PRICE 70 cents

HERON NEWSLETTER

JUNE 1980

VOLUME 18 No. 2

REGISTERED FOR POSTING AS A PERIODICAL CATEGORY (B)

HERON NEWSLETTER

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

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COVER PHOTO

Clear skies, blue water and some precision sailing when Bob Neeley (9166 – SQ), Anthony Morgan (8775 – TAS), Marie Ralph (9587 – VIC) and Christine McKeown (9427 – SQ) headed off on port tack in a heat of the 21st Nationals at Hervey Bay, Qld.

Photo – M. Clarke

NEXT ISSUE

Deadline is **AUGUST 1st, 1980**

THE PRESIDENT WRITES

As the incoming President of our Association I look forward to an interesting and progressive future for the Heron.

With several new faces on the Committee, namely, Rodney Watts as Hon. Secretary and Bruce Morrissey as Newsletter Editor and several new delegates I believe a great deal of enthusiastic ideas will be forthcoming during the year.

Emphasis will still be maintained on the One Design aspect, but all constructive ideas for the improvement of the class will be given conscientious consideration.

Promotion of the Heron is a must and all State Associations are requested to give this their utmost attention, similarily every member should do his bit to motivate his friends to join him in his sailing activities.

There appears to be a lack of enthusiasm these days for Heroners to travel and compete in regattas at other clubs. This was and always will be the background of the good relationship among Heroners. It was this getting together in the early years of the class that enabled it to get such a good family and friendly atmosphere and also develop a sound Association. I appeal to all members throughout Australia to travel and sail in competition at other venues and find out how this not only improves your sailing ability but also increases your family of friends.

I strongly invite interesting articles for the newsletter and also ideas on the type of articles you would like published. Over the years the Heron Newsletter has been the main means of communication with our large membership and editors have always battled with each issue to provide interesting articles. This is one area where all members can be of assistance. The editor cannot be expected to have an endless supply of interesting articles unless you contribute, so for 1980-81 let us hear from you.

Wishing you all a happy and successful sailing year.

Allan Crane

RETIRING PRESIDENT'S ADDRESS

Ladies and Gentlemen, welcome to this 22nd Annual General Meeting of the Association.

We have had a moderately eventful year and the Heron Class and its Association remains strong.

During the year the North Queensland Heroners were given Division status to recognise their isolation from the Brisbane scene and to encourage their development. The North Queenslanders acquired a mould for fibreglass boat production with the assistance of a loan from the National body. A professional builder has been licensed and new boats are already coming off the mould.

The Class registration records have seen much movement, with 32 new members registering new boats and 163 new members registering second-hand boats. Unfortunately the lapses in registration have been greater.

Our overall membership is steady in Queensland and the A.C.T. but continues to decline in N.S.W., S.A., Tasmania and Victoria. The number of boats registered with the Association as of March this year was 1145, down from last year by 94. The decline in membership has clearly not been arrested as we had hoped and this must be faced squarely.

Your Management Committee has taken some measures to correct this overall trend, although I do believe we could have devoted more time to it ahead of other matters.

We took a decision to allocate $2,000 of our reserves to the support of State Associations' advertising and promotion efforts. We had in mind small repeated advertisements in local city newspapers, such as the Adelaide Advertiser, hopefully with some free articles in those papers. It is very disappointing that little advantage of this offer has been taken so far.

I urge the State Associations to devote a special effort in promotion in the coming year. No boat show must pass without a Heron in it. I urge the clubs who sponsor Herons amongst other classes to insist that those boats be registered with this Association. I urge individual boat owners who sell their boats to pass the name of the new owner to the Registrar.

In particular, I suggest that every monthly report of a State Association should contain the details of Herons advertised for sale in that month in that state so that we can re-establish contact with old boats.

As in all such sporting associations much of the work falls on a small number of unpaid shoulders. I would like to express my sincere gratitude to all members of Management for the hours given to regular meetings, to extra meetings of the Constitution and Measurement Sub-committees, and in the case of State Delegates for the extra time given to their own state meetings and to dealing with our correspondence.

Those of our Management Committee and delegates who gave much personal time to the Association throughout the year were Alan Crane, Bruce Morrissey our promotion officer, Mary Clarke, Assistant Secretary and Registrar, Jeff Jenkinson as Secretary, Noel Hill as Treasurer, plus Fred Dobner, Bob Young, David Llewellyn and Sid Dyer. Reg Steel was our Newsletter Editor and we regret losing him from this capacity. Don Cranch and Sam Vandenberg capably represented the Measurement Sub-committee.

I would like to record our thanks to Bill Youll and Dennis Holm, two long-standing Heroners who assisted over many evenings with the new constitution.

Also for the record, our thanks go to the Branch officers, too numerous to mention, but many of them work quietly without seeking recognition. I would like to recognise them all through their State Presidents and Secretaries who were

– for North Queensland:	Ian Dorward and Des Quinn
– for South Australia:	George Richardson and Noel Thompson
– for Queensland:	Alan Timmins and John McKeown
– for Victoria:	Alan Clarke and John Erlandsen
– for W.A.:	Chris Mumme and Paul Cockburn
– for Tasmania:	Dugald McDougall and Mark Rasmussen
– for A.C.T.:	Colin Robertson and Stuart McGilvray.

The sailing program of the Association, its State bodies and affiliated clubs continued to be active and successful. The Queensland Association with Hervey Bay Sailing Club hosted the National Series which was considered to be a huge success by just about everybody who sailed there. Your National President was lucky to win the series after dropping a first place when he forgot to sign on in one race.

Our hearts went out to lady skipper, Mary-Anne Roberts, who sailed so well in the titles to be first lady but unknowingly sailed with a short gaff.

Anne Shipton was awarded the ladies title and Christopher Carey of Queensland was Junior Champion, and his efforts were characteristic of an extremely keen display by all the Queenslanders.

I would like to talk now of Heron Class Development, which might sound like a contradiction in terms to some of our members. I believe the future development of this Association will be directly linked to development of its boat, within the one-design concept. But within this concept it has already been possible to produce a Heron with more appeal to some boat owners – I refer to the fibreglass and composite boats accepted several years ago.

It is my belief that we can and must further develop the Heron to keep the class strong. Such development must allow the easy and inexpensive updating of existing boats.

It seems to me that it is necessary for Herons to have identical measurements and theoretical performance. But this does not prevent us from improving the seaworthiness or handling of the boat.

Let me suggest some priorities and ideas. Firstly, we have before us a motion to allow under-floor buoyancy in timber boats. Secondly, the Committee has taken the first steps towards the consideration of built-in side buoyancy in existing timber boats (similar to the glass boats). A third priority I would suggest is a simpler and better design of construction of timber Herons in a configuration similar to the glass boat. I envisage that amateur construction would be steered toward kits, and construction jigs hired out to the builder. The National Association could fund a modest stock of approved kits and jigs, say 50/50 with each State Branch.

Further into the future the Association may be asked to give consideration to spinnakers, metal spars, synthetic fin and rudder blades and so on.

Your Management Committee has the power to lead the way in development or to nip ideas in the bud. I say to future Management Committees – remember that you represent present and future sailors first and last and that you have no other purpose. Be not conservative for the sake of conservatism.

DON JAMIESON – 9525g

A SUMMARY OF THE 22ND ANNUAL GENERAL MEETING – *Mary Clarke.*

Held at the Middle Harbour Yacht Club, The Spit, on Monday 5th May, 1980. Unfortunately, the published day/date was in error and contributed to the smaller than usual attendance at the annual review of the affairs of the National Heron Class. To those who presented themselves on Tuesday evening, and we believe there were one or two, the Committee sincerely apologises for the inconvenience and hopes that your obvious interest in the class has not been dampened by this regrettable mistake.

