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HERON NEWSLETTER

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COVER PHOTO

TOOSHAY (9519) being driven hard by her skipper Gary Pudney and crew during a heat of the S.A. State Titles at WHYALLA.
Photo: M. Clarke

NEXT ISSUE

Deadline is November 1st, 1980.

THE PRESIDENT WRITES

With the sailing season only a couple of weeks away no doubt most skippers will be busy sanding, painting and checking all gear on their beloved Herons. Whilst the competitive side of sailing is the most interesting, the outstanding thing that has developed over the many years since the Heron was introduced to Australia is the number of great friendships that have developed, it is this element of friendship which has helped build our Association up to its present position of being the leading one design class in Australia. However, there now seems to be an apathy developing among our members where all States seem to be having a difficulty in obtaining willing members to assist in the management. Important as racing may be it must be remembered that without some help at management level it could easily happen that there could be no races to race in. I strongly appeal to all members that for this coming season they offer some of their spare time in assisting their clubs and associations.

Over the years our Association has spent a great deal of money and effort in advertising the Heron, this has had some success but we know from past experience the greatest promoter is the proud owner of a Heron. I again stress the importance of increasing our membership. Just think what a terrific association we would have if each current member signed up one new Heroner during the next season. I leave you with this thought and hope you all have an enjoyable and successful sailing season.

ALLAN CRANE

IN THE MAIL.

Allan Sutton (7271) from Speers Point, wrote requesting more information on the STOP PRESS in the last Newsletter, which referred to the reinstatement of Mary Anne Robertson as Champion Lady Skipper in the 21st National Titles.

Allan and other skippers at Speers Point have been trying to interpret how can a boat NOT be disqualified if it does not comply with the measurement rules laid down.

Rule 70.2 states 'a yacht shall not be penalised without a hearing.' The fact that the gaff may or may not have been correct was purely academic, and the entry was received by the Race Committee and the correct procedure was not followed, when protest was mentioned and before penalising the vessel.

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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085 2981717 A.H. 085 3813217

CHANGE THE HERON? – *Rodney Watts*

It has become something of increasing concern lately, to many members of the Association that the One Design concept of the Heron is not being adhered to by at least some sailors. Though professing to believe in this concept, some secretly or openly modify their boats or "bend the rules" to suit themselves.

This prompts me to ask, do we all really understand the One Design concept? Or is it just a hackneyed expression that has lost its meaning, a bit of jargon that we toss around but cannot quite define? So perhaps its about time someone did try to define the concept more fully and amplify on its implications for the Heron and the Association as a whole.

The Constitution states that the Association's object is "to encourage its (the class) growth as ONE DESIGN" and "to ensure racing on equal terms". It goes on to say in another part that the object of the construction and Measurement rules is "to ensure that in hull form, weight, size and sail plan, the yachts are as alike as possible". Modifications are permitted and they are outlined in the Rules, but, as the Rules also say, "Deviations from the plans and permitted modifications may render a boat ineligible for " 'A' classification".

In other words, a boat that has a modification or deviation from the plans **that is not specifically mentioned in the Rules** as permissible is simply not allowed. We are not allowed to believe that because such and such a modification is not forbidden then it is allowable.

The purpose of all this is twofold, I believe. Firstly, when you as a Heroner compete in races against other Heroners, you are racing on equal terms as far as the boats are concerned. That is, as far as it is humanly possible to make boats equal. Essentially, racing should be between sailors, not between boats. The sailing skill and seamanship of the bloke on the end of the tiller should be the deciding factor in winning a race at all times.

Secondly, but not an unimportant consideration for a majority of Heron owners is the saleability of their boats. Up till now, the One Design concept has meant that many of the older boats are still quite competitive on the water and second hand Herons are still in good demand. A Heron in reasonable condition still fetches a good price because it has not been made obselete by newer boats that can perform better because of some modification from the original plans.

Yet there are some who seem to be working against these two great advantages of the One Design concept. For what are we to make of hollow masts, "Z" slots in the centre board, jib leads on tracks that allow the dead eye to be inside the carlin, adjustable tacks (while sailing) on the mainsail, jib halyards that can be (and are) loosened during sailing and packing strips of wood inside the centreboard case?

Are not most of these modifications and practices examples of **unfair sailing** and are they not against the intention that all Herons compete on as equal terms as possible? All Heroners should protest loudly against these innovations. They will not help the promotion of the Class but rather, they will do untold ddamage to the confidence of many in the Heron as family racing craft. Your National Association has a right to enforce the Rules and, I believe also, the right to rule as ineligible for "A" classification any boat so altered as to give an unfair advantage over other Herons. (See the Constitution section 64.2 of part 1.)

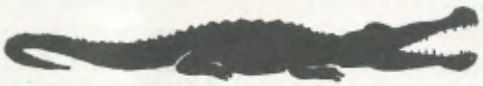
There are also some Heroners who speak of developing the Class within the One Design concept in order to improve the Heron's appeal and also its seaworthiness and handling. Here we must be cautious. Is not the word "development" itself in contradiction to the One Design concept? Be that as it may, will the "developments" envisaged (metal masts, spinnakers, stitch and glue construction etc.) really help the promotion of the Class? And will they make obsolete older boats? Other considerations to be pondered are the added expense and whether the **majority** of Heroners really want these "developments"?

Personally, I do not believe that such developments or modifications as has been suggested recently, have been proved or possibly can be proved to help the popularity of the Heron. Even though the GRP Heron has fulfilled a need amongst Heroners, it has not led to an increase in membership of the Association. The appeal of the Heron is that it is a seaworthy craft and comparatively easy to handle already. Part of the strength of the Association is that it is a One Design Class that has not had its boats made obsolete by developments.

Finally, it is true to say that most of us do keep to the letter and spirit of the One Design concept for it is to our advantage and the advantage of the Class as a whole to do so. Most of us value the Heron and its peculiar characteristics as a good family racing craft and wouldn't want anything changed. This is not conservatism simply but the realisation that the boat we picked to sail, suits us in our present situation. If some are not satisfied with it or want to go as fast as a N.S.14, then

they should not try and change the Heron. Just go and buy an N.S.14! Just as it is pointless trying to change a Holden into a Mercedes, so let us not change the Heron. WE like it like it is.

And to those who want to take unfair advantage of the true friendly spirit of sailing with non-permitted modifications, we say don't complain if we protest vigorously when opportunity arises. In the meantime, let's hear it for the Heron as a One Design Class.



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KNOW YOUR ASSOCIATION

The following is distributed to Measurers under the Title of Measurers Manual and we feel that it contains much of the information which does not filter through to the newcomer to Herons, and, if known by the older members, is sometimes forgotten.

1. **INTRODUCTION.** This manual is intended to assist you, as an Authorised Measurer of the National Heron Sailing Association of Australia, in discharging one of the most important functions there is to be performed in or on behalf of the Association.

