of enthusiastic navigators intrepidly set off to get lost in the wilds of Tinderbox, south of Hobart. Eventually after much bungling around we all managed to get to Lindisfarne for a barbecue to finish the day off in a social atmosphere, and the winners collected their bubbly.

First overall was Cheryl Gumley, followed by Max Davis and Peter O'May. One of the most amusing features was people's answers to the "crew questions".

For example, in response to the question "What is gunkholing? incorrect answers included:

"scavenging" – Max Davis
"an aspect of fibreglassing" – Dugald McDougall
"putting holes in gunk" – Tony Cooper
"catching fish from an icehole" – Tim McDougall
"putting gunk in holes" – Donna Ash

It's amazing how intellectual Heroners are!

The first heat of the Travellers Trophy on Narrabeen Lakes proved to be a battle for survival. Of the 41 starters only 7 made it around the full course. John McManus (Anonymous) won the start but was quickly overtaken by TICKLED PINK (Warwick Jacobsen) who capsized later and withdrew. Ian Cook (Daemon) was the first casualty, suffering a collision on the first work which ripped a hole in his deck. The gusty southerly wind (70 kph reported) whipped up short waves on the Lake, which was at its lowest level for years creating underwater hazards at every point. Don Cranch (Vortex Generator) and John McManus (Anonymous) battled out the whole race with only a few lengths separating them for most of the time. Cranch took the lead at mid point and capsized when hitting a sandbar, allowing McManus to regain ground and pass on a tough work leg. The last leg tacking duel was won by McManus crossing the line 8 seconds ahead of Cranch who dropped to third place on handicap results when Mel Pickman (Czechmate) finished 2 minutes behind the leader taking second prize.

This race will go down in Heron History as "the day we should have stayed at home!" Club rescue boats took hours to clear the wreckage from the lake, often towing 3 boats at a time and to make things worse the hot water ran out after heavy usage. In an effort to warm up the day a bonfire was started and by 7 p.m. all were warmed inside and out.

The Narrabeen Club would like to thank all the skippers, crews and families who made the treck to our puddle and look forward to seeing you again next year. (Bring your own water, just in case).

REPORT B.Y.R.A. INVITATION, 2ND HEAT T.T.

The second heat of the Travellers Trophy was held at the Bayview Yacht Racing Association on Sunday, 7th October 1979. The weather was better, generally, than the first event at Narrabeen Lake, but the wind of 25-35 knots from the west, proved interesting sailing on the southern end of Pittwater.

We had 36 entries for the day, made up from Middle Harbour, Balmoral, Narrabeen Lake, Dobroyd, Speers Point, and BYRA.

No doubt, the weather forecast kept many at home because on the day only 36 boats reached the beach – 22 started and 15 finished.

From the start, the only part of Don Jamieson's boat, 9525, ABRACADABRA visible to most, and indeed to all at the finish, was the transom. However, Don Cranch, 9569 VORTEX GENERATOR kept him working all the way, and finished a very close second.

Swimming was achieved by a number of stylish sailors, who I will not name, but it would appear that dark green boats are harder to keep upright in heavy weather than some of the lighter coloured ones!

Andrew Bruin, 3354 GRASSHOPPER was the only serious casualty of the day with a broken mast. Bad luck Andrew.

Even though the weather was very heavy, and most people came ashore fairly cold (except Wayne and Brian Andrews (6758) who came ashore frozen after a long swim) everybody seemed to enjoy themselves. The stories, even if cut in half, seemed pretty hair-raising. One BYRA skipper (9419 EZIDUZIT) claims he achieved 12 knots on the reach with a crew weight of 24 stone. Can anyone better that?

Placings were as follows:—

SCRATCH T.T.	1st	Don Jamieson	9525	ABRACADABRA
	2nd	Don Cranch	9569	VORTEX GENERATOR
	3rd	Ian Cook	9500	DAEMON
HANDICAP	1st	John McManus	9222	ANONYMOUS
	2nd	John Stanford	9483	CADMUS
	3rd	Don Cranch	9569	VORTEX GENERATOR

Handicap of the day was won by David Wearne, 9539 IDLE WISE.

Quite a number of families stayed for a B.B.Q. in the club house and we again enjoyed this marvellous Heron fellowship.