The motions presented for resolution were approved and are reported elsewhere in this issue as is also the retiring President's address.

Several offices changed hands, Don Jamieson withdrawing his acceptance of nomination for the position of President leading to the election to that high office of Allan Crane, long standing, well-known and respected member of the Association. In accepting the honour, Allan expressed his earnest endeavour to carry on the traditions set by many of his predecessors in upholding the One-Design concept of the Heron Class.

Rodney Watts was elected to the office of Hon. Gen. Secretary, retiring Secretary Geoff Jenkinson not seeking re-election, having decided on a change of Class. Rodney is a keen club man sailing with the Connels Point Club each Saturday and the builder of a much admired craft.

Unfortunately Reg Steel, Editor/professional journalist found that developing a Public Relations business left him little time for the Newsletter and reluctantly declined nomination. This office requires 100% assistance and support from every member of the Association and we hope this will be forthcoming for the new Editor, Bruce Morrissey, who takes on this onerous task fresh from the role of Publicity Officer for the N.S.W. Heron Association.

Allan's elevation from Vice President to the office of President left a vacancy which we are pleased to advise has been filled by Noel Hill, elected Treasurer.

The Committee is delighted that Lance Barrett, Association Auditor was able to accept nomination for re-election to that office, a duty which he has carried out with great efficiency.

To those officers throughout Australia who have retired or who are continuing we say "Thank you" for your time, your effort and your interest.

To the incoming officers we say "Welcome" and hope that your term of office will be informative, productive and most of all, satisfying.

This is my 13th term as Assistant Sec./Registrar and my 18th year as a member of the Association. Obviously, over those many years, there has to be change, not in the basic concept of the Heron but in the attitude and expectations of those sailing her. The Class has become much more competitive and has, over recent years, attracted those who go "all out" to gain most from competition. I believe that the Class' continuing popularity and success is due, not so much to the minority of "hot" competitors but to the appeal of the boat itself to the young family man, with not too much spare cash in his pocket, who has an earnest wish to take up the sport of sailing.

We can all do something about this. The South Australia Association is embarking on a campaign to unearth all those Herons sitting in garages and under the house, used regularly when children were growing up and now hibernating while Grandpa waits for grandchildren to get old enough to "do it all again".

If you enjoy your Heron tell your friends about it. Better still, take them for a sail, let them see just how much pleasure there is in being part of a group of friendly, enthusiastic people united by a common interest – THE HERON.

WE HAVE A NEW CONSTITUTION

Yes, at the Annual General Meeting held 5th May, the membership by postal vote and show of hands voted, almost unanimously, for acceptance of the revised Constitution.

As explained in the March Newsletter, use of the pages of the Newsletter to publish the "new" Constitution would incur considerable expense and you are invited to obtain your copy by contacting the Asst. Secretary, N.H.S.A.A., 1 Ethel St., Balgowlah 2093. A 50c stamp would be appreciated.

The "New Constitution has been presented in four parts known as Part One, Part Two, Part Two (A) and Part Two (B). They are all controlled by Clause 9 of Part One requiring a vote of general membership for any change.

Significant changes are as follows:–

CLAUSE 3 MEMBERSHIP – The upper limit to Life Membership appointments has been removed. Because Life Members are also voting members of Management, it was previously necessary to restrict the numbers to permit a working balance of voting officers. The Sub-Committee recommended that Life Members be invited, each year, to nominate for membership of the Management Committee. Such a nomination would mean automatic election. This action recognises the disparate degrees of interest of Life Members in the management affairs of the Association and the act of nominating provides Life Members with the option of participating as a member of Management rather than being automatically drafted.

CLAUSE 3.2 MEETINGS – contains provision for a review of audited annual accounts (not previously acknowledged) and nominates a quorum for the conduct of general meetings.

CLAUSE 3.3 VOTING – carries a significant change in that non-boat owners described in 3.1(e) as "others interested in the Class" are permitted to exercise a vote at an Annual General Meeting. The Sub-committee acknowledge that continued membership by a non-boat owner indicates an interest in the class, the non-boat owner paying the same subscription as a boat owner should be eligible to vote.

CLAUSE 3.3.2 – dispenses with proxy voting. Members (in all States) are provided with argument for and against motions on notice, usually in the March Newsletter each year, and can nominate their decision by postal vote.

CLAUSE 4.2 – Management is vested in a committee comprising certain officers and note reference of change for Life Members. The Sub-committee acknowledge Territories from whom representatives on Management may be appointed, nominates a quorum for the conduct of Management meetings and those responsible for convening same.

CLAUSE 4.3 – Trustees duties are interpreted by the Sub-committee to cover long-term and major contracts, rather than purchase of stock, e.g. buoyancy bags, T-shirts, etc.

CLAUSE 5 – FINANCIAL. New Clause 5.3 nominates the date on which a person shall cease to be a member if annual sub. unpaid, e.g. 30th April. This brings into line the requirement in 3.3.1 VOTING that "only those members who are financial at the time of the annual general meeting (held during the first fortnight in May) are eligible to vote.

CLAUSE 6 – MEASUREMENT – new Clause 6.4.4. Classification previously granted is automatically forfeited if a heron yacht remains off register for a period in excess of 18 months. Re-registration will require re-measurement to ascertain current classification.

The Appendices have either been transferred to the body of the Constitution, or to documents PART TWO, TWO (A) and TWO (B) or deleted.

The Sub-committee endeavoured to construct a set of documents which, in presentation, would require a minimum of re-printing in the event of change.

NEW NEWSLETTER EDITOR

Hi! My name is Bruce Morrissey and I have accepted the role as the editor of this newsletter. I've often wondered why more clubs didn't write in and supply information and news or why individual members don't ask questions regarding the Heron. This issue only 10 clubs contributed information for our club profile supplement.

What I was considering was having a LETTERS TO THE EDITOR page to enable everyone to gain from queries members might have. So whether you have just joined the Association or have been in it for years how about passing along tips or asking a question. The main thing is if you can tell me what you want in a newsletter I'll tell the Management Committee and we'll go from there.

A lot of people may not know that the cost of providing this newsletter to you is in excess of $4,500.00 per year for 4 issues, going to an approximate 1400 members, one of the ways we can help to subsidise this is by accepting advertisements, so if you know of someone who wants to help our cause the rates are:–

full page	(4 issues)	$160.00
half page	(4 issues)	$ 80.00

The cost above does not cover any artwork required.

MORE ON THE 22ND NATIONALS – VICTORIA – 1980/81

We are sure that by now you have decided to come to Victoria for the 22nd Nationals and have already booked your accommodation. If not, we suggest that you act now and note the variety of accommodation available and listed below.

The 80/81 Nationals are to be conducted by the Elwood Sailing Club. Elwood is at the northern end of Port Phillip Bay and is approximately 8 km from the city of Melbourne. It's neighbouring suburb is St. Kilda which may be more well known. Elwood have been sailing Herons for many years and has the largest fleet on the Bay. The Vice Commodore, Graham East, is a Heron sailor.

Weather conditions at Elwood at Christmas time are variable and we can guarantee that, during the week of the Championships, we will have conditions to suit everyone. Organisation of the sailing is well in hand with the Notice of Race finalised and the Sailing Instructions well on the way. Safety is very important at Elwood and in this area we are well catered for with the Coast Guard facility next door to the club.

The Organising Committee have also built up quite a number of off-water activities. Our New Year's Eve party will be held at Power House, a building on the banks of Albert Park Lake, where there will be fun for everyone. A Picnic Day at Werribee Park is set down for New Year's Day when the traditional Cricket Match will be contested – VICTORIA v. THE REST. Werribee Park is a 1000 acre park with a National Trust house on it.