The Measurers are the eyes and ears of the Association and in their hands lies the responsibility for the purity of the Class and the maintenance of the ONE DESIGN concept. A concept which strictly observes the plans of the Heron Class, any modifications approved by the general membership and to the Class Rules. Put briefly, "If it doesn't say you can, then you CANNOT".

The small-boat fraternity is usually made up of two groups, those who believe in Development classes and those who prefer the ONE DESIGN idea. A development class is characterised by a minimum of restrictions. Perhaps the best example of this is the National Moth where only boat length and sail area need conform, giving the individual designer, builder and helmsman freedom to try anything which will make for an inherently faster boat.

The ONE DESIGN concept is to have all boats in the fleet as similar in hull shape, sail plan and rig as is possible so that the potential performance of the whole fleet is equal and the success of the boat in proportion to the skill of the helmsman and crew.

In recognising that it is not possible to hold anything as complex as a yacht, amateur constructed, to a precise one design, some tolerance in dimension and latitude in form must be permitted. In general, the Association says the hull shape, weight limitation and construction shown on the official plans must be maintained within the specified tolerances; the sails shall conform to plan and measurement form; the rig must be a sliding gaff with end-boom sheeting of the mainsail. Fittings are not rigidly specified and may be varied to suit the owners taste or pocket.

Your job is to know and recognise what is a HERON; to be **ALERT** to the fact that there is latent in all of us, the "improver"; the man who should be trying out his ideas in one of those development classes we spoke of before and not attempting to achieve an **unfair advantage** with something different from all the other boats in a ONE DESIGN fleet.

In another section of this manual you will find a list of things tried and not allowed. If you see any of these on a boat submitted for measurement advise the owner or builder. Report any departure from plans to the Measurement Committee – if you see anything new or unusual on the beach make a note of the boat number and advise the Measurement Committee so that they can give a ruling as to the permissibility of the modification or fitting.

WATCH FOR IMPROVERS – they can do much to create disharmony in a Class which, since its inception, has gone from strength to strength. Once 5 or 6 boats adopt one of the "improver's" modifications it is very difficult to go back.

We repeat, you are the eyes and ears of the Association, yours is a most important and responsible duty.

2. **ORIGIN OF THE HERON.** The English Yachting Magazine "Yachting World" mounted a competition in search of an easily built, general purpose dinghy for transporting on top of a car. The winning entry was designed by celebrated English yacht and small boat architect, Jack Holt, who produced a simple, hard-chined design, built on its own frames.

The 2430mm length was dictated by the need to get bottom and side panelling out of two 1862mm long sheets of plywood. Her beam of 1380mm gave plenty of room in the boat, with good stability under sail, oars or outboard. She is high-sided, as most English designs are, so as to be dry and capable of being used in rough weather.

A sliding gaff rig was adopted so that the spars could be stowed inside the hull, for ease of transport. A modest sail area of 6.5 sq.m. gives a performance which can be handled by one man without trapezes and swinging planks, but still sufficient to move the boat nicely with a couple of adults and a child or two aboard.

Folding rudder and pivoting centreboard make for a convenient boat which can be sailed onto or off the beach with a minimum of difficulty. The design was published in Yachting World in April, 1951 as the Y.W.CARTOP. By 1953 a number of the class had been built, sailing mainly with the Ruislip & Bletchley Clubs. A Class Association was formed in the U.K. on the 17th Feb., 1954, the meeting adopting the name YW HERON (Cartop). Some 95 Herons were, at this time, sailed by eight clubs. The first National Championships were held at Ruislip in 1955 with 89 entries. At today's date (July, 1980) nearly 10,000 sail numbers have been issued, Australia accounting for more than two-thirds of that number, the rest being allocated in the U.K. and most other countries of the world.

3. STRUCTURE OF THE HERON SAILING ASSOCIATION IN AUSTRALIA.

Our Association is somewhat unusual in the Australian yachting scene; whereas most centreboard class Associations are Associations of Clubs to which owners of boats belong, our Association is one of INDIVIDUALS with immediate access to the Executive and Committees and to the other members in General meetings on any matter of policy, publicity and so on which affects the whole of the Association.

However, due to the way in which the sport of yachting is governed in Australia (with separate ties between each State Yachting Authority or Council and the Australian Yachting Federation) the sailing activities of the Class are in the hands of State Heron Associations located in every State of the Commonwealth.

Depending on the strength of a State Class, the Association may arrange all the sailing activity for the class (generally in the form of picnic days where the family concept can be exercised) but in States where the Heron is more numerous, that Association may limit itself to the co-ordination of the activities of the Clubs regularly sailing the Class and to taking part in the more important Regatta organisations. Where necessary, Divisions may be formed in a particular area of a State to perform, on a local basis, part of the functions of that State Association. Divisions are working very progressively in the A.C.T. and North Queensland.

Although not mandatory, a Heron owner is encouraged to join a club as an easy and quick way to learn his rights and responsibilities. Most clubs will expect the owner to be registered with the National Association. It is also recommended that Heron owners join clubs where the Heron is sailed as a class rather than in open division. The excellent competition which can be had Heron against Heron is one thing, but the boat is not a high performance machine, it has a relatively small sail area and does not have the speed of a purely racing yacht of about the same water line length. This can be a point to remember when discouraging the "improvers" from making the boat something it can never be.

4. THE HERON IN AUSTRALIA

The first Heron was No.678 (DEE KAY) still to be found sailing the waters in Hobart. The Tasmanian Heron Yacht Racing Association was the first organisation set up to govern sailing of the Antipodean Herons. However, a centre of interest which developed in Sydney under the guiding hand of the first Secretary of the Y.W.Heron Sailing Association, Stephen Dearnley, became the main driving force in the proliferation of Australian Herons. That this should be so, derived from the somewhat different use to which the Tasmanian and Mainland Herons were put. The Tasmanian Association was a RACING Association, whereas Stephen Dearnley realised the potential of the Heron as a family yacht, capable of being skippered and crewed by just about any combination, father and child, husband and wife, brother and sister and so on.

With a total of 6 members and 6 boats, the Y.W. Heron Sailing Association of Australia was formed on the 4th August, 1958. At the first A.G.M. in August, 59 there were 25 members and 15 boats. The first Championships were sailed at Clontarf, Sydney in 1960 and won by Frank Jones in SARANGE (1583). The second A.G.M. held August, 1960 showed that membership had grown to 61 members and 46 boats. There were 24 starters in the second Championships, again held at Clontarf and the SILVER HERON, a trophy donated by the parent Association was won by Bill Payne in THERON (2415).

By the third A.G.M. the membership had grown to 90 with 70 boats including N.S.W. country, Victoria and several in the Guinea. At this meeting the rules were amended to permit formation of State Association and also the N.S.W. Heron Association.