My personal thanks to Merv Tallis, Bob Young and the Race Committee of BYRA for their support in the organisation and running of a successful day.

PETER STANFORD (Heron Captain, BYRA)

NAME DROPPING: *By the Registrar*

PLANNED FLEXIBLE CHAOS confronted CAREW. BLUE STREAK and DRAGONFLY, SECRET agents for DZOAN were DRAGON THE CHAIN, SAUCY KIT'S IRISH TEMPER was at FLASH point and that PROSSER GIRL was HOT STUFF, but DEFIANT and a REBEL TOO.

OPERATION FLOWER POWER, a TOPSECRET mission was in confusion.

"WHY", he asked, "was I selected LEADER of the ADVENTURE to BANYANDAH. One MISHAP and he could say FAREWELL to IDLE OURS spent with SOPHIE, his DREAMGIRL with the BLUE JADE eyes. SHE was a LIVELY LASS with a real TOUCH OF CLASS and they had BEWTYMES together. If ONLY she would get KRAKEN, say YES and join him on his YOT, the SALAMANDER, he could then say AU REVOIR to the BIONIC SECURITAY.

Meanwhile, DAWN was breaking GENTLY over ATALANTA waters and the SEA WOLF took a SOUTH TAC to SCAN DOWNWIND and SLOPALONG PLACIDLY. The BARRON had his REASONS for REVENGE and planned SOMETHING SPECIAL for the QUARTET at UNITY-TOO. He would TORQUE to the INVINCA-BULL INDIAN MAN and use the MISTERON to explain the VORTEX GENERATOR, the EIGEN VECTOR and the SECRET NEUTRON code.

He watched a SUMMERCLOUD pass like a JEWELL in the SKYE, a SILVER GULL flying in SLO MO SHUN over the MISTY ISLE. GRUBS AND FROGS were stirring and the strains of PRIDE O'HERON, or was it SWEET GEORGIA BROWN, were coming from DOONEY'S FIDDLE.

Suddenly the PEACE was shattered as THE FLYING MACHINE, INGIN roaring and GUNNER ready to BLAZEAWAY at the INTRUDER, came skimming over the TREE TOPS. Like a THUNDERBOLT, the SPITFIRE, FASTAZEL, swooped over the HEFTIE TUB. The BARRON had sailed into a HORNET nest, unable to RUNAWAY, unable to STEELER glance at the PILOT who, with ADROIT MODEST CONQUEST, reduced the craft to a SHAMBLES of BITS AND PIECES.

A CHEEKY call came over the radio "JONNY TEN ONE to HAWKEYE, I MAYDIT."

"GOTCHA" replied CAREW, TICKLED PINK and in a HAPPY DAZE.

"Drink FOR ALL OF US" he shouted, WHISKY, GINTONIC and COINTREAU flowed.

"EZIDUZIT" cried the AQUAHOLIC "That's SPIRIT OF '76 your pouring. FLIGHT SNR., RINGLEADER of the group sat, like a contented KOALA, sipping his VAT SEVENTY and watching his PAL and COBBER, BIG MAC, join in the FUN'NFROLIC. The FIRST EDITION ran the story of the THIRD WORLD ONSLAUGHT.

(114 Boat Names)

HERON BOAT TRAILER PLANS – coil springs, Holden size wheels, beautifully balanced – Plan $1.80 includes postage.

NOTICE OF RACE

A.C.T. Junior Heron Championships 1979/80

The A.C.T. Junior Heron Championship will be conducted on Lake Burley Griffin by the Y.M.S.C. on Saturday, 9 February, 1980.

The A.C.T. Junior Heron Championship will consist of two heats, both of which will count.

The series will be conducted in conjunction with the Y.M.S.C. Junior Regatta.

RULES

Races shall be conducted under the I.Y.R.U. Yacht Racing Rules as prescribed by the Y.A. of N.S.W. and the Safety Regulations of the Y.A. of N.S.W., the rules of the Heron Sailing Association and the Sailing Instructions.

DATE AND TIMES OF RACES

Heat 1	Saturday, 9 February, 1980	10.00 a.m. approx.
Heat 2	Saturday, 9 February 1980	2.00 p.m. approx.

ELIGIBILITY

All boats must have a current "A" Class Certificate on the day of racing.