Our Presentation Night will be held at the New Palais, St. Kilda. This modern venue can cater for 600-plus people with its two dance floors, resident band and in-house catering. We hope to fill it to capacity for the major social event of the year.

This all adds up to a super good series so even if the only time you are out in front of the fleet is in stern chasers, still come to the 22nd, we are sure you'll have a good time.

DON'T FORGET. . Saturday, 27th December – Registration.
Sunday, 28th December – Invitation Race.
Saturday, 3rd January – Heat 5 and Presentation Dinner.

ACCOMMODATION FOR THE 1980/81 NATIONALS

Caravans and Camping Parks

Springvale: 870 Princes Highway (approx. 20Km from Elwood). 120 sites, 18 on-site vans approx. $18 per night. No tent sites.

Dingley Village: Tootals Road, Dingley (approx. 20Km from Elwood). 150 sites, 16 on-site vans (more coming), approx. $18 per night, have tent sites.

Braeside: Lower Dandenong Road (approx. 22Km from Elwood). 70 sites, will take tents; no on-site vans.

There are other parks at Brooklyn, Footscray, Sunshine, Doncaster East, Aspendale, Chelsea, etc. However, all of these are further afield than the three above and some are of doubtful quality.

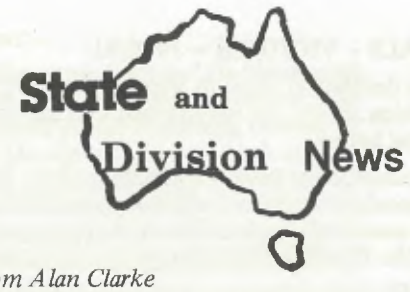
Hotels – Motels – Flats.

There are many motels etc. in the Elwood area, too numerous to list. We suggest that you consult a copy of the "Accommodation Guide" published by the R.A.C.V. & R.A.A. and available from your local motoring club. Look for accommodation in the following areas –

Elwood, St. Kilda, Melbourne, Middle Park and South Yarra.

Should you require any specific advice please contact our "Titles Secretary", Miss Cheryl Clarke, 5 Bella Court, Mulgrave, 3170.

We strongly suggest that you make your bookings as soon as possible, particularly if you want on-site caravans.



VICTORIAN NEWS – *from Alan Clarke*

State Titles for Junior skippers and crews were held, as usual, on Albert Park Lake but this year at a different time. We were once more blessed with good weather and eleven crews provided some close racing and resulted in a win for Mark Jackson sailing ARAKAOOLA, second, David Anderson in KUDU and third, a charming young lady, Mandy Todd sailing AEOLUS. Congratulations to all who participated.

The Senior State Titles were held at Mordialloc in wild and woolly conditions with Heats 1 and 2 cancelled due to gale force winds.

Country member Ray Hale sailing BEJUGARAWAY won the event with 2nd place going to Len Ralph in ZORAIDA and third M. Jenkins sailing RESOLUTE.

Our final sailing event was at Lake Boga where we were joined by five boats from South Australia in what proved to be a very enjoyable Easter break.

WEST AUSTRALIAN NEWS – *from Buzzer*

Sunday, 23rd March saw our top boat from each club compete on their yardstick against three boats of every class totalling 27 classes. Our top skippers and crews came 7th overall, a great event with a great effort and we congratulate them all.

Skippers who took part were –

Anne Gaunt sailing	ANACONDA
David Hartley "	SOCK IT TO'EM
John Hill "	VAT 70.

Club champions for the 79/80 season are as follows:–

Shelley Yacht Club –
1. David Hartley (SOCK IT TO EM)
2. Max Taylor (DIDGERIDOO)
3. Ron Stone (VIVA)

Perth Dinghy Club –
1. Wayne Hill (VAT 70)
2. Tony Oram (NEW BETSY)
3. Alan Wilson (KOODOO)

Maylands Yacht Club –
1. Rudy Tiessen (RUKIJEMITO)
2. Dick Hogben (KYODEMA)
3. Anne Gaunt (ANACONDA)

This year the State Titles were sailed over the January long week-end with five heats and a fleet of 23 boats, with the winner being:–

1.	John Hill sailing	VAT 70
2.	Anne Gaunt "	ANACONDA
3.	Tony Oram "	NEW BETSY
4.	Bill Baker "	PLOD
5.	Max Taylor "	DIDGERIDOO
6.	Rod Stone "	VIVA

Those who participated in the Denmark Regatta had a great time of it, with a record 14 boats on the inlet with good weather. It blew up a might during Sunday but all had a most enjoyable time over the three day regatta. Only one car broke down on the way – Bill Baker's Holden did a water pump – but a fine team spirit by the Christie and Sibbes families in chasing spare parts got Bill back on the road again.

The rest of the convoy went on to Denmark to set up camp at the Rivermouth Campsite. 11 p.m. saw the others come limping in but the hot cuppa and speedy erection of their tents by the other Heroners took the disappointment out of their long, long day on the road.

SOUTH AUSTRALIAN NEWS – *from Peter Gilchrist*

May Day saw the Annual General Meeting of the S.A.H.S.A. and the change from season 79/80 to 80/81. The opportunity was taken to reflect on the last twelve months and plan for the next. In his Chairman's report, George Richardson gave a thorough and thoughtful summary of the outgoing season.

In many ways it was a very good season – BUT – the State Championships, for instance, were a credit to all concerned – BUT – what a pity so few city sailors made the trip (Mary Clarke came across from Sydney!).

The National Titles were good fun and Hervey Bay is a lovely place – BUT – a National Title is, first and foremost, an important sailing event and must be planned and run in a fitting way.

Again the Picnic and Promotion Days were enjoyed – BUT – all too few turned up.

We have resolved, in the coming season, to make an all out effort to increase the turn out at all of these events. It was also decided to have an all-out effort to find some of the hundreds of Herons that just stay in sheds collecting dust and spiders.

Members can help out in two ways. If you know of such a boat, then let *us* know and we will follow it up. Or, if you are willing to help a "would be" sailor by showing him how to start sailing a HERON then ring a member of the Committee and let him know.

The Committee elected at the A.G.M. is:–

Chairman	–	George Richardson	–	ESRA TEW	9174
Secretary	–	Bill Tucker	–	JIGSAW	9634
Publicity	–	Peter Gilchrist	–	PAKAJAS	9476
Treasurer	–	Ian Glasson	–	SHAROB	6716
Handicapper/ Committee man	–	Bill Mora	–	LETITIA	6895

The programme for the year has been discussed and the tentative dates sent to the S.A.Y.R.A. for inclusion in their calender. Subject to confirmation they are:–

Promotion Day	9th November, 1980
Fleet Race	30th November, 1980
State Title	24-26th January, 1981
Dinner	21st February, 1981
Teams Race	22nd February, 1981
Picnic	21st or 28th March, 1981
A.G.M.	1st May, 1981

(*for venues, contact your genial Secretary, Bill Tucker).

As well as these events we are planning a series of fleet races at Grange on Sundays leading up to the State Championships.

LET'S MAKE 1980/81 THE YEAR OF THE HERON.

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

Important happenings for Herons in 1980 began with the A.C.T. Junior Heron Championship on 9 February, together with the annual visit of the Gordon CEBS and their Herons. After some keen racing the Championship resulted in a tie between Michael King (CEBS) and local junior Geoff McDougall. The perpetual trophy will soon be on its way to Gordon for Michael to admire it for the second six months.