The October, 1961 meeting saw the adoption of the Class Burgee (White Heron on a dark blue ground) and minutes of the December 61 meeting affirmed the policy

> "That as the Association, following the pattern of the parent body in the U.K. was formed to promote Herons as a ONE DESIGN, this object should be maintained and be the deciding factor in any consideration of amendments or alterations to the Class."

The distinction between a ONE DESIGN Class and a RESTRICTED Class was stressed by the Secretary who stated that all Herons should be theoretically exactly equal in performance and any difference in performance due solely to the ability of the individual helmsman.

At this time the Association adopted a Measurement Committee report dealing with measurement, skeg, thwarts, planing boards, built-in buoyancy, rubbing strips and standard of workmanshin. Those members who had sailed regularly from Clontarf or Middle Harbour (meeting place for all the Association) decided to form a Club so as to place themselves on an equal footing with established clubs sponsoring the Class, e.g. Balmoral, Connel's Point and Lake Macquarie.

January, 62, saw the third Championships attract 48 entries and, once again Clontarf was the venue. A first time win for Bryce Mortlock but a second win for THERON (2415).

The guiding hand of Stephen Dearnley was temporarily removed from the Association's helm in March, 62, when he went overseas. His efforts were recognised and Life Membership of the Association was granted on 14/2/62. A most important aspect of his trip was the decision by Iliffe Press, U.K. holders of the copyright on Heron plans, to grant the Association sole franchise for Australian distribution.

In his retiring President's report to the third A.G.M. in August, 62, John Helmich gave a total membership of 200; the function of arranging sailing programmes was handed over to the State Association and clubs while the National Association would control National Championships and administer the Class generally. This same A.G.M. saw amendment of a number of rules and the formation of the Victorian Heron Association.

The winter period of 1962 was warmed by much discussion on boat measurement, modification, etc. which culminated, at the third A.G.M. in the decision to hold a Special General Meeting at which a definitive stand would be taken by the Association on what would (and would not) be accepted as a HERON. The August, 62 minutes had far reaching effects upon the policy of the Association and the future of the Class and the modifications approved at that meeting are largely those promulgated today. Measurement Certificates were introduced in September, 1962. So you see 1962 was a particularly important and active year in the formation of the policy to be followed by subsequent Committees.

The fourth Championships saw a change of venue and a new host Club – Balmoral. A total of 50 Herons entered this series in February, 1963 and the then President, Stephen Dearnley, sailed WINDOO (3000) to victory. In his retiring report to the 5th A.G.M., Mr. Dearnley reported membership at 456 and set the goal of National status for the Class.

Many clubs were now vying to host Heron Championships and the 5th series saw that honour go to the Bayview Yacht Racing Association. For the first time interstate entrants from Victoria and Tasmania complemented the 77 strong fleet. It was January, 64 and the Silver Heron went to Jack Muston in BLUE JACKET (4279).

The sixth A.G.M. held August, 1964 saw business matters dominating social activities with further important definitions on policy of the ONE DESIGN concept being laid down; IYRU Rules were formally adopted (this being only a statement of practice of the Association since its inception). Membership had risen to 900, with 876 sail numbers issued. The contentious "bow block" argument was finally resolved in November 64 when it was moved "That the bow block is to be of solid timber or laminated out of several pieces. It shall not be covered with plywood."

The sixth Annual Championships set the seal of a truly National Organisation being held out of N.S.W. for the first time. Over 50 boats, representing N.S.W., S.A., Tasmania, Papua-New Guinea and Victoria competed on the R.M.Y.S. course on Hobson's Bay, Port Philip. The wild Victorian waters did not deter the polished N.S.W. skippers and the Silver Heron went to Eric Quarford in Seaforth (3898), with Jack Muston, second, and Paul Hopkins, third. No.678 (DEE KAY) finished a very creditable twelfth.

The seventh A.G.M. held August, 1965 heard President, John Dixon Hughes report a membership of 1400 and announce that the Australian Yachting Federation acknowledged Heron representation in all States save W.A. by granting NATIONAL Status. Machinery matters relating to Officers, Auditors, Constitution, fees, etc. were considered and a 2.5kg penalty on boats with built-in buoyancy was approved and a motion to permit windows in sails was rejected. (This motion was again presented on the 14th A.G.M. and approved).

John Shipton, Past President of the NSW Heron Association and a staunch Balmoral club member, was elected to Life Membership, and over the years this worthy honour has also been given to Les Nangle, (Vic.), Ken Dane (NSW), Neville Corvisy (NSW), John Kean (SA), Marshall Hawes (Vic.), Alex McClure (Vic.), Bill Youll (NSW) and Tony Oram (W.A.).

The last few years have seen other changes approved by membership; the introduction of fibreglass and the licensing of builders to construct grp hulls. Following that country's independence, New Guinea withdrew from the control of the Australian Heron organisation.

In 1975 the "Yachting World" Magazine returned to Jack Holt all rights regarding his Heron design and the opportunity seemed right for Australia to acknowledge the considerable efforts made by the pioneers of the Class in this country which had culminated in National Status. The membership unanimously supported a motion proposed by the then Secretary, Denis Holm, at the 18th A.G.M. that the Association be known as the NATIONAL HERON SAILING ASSOCIATION OF AUSTRALIA.

The SILVER HERON has travelled to every State in Australia and resided for 12 months or more in all but two of those States. The Class rightly claims to have introduced more families to small boat sailing than any other class.

Our forefathers can be justly proud of their achievements and present members can play an important role in the continuation of the sailing success story of the century.

OLD HERONS NEVER DIE! – *Forwarded by M. Clarke*

In glancing through the U.K. Heron Association year books I happened to notice that J.N. Hefford of Surrey, England, was maintaining membership of the U.K. Association with Heron No.7, constructed by him in 1951. You can image my delight when my letter of inquiry to Mr. Hefford brought forward the following response:

"My Heron was kit built in a garage at Hampstead, North London, some time in 1951. During the building I chanced to hear that a club was to be formed to sail Herons on a reservoir at Ruislip. This was controlled by the local council who really wanted the place for water skiing, as the club was only allowed to sail during the winter months. However, we were all keen learners and even on occasion broke the ice to sail. It was before the days of wet suits so a capsize was a hazardous business.

The club soon attracted some twenty or thirty boats, mostly home built. Racing took place on Sunday mornings with an official rum station for those who went over. My membership of the club was ended when we were able to move into our newly built house in Surrey in 1955 when the Heron was safely suspended over the car in the garage where it still hangs.

Thereafter the Heron was used for holiday sailing, usually in Devon and Cornwall, although we sailed on occasion in Yorkshire and of course on the Thames. Our main centre was in the Torbay area where there are good launching sites, sandy beaches and some quiet bays most conveniently approached by water. We also had sailing holidays at Poole, Exmouth, St. Mawes, Falmouth and on the Bristol Channel side of Bideford.