Helmsmen and crew must be aged under 18 years as at 9 February 1980.

ENTRIES

Entries will be received at the Y.M.S.C. on the morning of 9 February 1980. Entry fee is $2.

SAILING INSTRUCTIONS

The series will be conducted in accordance with courses and instructions applicable to the Y.M.S.C. Junior Regatta.

SCORING SYSTEM

The series will use the current Olympic System of scoring.

TROPHIES

Trophies will be awarded to the first three placegetters in the series.

The outright winner of the series will receive a trophy awarded by the Crows Nest Ship Chandlers for perpetual competition. The winner will retain this trophy for one year.

NOTICE OF RACE

A.C.T. Heron Championship, 1979/80

The A.C.T. Heron Championships will be conducted on Lake Burley Griffin by the Y.M.S.C. on 8 and 9 March, 1980.

The series will consist of 4 heats, 3 of which will count.

RULES

Races will be conducted under the I.Y.R.U. Yacht Racing Rules as prescribed by the Y.A. of N.S.W. and the Safety Regulations of the Y.A. of N.S.W., the rules of the National Heron Sailing Association and the Sailing Insturctions.

PROGRAMME

Heat 1	Saturday, 8 March, 1980	10.00 a.m. approx.
Heat 2	Saturday, 8 March, 1980	2.00 p.m. approx.
Heat 3	Sunday, 9 March, 1980	10.00 a.m. approx.
Heat 4	Sunday, 9 March, 1980	2.00 p.m. approx.

SAILING INSTRUCTIONS

The series will be conducted in accordance with courses and instructions provided by the Y.M.S.C. for season 1979/80 pointscore racing.

SCORING SYSTEM

Scoring will be in accordance with the Olympic scoring system.

ELIGIBILITY

All helmsmen must be financial members of the National Heron Sailing Association as at 8 March, 1980 and all boats must have current "A" Class Certificates.

ENTRIES

An entry fee of $8.00 will be payable. Entries should be forwarded to Mr. F.S. McGilvray, 79 Fullager Cres., Higgins A.C.T. 2615, or lodged at the Y.M.S.C. before 10.00 a.m. 8 March, 1980.

TROPHIES

Trophies will be awarded to the first three placegetters in the Championship.

A handicap series will be conducted in conjunction with the Championship and trophies will be awarded to the first three placegetters on handicap. Championship placegetters will not be eligible for handicap trophies.

FINANCIAL MEMBERS FOR THE 1979/80 SEASON - joined and renewed subscriptions from 1st August to 31st October, 1979

NEW SOUTH WALES

L. Aked (9177)
C.& R. Allon (5536)
M.J.Anderson (8238)
B.& W.Andrews (6758)
H.J.Ashton (nbo)
K.& V.Arneman (7812)
R.G.Backhouse (6239)
J.& P.Barlow (9161)
C,T,Barnett (8980)
L.M.Barrett (5050)
P.G.Bayfield (7393)
D.& D.Berckelman (3881)
C.B.Birkett (9139)
R.& K.Black (4546)
G.Bonsall (3914)
W.A.Booth (5919)
B.L.Bovis (5612)
J.Bowden (9659)
W.J.Bowie (9636)
R.& K.Brand (7672)
A.S.Britten (6717)
N.Brown (5827)
J.& R.Burgers (9171/9187)
B.Burn (6161)
C.W.A.Burns (7660)
R.& C.Candy (7684)
P.A.Carr (8320)
A.Cawsey (5731)
J.D.Channon (9258)
A.J.Clarke (7171)
C.W.Clarke (5115)
G.Coleman (5730)
G.Collings (9412)
V.Collingwood (3024)
D.Colquhoun (5804/8565)
E.T.Cooney (8734)
P.Cowle (7261)
M.F.Cusack (9101)
A.Davidson (9292g)