On 9th March the A.C.T. Heron Championships were held with Lake Burley Griffin being on its best behaviour. After some close racing with constant changes in placings during the Heats, Ian McDougall (ARAGORN) won the Championship from Rodney Carnall (LADY G) with Stewart McGilvray (IONA) in third place, Alistair Stewart (SAPPHIRENE) was a close fourth. Colin Robertson (MALO IV) won the Handicap event.

April was the month for the A.G.M. After a year that saw little change in membership registration or the numbers in the Saturday afternoon fleet. The new Committee is anxious to maintain regular contact with the new Heroners who have purchased boats in the area. Enquiries through President Colin Robertson; new Secretary Alistair Stewart; or the YMCA Sailing Club will help newcomers to Herons or sailors with any problems.

A.C.T. News (contd.)

Although Ian McDougall and daughter Sandra are clear winners in the Club Championship, the Handicap series is much more open with first year Heroners, Peter Crowe and Noel Dore, making good use of their time advantage and improvement with practice to keep the rest of the fleet working hard.

TASMANIAN NEWS – *Peter Davis*

Tasmanian Herons are fairly scarce birds on the water at the moment, as helmsmen put their boats away for their Winter rejuvenation, and look back on what was a very windy season of sailing. Spirits have not been dampened, however, and there are promising signs that Tasmania will have a strong contingent at the coming Nationals in Victoria.

A very successful State Championship was completed at Lauderdale over the March long weekend. Conditions ranged from calms to gales and pouring rain, but our State president, Dugald McDougall, who had left 'LIVELY LASS' on shore in order to take on the task of O.O.D., battled along and set some very good courses. Racing was close throughout the series, and the final outcome was in doubt until the completion of the final heat.

HEAT 1 was sailed in a very light Easterly breeze which saw the fleet closely bunched. Cheryl Gumley (JANANNIE) was a surprise leader around the top mark, having sailed well to one side of the course on the first heat, but James Andrewartha (WOT NOT) and Andrew Palfreyman (REVENGE) were in hot pursuit. Cheryl sailed extremely well under pressure from the more experienced (male) skipper however, and was still in third place at the finish.
Placings: WOT NOT, REVENGE, JANANNIE, CENTURY.

HEAT 2 saw a very exciting tussle for the lead all the way to the finish line. Peter Davis had sold 'CETUS', and borrowed Andrew Palfreyman's 'spare' boat 'CENTURY' in order to compete (a move which had involved a last minute rush to get a new mast rigged and fitted), and in Heat 2 it was CENTURY in the lead from WOT NOT around the first mark. The light conditions with a slight joggle suited these two boats and they drew away from the fleet for a private match race. Vigorous tacking duels saw the lead change several times, but the final heat saw CENTURY covering WOT NOT all the way for a narrow heat win. A late Southerly wind shift saw Kevin Robinson in WIWIRRI come right through the fleet to snatch third place.
Placings : CENTURY, WOT NOT, WIWIRRI, NIMROD II.

The most testing race of the series would have to have been **HEAT 3**, a race in which the wind came from all points of the compass at anything between 0 and 30 knots! The fleet was initially becalmed at the start, before moving off in a light Easterly. An hour or so was then spent drifting down the square run, with at least 6 boats sailing side-by-side in the lead. A light southerly temporarily arrived, before reverting to a moderate NE breeze which saw CENTURY leading WOT NOT and WIWIRRI. The wind had not finished toying with the poor heroners, however, as a solid gale then arrived, immediately capsizing half the fleet. Those that finished were treated to a WILD broad reach to the finish (airborne?), and WOT NOT led CENTURY home by only 10 yards. Half a leg further back came Andrew Palfreyman, who had really powered along with the arrival of the wind, and another heavy weather crew, Peter Bostock in SOBRAON. Patrol boats were kept very busy (including the committee boat) and OSPREY (Stuart Camm) started playing submarines.
Placings: WOT NOT, CENTURY, REVENGE, SOBRAON.

HEAT 4 will certainly go down as the silly race of the series. . . What was lacking in wind was more than made up for by cold torrential RAIN! Starters were down somewhat after the morning's gale, but keen and close racing still took place. It wasn't immediately clear who was in the lead (we couldn't see the mark due to the rain bouncing off the water) but when things got sorted out it was a consistent James Andrewartha in front again, with Andrew Palfreyman coming right into contention with another second placing.
Placings: WOT NOT, REVENGE, WIWIRRI, JAPHER.

The final heat of the series was the one Andrew Palfreyman had been waiting for. The breeze was steady and moderate, and REVENGE gradually pulled further and further ahead, for the most convincing win of the series. WOT NOT was in there in second place, however, and so James Andrewartha had sewn up his second state flag.
Placings (Heat 5): REVENGE, WOT NOT, CENTURY, SOBRAON.

TASMANIAN NEWS (contd.)

Overall:	1	WOT NOT	James Andrewartha	(1,1,1,2)
	2	REVENGE	Andrew Palfreyman	(2,3,2,1)
	3	CENTURY	Peter Davis	(4,1,2,3)
	4	SOBRAON	Peter Bostock	(6,4,6,4)
	5	WIWIRRI	Kevin Robinson	(3,7,3,8)

Others: Nimrod 11, Japher, Panache, Jacarilla, Shara, Rapscallion, Janannie, Cinders, Snowbird, Sinn Fein, Osprey, Gazinta, Sirius.

The ladies prize was narrowly won by Vivian Coleman in Jacarilla, whose consistency throughout the season was rewarded with a one point margin over Andrea Lock in Shar. A very successful series was then capped off with a barbecue and presentation at the Lauderdale Tavern.

This is my last contribution as Tas. Publicity Officer, and I wish all heroners 'Good Sailing!'.

GREAT NEWS FOR NORTH QUEENSLANDERS

With the recent licensing of George Hermann trading as SELECTACRAFT FIBREGLASS the North Queensland population can now avail itself of a first class Heron unit from the basic hull only, to the complete craft.

Now's the chance for all those inquirers to fulfil their dream to take to the water in the craft of their choice, the HERON.

Contact George by writing to David Muir St., Slade Point, or phoning Mackay 55-1934 and place your order today.

NEW SOUTH WALES NEWS – *Bruce Morrissey (9191)*

Apologies to our juniors for not including their results in the last newsletter, so here they are:–

STATE JUNIOR CHAMPIONSHIP

1st	ADONIS	9118	B. Tallis	106 points
2nd	ROSSCO III	8794	M. King	121 points
3rd	AUNTY JACK	8988	K. Damant	161.5 points
4th	ONEDIN	8738	R. Pearce	164 points
5th	PETRUS	6613	R. Melzer	171 pointss
6th	BULLJOE	9187	M. Burgers	175 points
7th	SWAMP LAKE	8924	M. Hurst	199 points
8th	CADMUS	9483	J. Stanford	268 points

Our State A.G.M. was held at Dobroyd Aquatic Club on 7th May and the office bearers elected for the coming year were:– David Llewellyn (President), Brian Coy (Secretary), Bob Young (Asst. Sec./Treasurer), Keith Mealey(Auditor). No nominations were received for Publicity Officer, so if you feel you could lend a hand or know of someone, come along to our Monthly meeting held on the 1st Wednesday of the month, 8 pm at Dobroyd Aquatic Club, Rodd Park, Rodd Point.

COME TO KURRIMINE COME TO KURRIMINE COME TO KURRIMINE

Yes, that famous Kurrimine Regatta is on again, and who could afford to miss one of the Heron Highlights of the year, particularly those Heroners living in Queensland and northern New South Wales.

Jody Higham tells us that big things are planned for the 16th to 19th August, inclusive, so pack Mum and the kids in the car (don't forget the Heron) and head for sunny Kurrimine.