As the boat was mainly used for coastal sailing we modified it here and there. We, of course, always had a pair of oars with us and a good anchor housed under the deck up alongside the mast support. Under the deck we also secured the bailer, a first aid kit, waterproof bag for dry clothing, another for food and a thermos.

Some of the landing places had a fair amount of rock and sharp stones so we fixed half round brass strips along the chines.

Over the years we had our frightening moments usually when the wind got up when away from home and we had no choice but to put to sea with the aid of a launching party. On one such occasion we had such a battering that the floor boards came adrift. The arrival of a family persuaded me to buy something with more weather protection and I bought a 16' Wavecrest which is really a plywood dinghy with a cabin and decking.

Over the past few years, with a large garden and family commitments, I have had little chance to sail but some three years ago we were invited to stay with friends in Cornwall, up river from Falmouth and I decided to take both boats.

So off we set, the Wavecrest on the trailer, the Heron on the roof rack, a Pront rowing dinghy and outboard loaded on the Wavecrest, my wife in front navigating and giving moral support and Aunt Con, aged 92, packed in the back surrounded by luggage and sailing gear, (see pictures elsewhere in this Newsletter).

The Heron was built when we had plenty of time to spare, as we were then living in one room and hoping for a house and the boat was well put together. My wife did the paintwork, under the supervision of the foreman painter for London Transport, who was a hard taskmaster and the dinghy is still in quite exceptional condition as it has always been undercover.

I am seventy three next birthday but not without hope of getting afloat again if and when I can find the time from running my house and garden. It was very nice to hear from you and I wish you and your Association members the best of sailing.

Very sincerely, John N. Hefford

FOOT NOTE: – Mr. Hefford included with his letter a copy of the Invoice supplied by the Bell Woodworking Co. Ltd., suppliers of the Heron kit. The invoice, dated 13th June, 1951 listed

"Kit of every wooden part for completion
set of all fittings and rigging
pair of lifting handles
pair of rowlocks
pair of oars
2 buoyancy bags – valves fitted
1 returnable crate
1 set of plans value £53.16.0 !!!!!"

ALTERATION OF RULES CONTAINED IN THE CONSTITUTION

Clause 9.2 of our Constitution requires any Notice on Motion to alter a rule within that Constitution to be in the hands of the Secretary SIX MONTHS prior to the date of an Annual General Meeting. (Our A.G.M.'s are always held in the first two weeks of May in any year).

If you propose submitting such a Notice we draw your attention to the closing date for such submission – 10TH NOVEMBER, 1980.

Both mover and seconder are required to sign the notice and provide supportive comment to their Notice on Motion which will be printed in the December Newsletter.

MEASUREMENT APPOINTMENTS

The Association welcomes the following Measurers and congratulates them on their appointment to act in that capacity:

Michael Witty, 13 Dudley Cr., Marino, S.A.
Ivan Jones, 8 Hill Road, Eden Hills, S.A.
Des. Quinn, 11 Peaty St., Andergrove, Mackay. Qld.

Having accepted their resignations, the Association would like to thank the following for their generous service to the Heron Class.

Chris Lloyd-Owen, Ken Lindsay, Bill Wiseman, John O'Callaghan and Geoff Maddock.

23RD NATIONAL CHAMPIONSHIPS

Speers Point Sailing Club on the northern end of Lake Macquarie, will host the 23rd National Titles in December 81, and for those who are travelling south to Elwood this year, call into Speers Point and have a look around, you will be most welcome.

PERSONALITY CORNER –

George Robertson, South Australian boat builder/Heroner extroardinaire! George has given his time, his love and his four daughters to Herons and is probably the most well known Heron identity down south.

A 'Robbie' boat is a very distinctive boat with its laminated bow block and Steinway finish. Over 100 have been launched by proud owner-builders who admit that they couldn't have done it without Robbie. Many have found their way to other States in Australia.

George joined the Heron Association in 1964 and, at the same time, began a long and valued association with the Port River Sailing Club. Monday morning usually finds George's backyard full of damaged Herons waiting for the masters magic touch and it is most unusual if they are not back on the water, as good as gold, the following week.

Always happy to lend an ear (right, George) and a helping hand to the tyro builder, he has done much for the growth of Herons in South Australia and endeared himself to a large number of grateful Heroners.

** Who is your favourite personality in the Heron fraternity? There must be many who deserve recognition for their time and effort in assisting, one way or another, the newcomer to our favourite past time – A picture and 200 words will tell the story. Keep the Editor happy and drop him a line.

NOTE THE CHANGES

And there are a number of changes from the usual Notices of Race for such events. Changes which you must be aware of when completing your entry form for the 22nd National Titles.

a) **ITEM 2 – RULES.** Special attention is drawn to APPENDIX A referred to in this clause. It appears at the specific request of the Victorian Yachting Council, which Authority must approve both the Notice of Race and the Sailing Instructions. The minimum height for letters and numbers is 20mm.

N.S.W. Heroners must particularly note that the Yacht or Sailing Club name must be written in full. M.H.H.S.C. (Middle Harbour Heron) is not sufficient, it must appear as the MIDDLE HARBOUR HERON S.C.

b) **ITEM 3 – ELIGIBILITY.** In past years when registering before the event, sails only were required to be presented for stamping. The V.H.S.A. require the presentation of hull, spars and sails. This action results from a suggestion by the V.Y.C. to detect any variation from the rules PRIOR to the commencement of the series.

c) **ITEM 4 – ENTRIES.** Although provision has been made for late entry acceptance, the V.H.S.A. would appreciate your endeavour to lodge your entry prior to the 31st November, 1980.

d) **ITEM 7 – PRIZE LIST** (c) Junior Skippers. To be eligible for this prize it is necessary for skipper **AND** crew to be under the age of 18 years as at 28th December, 1980.

FOR LADIES ONLY

Is the man in your life (husband, son, brother, father) celebrating a birthday or anniversary in the near future?

Why not surprise him with his VERY OWN HERON TIE – guaranteed to draw him into discussion on his favourite sport – sailing – wherever he wears it!

Asst Sec., 1 Ethel St., Balgowlah, 2093 can supply – get yours now.

CRUISING WITH THE BESSELLS

This is the first communication from Phil and Judy Bessell since they took to the high seas in their steel yacht, JUDE, in early February. You will remember that JUDE was left in safe anchorage in the boat harbour at Hervey Bay, Qld. while the Bessells beat a hasty return to Whyalla to compete in the S.A. Titles at the end of January. That completed, back they flew to Hervey Bay, boarded JUDE and Phil's letter takes up from there:

"Well, here it is June, half the year gone. I had intended to send you snippets of info on our trip, but, would you believe it, I don't seem to get the time.