N.S.W. Continued

G.& K.Deakin (5136)
T.Delgorge (6207)
J.,J.,L.& C.Delmas (7848)
A.C.Dickerson (9496g)
A.Dickson (7693)
R.& K.Dickson (6104)
A.Disney (nbo)
A.C.Dobson (8986)
S.Dose (8585)
A.J.Eardley (5024)
G.& D.Early (7366)
B.Friere (7946)
C.W.Frost (9157)
A.& M.Gray (8090)
W.Grennell (9611)
M.W.Groves (8088)
J.A.Harris (8722)
E.Hatch (6855)
G.Hatfield (9612)
D.R.Henderson (7929)
W.& A.Hertel (6563)
V.Hillig (8795)
B.E.Holloway (8596)
L.Horner (8764)
R.L.Hughes (8716)
T.S.Irwin (6756/8952)
W.Jacobson (9580g)
R.Jardine (7300)
K.R.Johnson (9619g)
H,M,D,A,V,K,Honig (9555/9573g)
M. Kraan (9111)
G. Lack (9613)
I.Lambert (4126)
K.Lewis (3020)
G.Linklater (7657)
B.S.Lowe (9109)
A.Luckman (9407g)
G.C.Luscombe (9473)
F.A.McDonald (8284)

N.S.W. Continued

T.McKern (6371)
J.P.McManus (9222g)
H,S,C,H,G, Mackley (9533)
D.Maher (5380)
G.Marki (9144)
E.R.Marshman (5630)
T.& J.Mayers (9169)
H.& R.Melzer (6613/8919)
K.G.Miller (7489)
J.L.Milton (nbo)
G.A.Moody (6580)
G.B.Morley (9661)
S.S.Moss (8260)
K.J.Moxham (9114)
J.J.Moxham (7292)
G.S.Norris (7071)
N.Oake (8284)
R.J.Oakeshott (9508g)
R.Occomore (9514g)
J,J,S,O'Connor (8720)
P.O'Donnell (9267g)
A.J.Orange (8988)
R.& C.Papworth (5614)
A.V.Payne (6793)
R.J.Payten (4881)
A.Pearson (9227)
R.A.Pender (4068)
J,C,B,A, Petty (4138)
J.D.Plowman (4932/9229g)
M.C.Plumley (5199)
E.Reynolds (6958)
R.Ridley (9666)
D.C.Roberts (6892)
K.& C.Robinson (6223)
D.Rose (4185/9589g)
C.Samways (4871)
N.K.Sawyer (6748)
J.A.Schaafsma (9214)
G.Schauwecker (9568g)

N.S.W. Continued

P.A.Scruton (5930)
F.& D.Seckold (7418/4102)
J.W.Seckold (5963)
G.R.Sharp (4425)
R.Silverton & D.Golovsky
J.G.Sim (5620)
B.J.Simonsen (8558)
R.C.Skilleter (5670)
C.Smith (5767)
L.F.Smith (3667)
T.P.Soltau (6955)
P.S.Stenning (4432)
I.W.Stewart (9662)
D.Subau (8248)
C.& D.Thompson (nbo)
M.N.Thrush (8757)
R.Traise (9658)
W.F.Tyrril (9669g)
P.R. Underwood (4356)
R.Vane-Tempest (8210)
W.Vukoder (5360)
D.& J.Watts (5834)
D.& J.Wearne (9539g)
P.Wedesweiler (7151)
R.Westwood (4434)
C.& D.Willetts (7365)
J.R.York (9453)

SOUTH AUSTRALIA

J.D.Bartram (7803)
P.R.Bates (7026)
D.& B.Beck (8704)
M.& G.Brunger (8355)
J.A.Bull (9652)
D.K.Butt (6708)
V.& G.Butt (8306)
R.G.Butt (8506)
D.D.Clark (6134)

SOUTH AUSTRALIA continued

B.A.Conry (8068)
J.& M.Dinham (7284)
R.& V.Drogemuller (7835/9234g)
K,J,R,P Duncanson (8554/9432)
R.& P.Elson (4471)
D.Giadresco (8744)
R.Gardner (6963)
R. & H.Goldfinch (8976)
G.& S.Hewitt (6627)
J.Hewitt (9602)
G.& R.Hill (7076)
C.Hodgson/R.Feist (9298g)
M.A.Jahn (7685)
J.Jones (9561g)
G.Kassebaum (9479g)
J.B.Kay (5341)
J.S.Lambert (9664)
J.D.Magnusson (9465)
M.Marsh (6629)
R.A.Matthews (9468g)
Miss S.Mattsson (8586)
B.Moore (5965)
J.& M.O'Leary (8351)
D.Ollerenshaw (9192)
H.& R.Pendergrast (9296g)
G.Pudney (9519)
A.Retallack (8049)
G,A,J,Robertson (9416)
Miss S.Robertson (8345)
P.Robinson (4284)
J.C.Sales (8999)
A.H.Scoot (6957)
B.Smallacombe (9286g)
A.Stanway (8945)
J.R.Stephens (7198)
C.Tarran (9528g)
G.C.Thorn (5979)
K.Timms (9650)
F.& R.Tomney (5935)