For further particulars contact Jody Higham, 85 Mourilyan Rd., Innisfail. 4860.

Skipper, Stephen Koch adjusts the steering while SHEZAGOA's crew kick starts 6791 through the surf! — Hervey Bay. — *Mary Clarke*

After a gruelling heat of the S.A. Titles, 9286 REBEL TOO (B. Smallacombe) and 8976 DEES YAH (Roger Goldfinch) couldn't relax on the wild reach back to the Whyalla Clubhouse. — *Mary Clarke*

THE DAY FAMILY PREPARE 'CRAZY' 6618 for a lazy day's sailing from the WAGGA WAGGA BOAT CLUB — see article elsewhere in this issue.

A hot day, no wind and an hour's postponement before Heat 5 of the 21st Nationals was frustrating for some but not for Kevin Gregory and Marion Duke (N.Q.) in TARI (6232). — *Mary Clarke*

Who says the fellas at the front have all the fun — this battle was taking place almost a lap behind the leaders and thoroughly enjoyed by all who participated. 9582 (Peter Timmins, SQ) had inside running ahead of 9523 (Phil Owens, SQ), 9607 (Andrew Fielding, SQ) and 8738 (Robert Peace, NSW). — *M. Clarke*

Herons predominate in the fleet line up for a day's sailing at the Wagga Wagga Boat Club.

NEWS FROM THE NAVAL RESERVE CADETS – *by Warren Blee*

The T.S.PALUMA unit has just completed its Annual Continuous Training held at a sister cadet unit T.S.TYALGUM situated on the Broadwater at Southport. Despite much rain quite a deal of sail training was undertaken.

The Navy provides Cadet units with R.T.B.'s (Replacement Training Boats) which are modified Corsair Class Yachts. T.S.PALUMA has been issued with one of these boats so far with another due to be delivered in the near future.

It has been found that the combination of the two-man plywood Heron and the three-man fibreglass R.T.B. provides an excellent companion of training boats, giving cadets experience in learning how to sail, the parts of a boat, and maintenance of different types of craft. The unit is now in the process of purchasing our own 15'8" Rescue Boat hull with the next major project to be the purchase of suitable power units for it. Once this is mobile it is hoped to undertake the instruction of how to race.

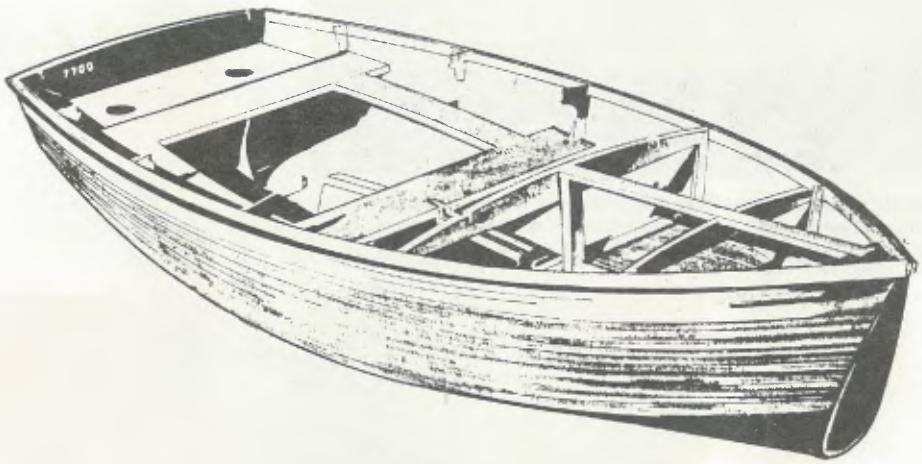
It is felt that, at least in the initial stages, this should be preferably undertaken in unit boats under the control of NRC staff. To this end it is hoped to purchase at least one more Heron this year.

Should an older plywood HERON of more robust construction in the lower price range be available, especially if it is in the South East Queensland area, the Naval Reserve Cadets would certainly like to know about it and you can contact them at P.O. Box 4, Maroochydore. 4558.

WINTER BUILDING PROGRAMME

Why not, you've been thinking about it for some time – NOW DO IT. The Association has available a complete set of building plans, full size frame plans, building booklet, Notes to builders, Notes on permitted modifications, timber buying guide, etc. for the humble cost of $15 per set.

Available from the Asst.Sec. N.H.S.A.A., 1 Ethel St., Balgowlah 2093.



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CLUB PROFILE

EDITOR'S NOTE – Upon reading CLUB PROFILE there will be no prize for guessing which State reports, most fully, its Heron activities.

Although the pages of the Newsletter are not, primarily, for the publication of Club results, they are intended to keep Heron owners informed and aware of the many and special events taking place around Australia. To include helpful hints, tips on rigging and sailing techniques and all matters informative and interesting.

Come on, you other State Associations and clubs. Show those South Australian reporters that they are not the only ones enjoying the Heron, running the best events and getting the most out of the Heron.

Each State held a Championship for 1979/80.
Each State honoured a winner for that Championship. How about the winner, or runner up, telling us a few of his/her secrets so that we may all sail a little better next year.

Thanks to the following clubs for contributing to this month's issue:– Botany Bay Herons, Brighton Seacliff, Connels Point, Lake Bonney, Murray Bridge, Port Lincoln, Port River, Speers Point, Spring Bay and Wagga Wagga.

☆ ☆ ☆

CONNEL'S POINT SAILING CLUB – *from RAPAD – 9489*

With the season now over all of us at Connel's Point can look back on the many enjoyable times spent on Saturday afternoons. Despite many frustrating experiences while racing, the mistakes and lost chances and the odd times when tempers became frayed, all of us will be back next year. We hope Tony Dobson (HELENA 8986) wont burn his boat but others hope to get rid of their "useless, stretched" sails.

We saw the coming of four new members to the class this season. Karl Shulten (KRISKA 9462) who is in his first season of sailing quickly proved he is a contender for the championship next year by quickly reducing his handicap and even coming first in one race beating the best. Wayne Tyrrel (STING 9669) is also on a low handicap while Neil Walker (KAY 3123) and Ivan McKay (MERMAID MISTRESS 8016) are quickly learning the finer points of sailing.

The club Championship was in doubt until the last heat which, however, saw the first 3 positions in the heat reflect the position in the club championship. George Early (MISCHIEF 7366) beat last year's champion, Stan Dose (JID 8585) in a great fight to the finish line. Bruce Morrissey (CASAB 9191) came third.

The competition for handicap honours in each race throughout the season always added to the excitement and expectations of the sailors. There were often mutterings of "burglars" and "its about time your handicap came down". But at the end of the season, with most of us on lower handicaps than at the commencement, consistency and regularity in sailing were probably the deciding factors.

Stan Dose narrowly defeated Rod Watts (RAPAD 9489) by 3 points with Dave Sangster (VILJA 4123) 7 points away in third place. Noel Hill (TAMARAG 9498) in 4th place was also a consistent and improving sailor.

Perhaps RAPAD lost his chance to win the Point Score series through inexperience in the last race of the season. However, he is wondering who it was that threw the wallpaper (or was it a singlet?) overboard so as to catch on his centreboard for 10 minutes or more? It sure was frustrating not being able to get the boat to go while others passed you on all sides.

Next season, say we all, we will do better. New sails, more experience, but above all, more fun, talk and keen competition in the good old Heron.

WAGGA WAGGA BOAT CLUB – *from Victor King – 5982*

April 19th saw the close of a sailing season where Herons established themselves as a strong class at Wagga. We finished 78/79 with 1 only regular Heron sailing and 79/80 with 6 and the prospect of at least 2 more for 1980/81.