We have started to settle into this different life style, for it is not as easy as some people may think to change to a completely different way. I am writing this from Mackay, the start of the Whitsunday Islands. I have many stories of our cruising but will list below some of the towns and islands we have stopped at to date.

After leaving Arangan to Bundaberg to a small town, 1770. A nice anchorage where Cook landed in 1770 (appropriately named). From there to Pancake Creek and plenty of fish. Then to Gladstone and on to Yellow Patch, a beautiful place few people would have seen due to its inaccessibility and difficulty in crossing the sandbars. From here on to Great Keppel Island, then to Rosslyn Bay (Yeppoon). We were asked to leave our next port of call (Island Head) as the Army was about to start firing live ammunition in that area – Naturally, we obliged.

Then on to an island called Hexam where the weather pinned us down for the next three days. From here to Percy Islands where we met a very strange fellow, an Englishman who owned the island and lived in a conventional 2 storey Queensland designed home three miles in from shore. Several chickens shared his abode, both inside and out!

We then sailed, through the night, the 70 miles to Mackay – a beautiful sail, slight breeze and calm seas. The yacht is behaving very well with little trouble – regards, Phil and Judy."

REGISTRAR'S NOTE – Some people have all the luck and we wish Phil and Judy a safe, happy cruise, hoping that it won't be too long before a further bulletin arrives to make us even more envious of their chosen life style.

LEARNING FROM THE OTHER FELLOW

CAPSIZING AND RECOVERY

The 80/81 sailing season will see many newcomers to Herons who will capsize. It may not be your fault, but you will capsize, so if you are a learner make sure that you can right the boat before you leave shallow water.

W. A. Life Member, Tony Oram, tells us what to do following a pickle:

1. As she goes in, both try and enter the water between the boom and gunwhale, else it could hurt or be expensive on sails.
2. She'll float on her side with water about half way to the centre case.
3. If the centreboard is up, release it and get it down.
4. Get the bow pointing to the wind (usually by swimming it around).
5. Heaviest crewman goes around to the bottom but watch it as you do; if there is much wind she'll go downwind fast with all that bottom showing. Forward hand can hang onto the stern in light winds, use him as a sea anchor in heavy, or to assist with his weight on the centreboard.
6. Using the board as a lever, lay on it and start her upwards. The time this takes will depend on how deep her sails are. Don't rush it because water has to flow off the sails.
7. As she comes upright, transfer your weight to the gunwhale then ease your weight off or she may roll over.

   N.B. Tony explained that in his test "Betsy' behaved like a lady and came up with all her sails set. However, if the weather is heavy it may be necessary to get the main down. Suggest you work methodically and lash gaff and boom to the thwart with the mainsheet before you try righting her.
8. With both sheets free she should lay quietly head to wind. Forward hand boards over the stern, lifts ad secures the centreboard and trims boat while skipper boards over the stern.

Elsewhere in this Newsletter we relate the early history of the Heron in Australia. Here are three of the boats mentioned:

BROLGA (1353) and TAIL WAGGER (1581) cruising the reaches of Middle Harbour.

DEE KAY (678) ruffling her sails in the winds of the Derwent.

Below: The Dearnley family in the Heron which started it all in Australia.

(1975) Leaving Oxshott for Cornwall.
(See 'Old Herons Never Die' p.8)

This is PHIL BESSELL sailing EIGEN VECTOR (8998) in the recent S.A.Titles.

G W Rogerson
~~Phil Bessell~~

Learning from the Other Fellow (Contd.)

N.B.Keep your weight as low as possible once in the boat else she might roll over again.

9. A heavy skipper at the aft end should lift the centreboard slot well above the water surface in the boat. If the skipper's weight doesn't do this, then forward hand must bail and get the slot above the water.
10. All hands – bail furiously.
11. N.B.Whilst clearing the water "Betsy" was left to fend for herself. She continued to lay head to wind until the tiller was moved to make it easier to bail. She then started to pay off a little but the release of the tiller brought her back, head to wind.
12. Having lowered the level of inboard water, open the self bailers and get on with the job of sailing.

The HERON is a stable boat and will pickle only in extreme of handling and weather conditions. However, if you do find yourself in that embarrassing position she doesn't appear to be any more difficult to right than the average racing machine, except you have a bit of water to shift.

We suggest you make it a drill for the beginning of the season. Remember, ALWAYS wear personal buoyancy and if you do get into strife – **STAY WITH THE BOAT.** Even a boat without buoyancy will float and its much easier to see.

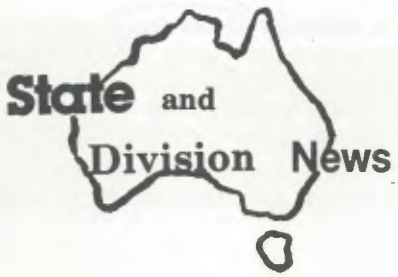
SAIL A HERON IN NEW ZEALAND **THE TASMAN CUP SERIES, 81.**

The Heron Sailing Association of New Zealand extends an invitation to Australian Heroners to cross the Tasman and contest the highlight of the N.Z.Heron Calendar – THE TASMAN CUP SERIES.

You've wanted to go to New Zealand for some time now – and this way you can make Mum happy and get in a bit of sailing as well. Collen Worters, N.Z.H.S.A. Secretary writes: "The Tasman Cup series is to be held in Auckland at Easter, 1981. Auckland, as many of you already know, has not one but two of the most beautiful harbours in the world renowned for their sailing potential and keen competition will be quaranteed."

Don't delay your decision on this one as Easter, 1981 is not far away and billets, boats and even crews may have to be found for you.

For further information write direct to Miss C. Worters, 44 Kelman Road, Kalston. Auckland 7. N.Z.



22ND NATIONALS – ELWOOD SAILING CLUB

28TH DECEMBER 1980 – 3RD JANUARY 1981

With only three months to go it is still not too late to organise the family holiday in Victoria and at the same time enjoy a fantastic time at the Nationals.

Most details have now been finalized and all we need is the magic ingredient – people.

It all starts on Saturday, 27th December, when from 1000 until 1700 you will be able to register and have your boat checked. At this time you will receive your championship folder which will contain information, most things you will want to know, as well as your tickets for the social events. If there is any additional information that you require you will be able to get it from one of the Heron girls on the information booth.

Registration will also take place on Sunday morning between 900 and 1100, however, we hope that those that can, will register on Saturday. A briefing for the series will be held at 1100.

At 1300 the official opening and flag raising will take place. Don't forget your camera for this one.

The races will be held as per the notice of race.

On Sunday evening we will be having a barbecue at the Club, the food will be provided by the Elwood Club at a small charge. During the evening we will also have a wine tasting which is being kindly put on for us by Mildara Wines. At this time you will be able to sample some of our special bottling and place your order for a supply of these souvenir wines.

Monday night will be films night especially for the people who by this time are missing the 'box'. During the evening we will be showing films of past Nationals and a film of the 'Great Circle' race.