SOUTH AUSTRALIA continued

J.Tubbenhauer (9469g)
G.& S.Turner (7442/7360)
D.& G.Walker (6710)
R.W.Walker (6550)
A.& J.Wang (5974)

VICTORIA

E.P.Beney (7370)
S.K.Brown (9665)
D.J.Butchart (6853/8347)
S.H.Buttery (8953)
J.B.Carter (7487)
F.Clutton (6397)
N.Cooper (8951)
C.R.Davies (9107)
G.Dittloff (3350)
R.Drzweucki (5122)
F.Gruber (9460g)
R.Goldsworthy (6477)
P.J.Hall (7262)
G.Hambridge (7662)
I.Harding (6399)
F.Hepworth (8592)
S.& E.Holding (9421)
B.Hyams (9670)
G.Knight (5025)

VICTORIA continued

J.K.Looker (9218)
C.McLean (6483)
D.McQueen (6725)
R.Morrison (6757)
K.Neugebauer (9522)
P.Oldridge 5393/6196)
T.Parker (nbo)
B.Pawsey (7665)
B.L.Perry (8524)
A.Pollard (9540)
J.Pollock (8791)
B.Portingale (8790)
Richmond Tech.7907/7909)
R.A.Roberts (7939)
B.Taylor (∂ 342)
A.C.Todd (7176)
E.R.Twaagus (9663)
I,D, & N.Williamson(7094/9448)

AUSTRALIAN CAPITAL TERRITORY

J,R,S, & S,Bartley (7480)
E.& C.Bradley (4139)
M.& P.Elford (7606)
M.Freer (4427)
N.R.Howlin (5352)
T.Marks (6785)

A.C.T. Continued

A.C.Nichols (7408)
C.Pratt (2785)
C.Robertson (5167)

WESTERN AUSTRALIA

C.Ashley (7380)
A.Barton (8400)
Mrs. B.Beavis (7933)
T.J. Brown (7030)
H.N.Cull (9653)
R.& L.Davies (8040)
J.Douglas (9640g)
Mrs. M.Epton (8223)
K,H,C,G,Gammie (8315)
C.Haycock (8022)
J.Hill (8074)
E.Horne (5672)
Mrs. H.Stevens (7474)
M.A.Taylor (5656)
R.Van Hamersveld (5836)
R/Whitehead (9474g)

TASMANIA

R.& J.Andrewartha (9106)
N.Carter (8309)

TASMANIA continued

S.& C.Gumley (8750)
J.D.Hall (7697)
M.W.Hey (8775/9560g)
Lindisfarne S.C. (4696)
A.A.Perry (8257)
M.Rasmussen (8920)

QUEENSLAND (South)

P.Brady (7837)
G.Campbell/N.Owens (8935)
W.& G.Clifford (6763)
K.Cordwell (7444)
G.Docwra (5543)
M.& V.Dyason (8987)
C.Gillam (4656)
I.& K.Guttler (9660g)
F.J.Hughes (8706)
M,K,& Jackson (6186)
B.Komaroswki (7682)
R,E,K,D,A,Neely (8743)
L.Olsen (4216)
P.& J.Owens (9529g/9523g)
T/s Paluma (4364/8580)
A,N.& A.Reed (9606g)
Miss E.Robinson (9423g)
L.& C.Simpson (9591)

QUEENSLAND (south) continued

D.Straker (9646)
V.& R.Timmins (nbo)
B.Tranter (8011)
D.Whisson (5797)

QUEENSLAND (North)

G.Eustace (nbo)
G,T,C,J.Farry (8235/9654g)
L.Giese (9543g)
I.Gray (9649)
G.Higham (8244)
J.Higham (7634)
M.Higham (877)
K.Lindsay (nbo)
K.& L.Reading (9648
L.Turner (nbo)
C.E.Westcott (9527g)

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