Racing towards the later stages of the season became very close affairs as some of the newer sailors gained experience. The big improvers were Colin and Anthony Day sailing CRAZY and Bob and Vance Godwin sailing HINEMOA. Both boats had clear cut wins during the season.

Paul Gwilliam in his unnamed Heron and John Gwilliam sailing FAITH II both had crew problems but nevertheless sailed steadily enough during the season to have the other boats watching them.

Col Towns and daughter, Susan, sailing their unnamed Heron suffered by not having started until Xmas but indicated they could be a nuisance next season.

Vic King finally topped the season's point score sailing KOORANYA, probably because he has a superior crew in 7 year old Emma who added 9 spoons to her trophies.

1979/80 season results were:

CHAMPIONSHIP –	1.	5982	KOORANYA	Vic and Emma King
	2.	6618	CRAZY	Col and Anthony Day
	3.	4837	HINEMOA	Bob and Lance Godwin
HANDICAP –	1.	5168	UNNAMED	Paul Gwilliam
	2.	6402	UNNAMED	Col and Susan Towns
	3.	5846	FAITH II	John Gwilliam

Our Easter Regatta saw the same placings as in the season championship but the racing was extremely tight with never more than 100 yards separating the fleet and only 3 points between 1st and 2nd after 5 races.

This was enough to keep the 20-odd Heron cheer squad hoarse for a week but made "shouts" a bit expensive.

Following the last race of the season, Vic King was elected sail Chairman and Bob Godwin sail member of the Wagga Wagga boat club for 80/81. As there are over 100 sail craft registered with the club, this indicates the growing strength of Herons in Wagga and has us looking forward to next season with high hopes.

SPEERS POINT A.S.C. on Lake Macquarie – *from Alan Sutton (7271)*

With the summer season just completed the Speers Point Heroners can look back, with reasonable satisfaction, on their achievements. The register was maintained at 29 boats and a regular sailing fleet each Saturday of 17. This rose to 22 on occasions. Some new skippers joined the club while some of the older ones drifted away. In particular, we welcome Jeff and Deidre Hall with SIROCCO from Nepean Club and Gary Wilson who bought one of our local boats G-SEL.

The Club Championship was again won by Alan Davidson in CINCHONA but Robert Champness in PHOENIX, Bill Ward in LEMON JUICE and John Davidson in his new timber boat RODEO applied considerable pressure by getting some fastest times during the season.

The Pointscore Trophy went to David Spencer in AURIGA. David, who has sailed forward hand in other classes but is new to skippering, has been very intense this season and this has paid off. His interest has now led him to order a new G.R.P. boat.

The three lady skippers had a mixed season. Marilyn Sutton, REEF HERON came fourth in the Pointscore just ahead of Karen Black, SIR INGE fifth. Marj. Mooy didn't get CHARLIE BROWN'S bottom wet very often but sailed as forward hand with other skippers in most of the races.

On the social side, the group has held several functions. These include bar-be-cues at various homes and theatre parties. Although we find that sometimes there is not a great attendance, those who do attend enjoy themselves and can relax with others with a common interest. Wives, husbands, and children who don't normally go sailing can also feel to be a part of the group. Names which may be mentioned at the tea table take on a new meaning when faces are attached. As we go into winter recess let us think about our happy times this season and plan ahead for next season.

REMEMBER – HAPPY MEMORIES ARE PLANNED FOR WELL IN ADVANCE.

PORT RIVER SAILING CLUB – *from anonymous*

As I write this, Presentation Night is just next week and then the sailing is over for another season. But the temperature is still averaging 26° which makes some of us wonder if we couldn't extend the season a bit. Perhaps it is something to think about in the coming "sandpaper and varnish" time.

At this time of the year it is, of course, time for congratulations. First goes to club Champion, Roger Goldfinch in DEES YAH. With his wife and crew, Heather, he has made his transom one of the best known in the club.

Anne Robertson, MALUNA, was both second in the Club Championship and first across the line in the Long Race.

Successes in the State and National Titles have already been mentioned. Our team in the Teams Race was, again, bridesmaid and we congratulate Lake Bonney for winning but again. Our thanks go to the the other country Clubs for coming down and making it such a successful day.

But we must congratulate, most of all, the regular contingent from Port River who are the backbone of so many events in the Heron Year.

LAKE BONNEY YACHT CLUB – *from HIDEAWAY*

The "moth ball" season is with us again and it is time to reflect. All in all, weather-wise, it has been one of our best yet. True, we did have our share of heavy winds at the beginning, but had hardly any drifters.

Not all of our Herons sailed this year, however, there are murmurings of shaking the cobwebs out of boats to front up next season.

As predicted our scratch boat STORM BOY did not have things all his own way this year. The Club Championship was closely contested with four boats each winning a heat, but STORM BOY proved too strong in the final heats to come out an easy winner with CONFUSION second, closely followed by UNK.

The sailing has been extremely close all season with the lead changing many times in the races. NONKLA showed patches of brilliance, as did TOLEDO, HARI KARI, OLD NIC and TELSTAR when raced. PESTLE'N'MORTAR won the most schooners from arch rival RAGAMUFFIN.

There has been a vast improvement by BETTLEGUESE, ZOE, MELITA and IF, towards the end of the season. We are sure to see some fine sailing from these boats next year.

Well, Lake Bonney did it again!

The team cleaned up the others at the Teams Races at Port River in no uncertain manner. Lake Bonney has won the Davey Dunlite Perpetual Trophy four years out of the eight years that it has been contested – not bad for some country hicks?

One boat even took time out to go crabbing, caught one of the biggest crabs seen in the Port River for years. The team consisted of

HARI KARI	–	Glyn Walker and Kim Tonkin
NONKLA	–	Don Walker and Sim Forward
CONFUSION	–	Robert Drogemuller and son, Brenton
STORM BOY	–	Brian Caddy and son, Scott.

Many thanks are extended to port River Club for their hospitality and for the fellowship by the other 5 clubs. It makes the long trip worthwhile.

Don Walker has been making a name for himself or should I say, having places named after him. There is WALKER'S ROCKS at Port River and WALKER'S LANDING at Lake Bonney. It has also been suggested he rename his boat to NAUTILUS.

CHEERIO, until next season.

****Registrar's note** – Nautilus is not available for his use but how about WALKER'S FOLLY!

PORT LINCOLN YACHT CLUB NEWS

The Port Lincoln Heron fleet has thoroughly enjoyed our season's racing with the result of both the championship and overall points championship not being decided until the very last race of our programme.

Three junior skippers namely, Paul Giadresco, Tony Lukin and Paul Bates, with crews, sailed most aggressively for the entire season and will give the leading Herons a big hurry-up next year. Our Heron fleet consisted of 9 to 10 starters each week with two or three races having as many as 14 starters. The triangular series (although down in numbers – 19 the highest) was again a success, but our neighbouring Coffin Bay and Tumby Bay Yacht Clubs, along with the Port Lincoln club are considering starting this popular event after Christmas when the breeze has usually moderated to a consistent 10 to 15 knots and the water is a little warmer.

1979/80 Results were:

CHAMPIONSHIP –	1.	9429	STARGAZER	Mike Arbon
	2.	7490	TSUNAMI	Ian Abbott
POINTS C'SHIP –	1.	8781	CONQUEST	Phil Turner
	2.	8744	BREEZE	Paul Giadresco
SPRING POINTS –		9188	CAVALIER	Wayne McNair
SUMMER "		8744	BREEZE	Paul Giadresco
AUTUMN "		8781	CONQUEST	Phil Turner

and most fastest times –

Triangular Series winner – STARGAZER
runner up – PORT DOUGLAS BAY, Christine Stenson C.B.Y.C.
Triangular Series H'cap – PORT DOUGLAS BAY, Christine Stenson
runner up – TORQUE, Adam Olds C.B.Y.C.