Wednesday night we have planned a New Year's Eve party when we will celebrate the coming of the New Year in all states. This is an evening for all the family with items to interest them all and there will be lots of prizes.

As tradition has it, we will contest the annual cricket match when Victoria led by Keith (Mr. Walker) Hepworth will take on the Rest probably led by Mary (Thomo) Clarke.

For those that are bored by cricket don't be turned off by the above. This match will take place at Werribee Park. The Park is an easy forty five minute drive from Melbourne where a round of golf or a game of tennis can be enjoyed. Twenty five acres of formal gardens make pleasant surroundings for a picnic as does the banks of the river where the children can paddle or fish. The sixty room mansion that is on the park has a National Trust Classification.

Our final social event will be the Presentation Dinner Dance. A time to dress up and enjoy an evening of good food, good wine and fine entertainment.

The venue is the New Palais on the Esplanade at St. Kilda. It is a well appointed reception centre with in-house catering where regular dinner dances are held.

We have selected an A La Carte menu which includes a choice of three Entrees, four Main Courses and four Sweets.

Dancing will be to the music of the house band 'The Trutones' on a spacious dance floor.

All this adds up to a series which will have something for everyone. If you want to obtain maximum enjoyment from Heron Sailing and the Heron Association come to the 22nd Nationals.

If you need any further information contact our secretary Cheryl Clark, 5 Bella Court, Mulgrave 3170. (03) 560-5662.

SOUTH QUEENSLAND

Phil Owens, newly elected Q.H.S.A. Secretary advises that members have been most active during the winter; the building programme is once again under way and on the sailing front, Heroners have participated in the winter sailing seasons at Humpybong Yacht Club, Brisbane Yacht Club and the new club on the North Pine Dam, the Pine River Sailing Club.

The series at Humpybong proved to be the most popular as it was a training course. The standard of Heron sailing is higher than previously recognised, with all Herons placed into the 'Advanced Class' races. This turned out to be quite an embarrassment for the many 125 sailors beaten by Heroners in this Division.

NEW SOUTH WALES NEWS – *Casab (9191)*

By now you have received your programme of the 24 e vents planned this year. There is a new special event on the 6th and 7th December, a family sailing weekend at Port Kembla has been planned. The main emphasis is on a fun weekend, camping site adjacent to the club, boats and water only 20 feet away. There's also a travellers trophy race. If you always wanted to join in the fun and give the wife and kids a trip away here's your chance.

Thanks to David Smith of Botany Bay and eith Johnston of Bayview, our display at Australia Square was a huge success. While Noel Hill was convalescing after a recent operation, we borrowed his boat for the Sydney Boat Show and when there was no more response, Brian Coy of Dobroyd also loaned his boat. Thanks again Brian, and Noel I put your boat back.

Well all the best this season, event Number 1 is at Narrabeen Lakes on 28th September, see you there.

TASMANIAN NEWS – *Mark Sweetingham (8546)*

The sailing season is almost with us again and hopefully we should see a revitalised Heron fleet on the water with some of the boats that have been gathering dust and cobwebs for several years coming out of hibernation. Michael Dix, for example, assures me that BANGAU will be a regular starter at L.S.C. each week. For those of you who haven't completed rubbing down and repainting your boats – time is running out!

Humphrey Elliott has, after many hours of precision craftsmanship, finally managed to mend the hole I put in the bottom of RAPSCALLION for him in last season's Heron-Mirror Teams Race.

During the off-season the following office-bearers were elected to the Tasmanian Heron Yacht Racing Association:– .

President	– Dugald McDougall
Secretary	– Stuart Camm
Treasurer	– Humphrey Elliott
Measurer	– Michael Dix
Publicity Officer	– Mark Sweetingham
L.S.C. and T.Y.A. Representative	– Max Davis
Class Captain	– Peter Bingham

The Ladies Committee are planning a Progressive Dinner to be held in October and I encourage as many Heroners and their families as possible to attend. It should be a great opportunity to renew some old acquaintances and meet some of the newer members.

Another highlight of the coming season should be the Picnic Day at Triabunna. At the moment this event is scheduled for Saturday, 6th December. It promises to be a great day with novelty races in the morning and a race with the Spring Bay Boat Club in the afternoon.

We could have a strong contingent at the Nationals again this year as Andrew Palfreyman, Mark Rasmussen, Kevin Robinson and John Lock all look fairly certain starters at this stage and there is the possibility of several others venturing across the Strait.

The 1981 State Titles are to be sailed over 2 weekends at 2 different venues this season. Heats 1 and 2 will be sailed at Lindisfarne on Saturday, 21st February, and heats 3, 4, and 5 on Saturday, 28th February and Sunday, 1st March, at Triabunna. The Committee hope that this format will prove popular, having the advantages of home and away sailing for both L.S.C. and S.B.B.C. . Heroners and keeping the Monday of the long weekend free.

CLUB PROFILE

A.C.T.

Alistair Stewart reports that things are "quiet and cold" in the A.C.T., the winter months devoted to refurbishing the scars of last season's sailing.

A cordial invitation is extended to members in N.S.W. and the A.C.T. to participate in the A.C.T. Heron Championships programmed for the 29th and 30th November, 1980. Venue – Lake Burley Griffin.

LAKE BONNEY YACHT CLUB – *by HIDEAWAY*

With winter truly with us, I thought it would be a good opportunity to describe and give you a little history of our club.

The Lake Bonney Yacht Club was established in 1946 in an old powerhouse which had been built in the early 1920's.

Our first commodore was the late Eb. Farmer, who led the club from its humble beginnings to becoming the biggest inland Yacht Club in Australia in the late 1950's.

The club is situated on the southern shore of the 4,000 acre lake, which has an average depth of 12'. The lawn and sandy beaches with a caravan park and motel adjacent to the club house, makes Lake Bonney one of the most popular sailing venues in Australia. At the annual easter regatta, which has been held for many years, some 200-250 boats enjoy Barmera's sunshine and hospitality.

The club's original fleet comprised of heavy weight Sharpies, V.S. and V.J.'s. Over the years the club has seen many classes come and go. The current fleet consists of trailer sailers, many types of catamarans, holdfast trainers for the juniors, 125 class, and the long standing Herons. There are 18 Herons on our register.

The club has hosted many State Titles over the years (including the well remembered Herons) plus two National Titles, one being the 420 class, and one the RL24 trailer sailer class. Both of these titles were highly successful, being held in the Dec.-Jan. time of the year with a wide range of weather conditions testing the ability of the skippers and crews.

The year (1980-81) we will be hosting the TS16 Nationals.

Lake Bonney yachtsmen have enjoyed many successes over the years in the State, National and International sailing scene.

Barry Arnold sailing 'Coolibah' won six national RL24 titles in a row.