IT'S FUN WINNING WITH
SCHRAMM SAILS

STEPHEN KEMP (*CONQUEST* 8781)

NATIONAL JUNIOR CHAMPION		1978
3rd NAT. SENIOR	"	1978
S.A. SEN. & JNR'	"	1978
S.A. JNR.	"	1979
2nd S.A. SENIOR	"	1979
PT. LINCOLN CLUB	"	1978

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NATIONAL HERON SAILING ASSOCIATION OF AUSTRALIA

Assets and Liabilities as at 31st March, 1980

1979 $			1980 $
	ACCUMULATED FUNDS		
8994	Balance at 31st March, 1979		9190
(196)	Less Surplus of Expenditure over Income		1675
$9190			$7515
	represented by –		
40	Cash on Hand		40
973	Commonwealth Trading Bank		698
8675	Permanent Building Societies		5826
201	Sundry Debtors		51
–	Loan for Mould		675
1759	Stocks on hand – at cost		2894
38	Office equipment – at cost less depreciation		611
11686		Total Assets	10795
	Current Liabilities		
1569	Sundry Creditors	2314	
23	Current Account – N.Z.H.A.	23	
904	Subscriptions in Advance	943	
2496	Total Current Liabilities		3280
$9190			$7515

AUDITORS REPORT – I report to members of the National Heron Sailing Association of Australia that I have examined the available books, accounts and vouchers of the Association in respect of operations for the year ended 31st March, 1980, and, in my opinion, the above statement of assets and liabilities and the attached statement of Income and Expenditure have been properly drawn up so as to exhibit a true and fair view of the affairs of the Association at that date.

L. Barrett
Hon. Auditor

SYDNEY – 2nd May, 1980.

NATIONAL HERON SAILING ASSOCIATION OF AUSTRALIA

Income and Expenditure – year ended 31/3/80

1979 $				1980 $
	Expenditure			
778	Advertising and Publicity	482		
20	Affiliation Fees	20		
291	Bank charges	198		
63	Depreciation	77		
–	Establishment Grant	50		
63	Insurance	21		
4347	Newsletter	4561		
1386	Postages	1191		
997	Printing and Stationery	909		
3996	Secretarial	4628		
45	Service and Maintenance	69		
1480	State Association Subsidies	1154		
387	Telephone	388		
71	Trophies and Presentations	150		
13924				13898
	Income			
	Subscriptions	8741		
6988	less allocated to Newsletter	2290	6541	
1282	Registration fees		1012	
	Newsletter – subscriptions	2290		
2678	– other	380	2670	
517	Commissions		333	
373	Donations		398	
577	Interest		652	
861	Royalties		376	
844	Surplus on sales of goods		331	
14120				12223
($196)	Excess of Expenditure over Income			$1675

MURRAY BRIDGE SAILING CLUB – *Grant Leach (LOOD – 8263)*

At last! We have a place to call our own! Since we were formed in 1977 we have found ourselves kicked up and down the river as we tried to find a suitable spot from which to sail.

Finally, with the help of the S.A. Harbours Board and our District Council we have been given a lease to a magnificant piece of river frontage just downstream from the new Swanport Bridge. After 6 months of 'transfering' willows, bulldozing banks and spreading sand we are slowly getting a sailing beach together.

Speaking of sailing, which many of us haven't been able to do much of this year, the Herons of Murray Bridge have been fairly quiet this season. Brenton Watkins (SCRAM) was the best Heroner with a few good trophies under his belt, whilst junior Dean Rehn (RELIANCE) sailing his first year as skipper has been high up in the overall placings. Brenton has sold SCRAM to Erica Arbon, so our Club now has its first lady Heron skipper.

We were pleased to be hosts to S.A. Heroners on Picnic Day and we hoped that you all enjoyed yourselves, even though there was a lack of puff. We know our facilities are still a bit primitive but we're working on it!

The highlight of our year was the first Coolawin Wines Riversail on March 16th, and although a local Fireball took off the Coolawin Keg for fastest time, Herons were not disgraced because there were 4 Herons in the first 7 placings. Ron Fiest of Pt. Augusta won the handicap trophy (a silver tray) from Brenton Watkins. Many thanks to the Pt. Augusta people who made the trip. You kept the Heron flag flying.

Next year's River Sail will be held on Sunday, 22 February. Keep it in mind. It's designed to be the small yachts answer to the Goolwa-Meningie. 20 miles of river sailing with a barbeque to finish. Plenty of trophies and plenty of Coolawin products for the folks onshore.

SPRING BAY BOAT CLUB – *J. Lawrie (fleet owner, 754, 766 and 8970).*

Our end of season barbecue was celebrated with much relief that those hardy sailors who had stuck with it had come through all in one piece and with very little damage being sustained. The local OLD SALTS assured us that they had never known such a windy summer.

Our opening day in October had to be abandoned and that seemed to set the scene for the season. We experienced more similar weather and there were probably occasions when we should not have sailed – all very frustrating for keen sailors.

Unfortunately, it had a bad effect on some members, particularly the younger ones and next season we must work hard to regain the enthusiasm lost. The Heron being an excellent Class, I'm sure we can overcome this setback.

We had only three Herons sailing consistently all season and the results of the Pennant series were:–

1.	7814	SOBRAON	Peter Bostock
2.	7697	RANI	John Hall
3.	8970	CINDERS	John Lawrie.

Peter Bostock and John Lawrie represented at Lauderdale for the Tasmanian State Titles and a good weekend's sailing was had by all. Congratulations to James Andrewartha (WOT NOT).

The social weekend with Lindisfarne was, unfortunately, cancelled this year but we hope that next year we can get together again for a day of fun out on the water.

BOTANY BAY HERON SAILING CLUB

We have just completed another successful season. The club championship was not decided until the end of the last race of the season. Brad Tallis won the last race of the championship in ADONIS. Keith Mealey sailing KOOLAROO came second and Les Morris in RENEGADE came third. The next four or five boats were not very far behind on points, so we look forward to close racing next season. We believe we have one of the best calendars of any club plus good sailing conditions. Visitors are welcome any Saturday afternoon at 2.00 p.m. We start again in September but meanwhile any Heron sailor who would like to know more about us can contact me: 525-9858.

Henry Heron

BRIGHTON & SEACLIFF YACHT CLUB – *from Adrian Pimlott (8087)*

What a fantastic season the Heroners of B.& S.Y.C. have had. Six new Herons racing regularly plus four older Heroners rejoining the fleet with more to come next season. But regular racing fleet should be close to 30 Herons next season.

Our two main Trophies The Club Championship and Consistency Trophy were not decided until the last race of each section. In the Consistency Trophy, Mike Witty (TOUCH OF CLASS 8981) and Melvin Marsh (MAN O' WAR 6629) were swapping the lead all season with only a few points separating them each time. However, Melvin was very unlucky to lose his mast in the second to last race and hand the lead back to Mike who outsailed Melvin in the last race to win the Trophy.

Final placings in the Consistency Trophy were:

1.	8981	TOUCH OF CLASS	Mike and Darren Witty	98.4 pts.
2.	6629	MAN O' WAR	Melvin Marsh	108.4 "
3.	9512	REIGER	Marten Pieck	114.8 "

This season's Club Championship was very closely contested with a different skipper winning each of the 6 heats. Alan Heithersay (SENTINA 9541), Adrian Pimlott (WINKY DINK 8087), Mike Witty (TOUCH OF CLASS 8981), Leo Dunstall (PEOPLE EATER 9497), Gordon Reid (KYLEE 7673), Alan Pearce (PEOPLE EATER 9497) were all Heat winners. Last season's Club Champion, Adrian Pimlott, with crew Billy Simpson retained their title with very consistent sailing, recording 3,1,2,2,5,2.

Final placings in the Club Championship were:

1.	8087	WINKY DINK	Adrian Pimlott & Billy Simpson	14.7 pts.
2.	8981	TOUCH OF CLASS	Mike Witty	27.4 "
3.	7673	KYLEE	Gordon Reid	

Another of our main Trophy's "The Ron Stone Memorial". Most older Heroners throughout Australia, will remember Ron as a very keen competitor building a new Heron each year in the early '70's. Mike Witty and son, Darren recorded 6 fastest times to win this treasured Trophy from Gordon Reid, 4 fastest times.

The hotly contested SUBMARINE TROPHY (most swims) went to our State President, George (Grandpa) Richardson and crew, Philip (Ditcher) Hart sailing ESRA TEW 9174. Spelt backwards WET ?. President George also let his boat slide out from underneath him on one occasion and also ditched in a gusty 5 knot breeze to steal the Trophy away from Gordon "Submarine" Reid. A very close third was one of our newest members Bill (Florist) Tucker, JIGSAW 9634.

Since our last Newsletter, trophy races have gone to Brian (Press) Messenger BYE BYE BIRDIE 8567, Ron (Ol' Smoky) Johnson DAMELZ 9435, Bill (Florist) Tucker, JIGSAW 9634 and Marten (Peachy) Pieck REIGER 9512.

Ivan (Rags to Riches) Jones WARAWEE 9521 was one of our big improvers for the season getting a first and fastest on one occasion.

Now we have come to the Sandpaper, varnish and paint season so please hurry up September again.

LEARNING FROM THE OTHER FELLOW –

The following article appeared in HERON HERALD, the occasional journal of the Queensland Heron Sailing Association and we print it in the HERON NEWSLETTER for the assistance of all tyro Heroners.

We have at present in our fleet at South Brisbane several Heroners in their first or second season of racing, who wish to know what to do in order to improve their usual finishing positions. The following is a summary of my experience in first learning to sail, then gradually improving from dead last to the middle and, occasionally, near the front of the fleet.

Basically, I found it was a question of knowing what matters most at any moment during the race, i.e. having the right principles and ACTING ON THEM.

For th ose who have never sailed before, the first priority obviously is boat handling – learning to tack, gybe round buoys, sail closehauled, the reach, the run – all with approximately corrent sail and centreboard trim. In other words being able to sail around the course. Those aspects are covered in any number of sailing books and it is just a matter of getting out on the water and doing it. Once these rudiments are acquired they can be practised and refined – outside of racing. Remember that most of us learn to do them incorrectly or inefficiently in the first place.

LEARNING FROM THE OTHER FELLOW (contd.)

The biggest improvement in racing performance, however, comes about from starting to (1) recognise and utilise wind shifts and, when significant, tide (STRATEGY) and (2) constantly look for and obtain clear air (TACTICS). These two principles are fundamental and are discussed in many texts on racing. I have found that from a dinghy sailor's viewpoint, the best books are "Start to Win" by Eric Twinnane and two books by Stuart Walker "The Tactics of Small Boat Racing" and "Advanced Racing Tactics". The Eric Twinnane book is by far the best if you haven't read anything on this subject before, because the important principles at each particular part of the course (priorities) are clearly espoused. Stuart Walker goes into great detail, often obscuring the overriding principle but he also explains the psyching of sailing at some length.

Success in racing on rivers and lakes and at the club level does not require outstanding boat speed, or handling – strategy and tactics are 75% of the battle. Without them you just cannot do well, at least in one-design dinghys where boat speed differences are small. In open water, like the bay, boat speed matters more but when large fleets scramble the relative importance of tactics increases (gaining clear air).

Once you begin to concentrate on being on the lifted tack on the boat, staying away from foul tides (balance the tide strength against the wind strength) and keeping away from other boats as much as possible on any leg of the course, you should find your finishing position gradually improving.

The current boat and sail trim (with well matched spars and sails) for any given wind and wave conditions will mean maximum boat speed (with good boat handling technique) but attaining these is of secondary importance in terms of what contributes **most** to doing well on inland waters and club races. The novice usually finds it complex enough to try to get strategy and tactics together without all the extra minutes of boat and sail trim. Think about these things by all means, but only after the more important factors are under control.

No doubt the many experienced sailors in our fleets will disagree with my views of what is important (I didn't even mention starting, for one example). However, contrary views expressed within my hearing (or that of my numerous agents at large) may be written down and published for all to see in future journsls of the Q.H.S.A.

DING-HO – 9592

Editor's Note – Let's hope Phil's article generates comment from other Heroners, be it in support or disagreement.

STOP PRESS – Following the 21st National titles held at Hervey Bay action was taken by the Race Committee to disqualify Mary Anne Robertson for a measurement infringement.

The National Committee, believing that the Race Committee had not acted in accordance with the rules made representations to the Australian Yachting Federation resulting in a reversed decision and Miss Robertson has been reinstated to her original finishing placing as Champion Lady Skipper.

COPING WITH THE RULES ON THE WATER

In response to a request on what to do when about to be run down by skiffs and other assorted craft when racing, I offer the following advice:–

In the past I have found that an imminent collision or fracas on the water usually obliterated any working knowledge of the sailing rules from my mind as the shouting and shoving took over.

In an effort to overcome this, I painted the words PORT and STARBOARD on the appropriate sides of my boom. When any boat appears to be heading for the same piece of water as mine, I first check what tack I'm on – this applies whether beating, running or reaching, then what tack they are on. If we are on opposite tacks, the starboard tack boat has right of way. If we are on the same tack, but not on the same point of sail (e.g. one beating, one running or reaching) the boat sailing the course closest to the wind has right of way, i.e. starboard tacker close hauled has right of way over starboard tacker reaching down on him). This generally applies when boats are heading in completely different directions, and the close hauled crew should call "Windward" or "Windward boat keep clear" to ensure that the other boat notices your presence before it's too late.

COPING WITH THE RULES OF THE WATER (Contd.)

Remember this applies only when both boats are on the same tack, that is each boat has its boom out over the same (i.e. port/starboard) side of the boat. When boats on the same tack are side by side heading in roughly the same direction, again I check to see what tack I'm on, and whether the other boat (or boats) is on the same tack or not. Again, starboard has right of way (boat with boom out over the left hand side the boat facing forwards) over port. If we are both on the same tack, however, the boat to windward (the side that the boom is **not** over) of the other **must** keep clear, and this applies whether close hauled, running, or reaching. So if you hear a call of "up, up, up" from under your boom, uou better get the helm down pretty smartly, because the leeward boat has the right to luff (sail closer to the wind) and the windward boat cannot obstruct him without risking a protest and consequent penalty (720 degree turn or disqualification).

However, remember that once the windward boat gets far enough ahead for its skipper to be able to sight the leeward boat's mast directly abeam your worries are over. A call of "mast abeam" announces to the skipper of the leeward yacht that you no longer have to respond to a luff from him.

DING-HO – 9592

The 1980/81 transom sticker is coloured red – and so are a few faces around Association headquarters –

Reason – because the wrong sticker was printed in the March NEWSLETTER. That one was last years issue and should, by now, be covered with the rose red of this years issue.

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The subscription form appears elsewhere in this issue for your use – don't delay in registering your Heron for another year of good times.

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