Graham Kassebaum 'Eos' was three times state Heron champion, John Eshman represented Australia as crew in the 420 class World Championships held in Germany and Holland (he also took out third in the Perth Heron Championships).

Our present Commodore, John English, has sailed in two Sydney-Hobart races.

All in all, Lake Bonney can offer you safe, competitive sailing, and welcomes sailers, particularly Heroners to our club.

21ST N.S.W. HERON STATE CHAMPIONSHIPS
NOTICE OF RACE

The Port Kembla Sailing Club invites entries for the 21st N.S.W. Championship for Heron Class Yachts to be held on the waters of Lake Illawarra on behalf of the N.S.W. Heron Association under the authority of the Yachting Association of N.S.W.

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

2. **PROGRAMME**

Saturday, 24th January 1981	9.30 a.m.	Welcome
	10.30 a.m.	Heat 1
	2.30 p.m.	Heat 2
Sunday, 25th January 1981	10.00 a.m.	Heat 3
	2.00 p.m.	Heat 4
Monday, 26th January 1981	10.00 a.m.	Heat 5
	2.00 p.m.	Resail if necessary

3. **WELCOME**
A welcome will be held for all entrants at 9.30 a.m. on Saturday, 24th January at the Port Kembla Sailing Club.

4. **SCORING SYSTEM**
Points will be scored and any ties resolved in accordance with Addendum 'A1' page 78 of the A.Y.F. 1977 Yacht Racing Rules, except that there will be five (5) races of which four for each yacht shall be counted for her total points. If less than five races are completed, all races shall be counted for total points. A minimum of three races must be completed or the title will lapse until the 1981/82 season.

5. **CONDITIONS OF ENTRY**
Entries for the Championship Series are invited from and restricted to, financial members of the N.H.S.A.A. as at December 31, 1980 and who are members of Clubs affiliated to a recognised State/Territory Yachting Authority as required by the current A.Y.F. prescriptions to I.Y.R.U. Rules 20 and 21. Only boats registered with the Association as having an "A" Class Certificate of registration current as at 31 December 1980 may be accepted as entrants. Craft entered shall have the same helmsman throughout the series who shall be a financial member of the Association. The crew may be changed from heat to heat.

6. **ENTRY**
Entries for the Championship must be submitted together with the entry fee of $12.00 to –

Mr. R. Young
Hon. Assistant Secretary/Treasurer
Box A472 P.O.
SYDNEY SOUTH. 2000

by 14th December 1980. Late entries, or entries unaccompanied by the proper entry fee may not be accepted. All entries will be acknowledged.

7. **SAILING INSTRUCTIONS**
Sailing Instructions will be mailed to all entrants if possible, otherwise they will be available for issue to entrants at Port Kembla Sailing Club upon registration on Saturday, 24th January 1981.

8. **TROPHIES**
Trophies will be awarded on the following basis:–
(a) First 6 Helmsmen and crews
(b) *Best Lady Helmsman and crew
(c) **Best Junior Helmsman and crew.
(Helmsmen must be under 18 years of age at 30/12/80).

*Lady Helmsman Trophy only to be awarded if 3 or more entries are received from ladies.
**Second and Third Junior prizes dependant on number of Junior entries received.

Trophies will be presented as soon as possible after the la eat.

9. MEASUREMENT

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

(b) The Race Committee will make arrangements for Sails to be stamped at the Port Kembla Sailing Club on Saturday 24/1/81. Only sails which have been checked, initialled and dated by a measurer during the 12 months prior to 24/1/81 will be acceptable. This stamped suit of sails will be the only ones used for the series, unless in case of damage, the Sailing Committee may approve the use of a substitute sail.

(c) Sails will not be measured on Saturday 24/1/81 for the purpose of registration of sails.

NARRABEEN LAKES SAILING CLUB

The 1979/80 season saw our Champion from the year before again prove his superiority over the rest of the Heron fleet. David Llewellyn won both the Club Championship and the Annual Point Score. David showed a clean transom in RASTUS from the rest of us at the start of the season, and apart from one or two occasions continued to do so throughout the year.

An improved Tom Rowan in RISING DAMP saw the lead of the fleet on several occasions towards the end of the season but the Union Jack hull of RISING DAMP seemed to take offence to some of the language handed out by the raucous crew and put on the brakes at vital stages in races. There is no truth in the rumour that Jeffery Lenton, forward hand in RISING DAMP, is to do a Fletcher Christian on Captain Tom Rowan Bligh and banish him to a recently built Sailfish.

Jeff's father, Ken Lenton swears that each time he capsizes in RAZZA (a regular occurrence) he can hear Captain Nemo playing the organ. To aid his search for the Nautilus, Ken was presented with a diver's helmet at our presentation night. He declares he will wait until our President and fellow Heroner, Derek Urban, next sails as his forward hand before taking up his search for Captain Nemo and the Nautilus. Of course no search would be safe without our Gunter in MORS calling starboard on any wayward Herons while Ken was diving.

Our numbers in the Herons lasr year were kept at a consistent 12 to 15 starters each Sunday and with the addition of a couple of new Heroners for the coming season our numbers should be kept at a very pleasing level.

During the last season we were successful in regaining the Duffield Plaque from the B.Y.R.A. Heroners due, no doubt, to tremendouse support from all our Heron skippers who turned up in good numbers at all three races. No doubt the B.Y.R.A. skippers will issue a strong challenge to wrest the Trophy from our club in the coming season, however, they can be assured it will take great sailing in all races to see us take down the Duffield Plaque from the pride of place it now occupies in our clubhouse.

To all Heroners we wish you a successful season and look forward to meeting old friends and making new friends at the various regattas and Heron events to be held in the coming year of sailing. And to Jim Hardy, his crew, and the "Australian", we hope you can bring back that coveted trophy, the Americas Cup.

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.

CONNELLS POINT SAILING CLUB – *Rapad (9489)*

The between seasons period is not productive of much news because many find it too cold to sail. At least that's the excuse the faint hearted give. However, several hardy souls in boats such as CASAB, TAMARAG and MERMAID MISTRESS have braved the elements to engage in a winter series of 4 races.

Line honours have gone to TAMARAG in each of the 3 races so far, but CASAB has always been close behind (and unlucky says her skipper). Rumour has it, that Noel Hill was seen handing over some money to Bruce Morrissey's forward hand after the latter dropped the jib pole over the side twice while CASAB was just leading in one race. Ivan Mackay has shown great improvement and is winning on handicap so far.

The rest of us are into the repair, rubbing down, varnishing routine hoping to add that little bit of extra speed for the next season. Keeping timber boats in good condition is quite a task, so that's why one or two Heroners are looking to GRP boats.

Heroners are always to the forefront of activities at C.P. S.C. and this is more evident this year with the election of Arch Orange as secretary of the club and George Early as treasurer. On the class level, we saw George Early and Stan Dose elected as class captain and handicapper respectively. Other positions filled at a recent meeting of the Heroners were class secretary Karl Schulten, class publicity officer and measurer Rod Watts and race committee representative Tony Dobson.

We welcome Phil Manning (Gallopin – 5995) as a new member to the Heron fleet and we look forward to more new faces and friendly racing in the coming season.

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

As this new season is nearly upon us I can hear sandpaper and paint brushes increasing their speed rapidly to finish the jobs that should have been completed several weeks ago. I know one not far from this pen. Our first tune up race is on Sept. 21st with opening day on Oct. 4th.

During the winter B & SYC Heroners enjoyed a progressive dinner which was a grand success for the excellent turn out of Heroners, several very funny stories are still being told. Also there was the usual swapping of go fast gadget ideas that you normally get when Heroners meet.

In November we are conducting an Old Heroners Regatta for all the ex-Heron skippers still in our club. Each skipper will sail in 3 short races during the day under the control of our Training, (start, bridge and rescue crews). A B.B.Q. lunch and human petrol will also add to the Regatta. Some of the ex big guns that will be racing are (Peter Sievewright ex National & State Heron Champ, Runner-up twice World 420, National & State Austral 20 champ), Ian Snowball and Colin Black ex club champs and top state performers, John Macpherson, Ron Pratt, Bob McKinnon, Les Brown all ex top performers in club and state titles. So you can see we are in for a top day of racing and old tales. Names coming in already indicate over 25 to 30 entries.

Congratulations to Lake Bonney on retaining the teams championship again, these "Bushies" certainly stick together and show up a lot of us "City Slickers" for keenness.

T–SHIRTS ** T–SHIRTS ** T–SHIRTS ** T–SHIRTS ** T–SHIRTS

NEW STOCK – NEW STOCK – NEW STOCK – NEW STOCK

White shirts with distinctive HERON BLUE neck and arm bands, and, of course, the familiar HERON BIRD.

Sizes 8 to 20 (metric) – PRICE $4.50

BUY NOW ** BUY NOW ** BUY NOW ** BUY NOW ** BUY NOW

LAKE BOGA YACHT CLUB – *Ray Hale (9620)*

Greetings from our little Heron stronghold in Northern Victoria. Lake Boga is ten miles south east of Swan Hill, on the Murray Valley Highway. Our modern two storey yacht club is set in parklands which make good grounds for camping during regattas.

The lake roughly circular in shape is free of tree s and snags, making it great for sailing. About five Herons are regular in attendance, sailing is a mixed fleet with Mirrors, Lasers etc. on V.Y.C. yardstick.

John Caporn in 'Slowdog' won the Christmas series. John sails consistently displaying experience gained in the Skate and Moth classes and is a force to be reckoned with in any weather. Ray Hale in 'BEJUGARAWAY' won the other three series taking the club championship once again.

Eric Day at the tiller of 'GARZETTA' is settling down well after a long break from sailing, daughter Janice being his crew and taking our "most enthusiastic crew" tophy.

Husband and wife teams, Blaineys and Middletons, show this combination can be made to work, and performing well is David Freedman.

Twenty six Herons attended our annual Easter Regatta with 5 South Australians making the trip to join us. A series of six races was held in perfect sailing weather.

Final placings being:–

1.	8998	EIGEN VECTOR	Craig McPhee
2.	9282	OUTCAST	Jim Armitage
3.	9620	BEJUGARAWAY	Ray Hale
4.	8976	DEES YAH	Roger Goldfinch

HAWKESBURY RIVER SAILING CLUB – *from HAWKEYE*

I must admit H.R.S.C. have been rather remiss getting our local happenings to the Newsletter, a case of procrastination on the part of Hawkeye but glad to report we are still very much alive at MOONEY MOONEY Point.

We had quite a successful season on the river having nine boats on the books and usually six or seven sailing regularly. We are pretty sure to have another two joining us this coming season, so with some clubs declining in numbers we are quite happy with the 'Status Quo'.

Results for last year were:

Spring Cup		Planned Flexible Chaos	Ken Elton & Crew
Scratch Event	1st	Trifecta	Alan & Wayne Dickenson
	2nd	Planned Flexible Chaos	Ken & Jan Elton
Handicap Event	1st	Trifecta	Alan & Wayne Dickenson
	2nd	How Now Brown Cow	Pat O'Donnell & Andrew Simpson

Welcome to Ray Seguna, in his first season, he won the most unrewarded crew effort in ADFINEM with his crew Kevin Lockie.

Our Commodore this season is Ken Elton and Vice Commodore Alan Dickenson with Dave Murray once again coming to the fore as Secretary, (all Heroners).

Must mention the great work of Robbie Giacometti and Alan Simpson who shared 'Clubman of the Year' award for their great work in the rescue boat and last but not least Irene Dickenson who was saddled with the timing job and never missed a race.

Well that's about it, any unattached Herons on the Upper North Shore or anywhere for that matter who would like to join us for the coming season can phone: Pat O'Donnell on 457-9037 for details.

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 these hard-to-get buoyancy bags and the Assistant Secretary looks forward to receiving a few rush orders before the Christmas holidays and Championships begin.

The bags are moderately priced, of strong vinyl, and essential to the flotation of boats without built-in tanks.

FINANCIAL MEMBERS FOR THE 1980/81 SEASON - new members and renewasl from 1/5/80 to 31/7/80

NEW SOUTH WALES

L.Aked (9177)
D.Allen (9698)
C.& R.Allon (5536)
M.J.Anderson (8238)
F.A.Artlett (4693)
R.Backhouse (6239)
J.Bailey (7666)
A.B.Baker (9197g)
P.Barnes (5772)
G.Baumgartl (8517)
D.& D.Berckelman (3881)
G.Blinkhorne (6750)
W.A.Booth (5919)
J.Bowden (9659)
W.J.Bowie (9636)
J.,S.,M.& E.Brown (9119)
N. Brown (5827)
K.Bryant (9675)
B.Buchanan (6422)
C.Burns (7660)
M.Carr (7191)
p. Carr (8320)
P.Carrick (6413)
K.J.Cashman (9461g)
J.Church (9438g)
C.W.Clarke (5115)
K.Cleary (7886)
N.Coady (6576)
J.Cole (9414)
V.Collingwood (3024)
I. & R.Cook (9500g)
G.Cosserat (5362)
P.Cowle (7261)
D.L.Cranch (nbo)
A.B.Crane (9440)
G.Crispo (9175)
I.S.Cull (7472)
J.& S.Curtis (7667)
M.Cusack (9101)
G. Dahms (7270)
J.F.Daley (4826)
E. Daniels (5777)
J.Delmas (7848)
R.Denniss (3127)
G.Early (7366)
E.Elliott (4681)
B.& M.Friere (7946)
P.Fritz (8072)
M.D.Frost (6419)
L.R.Garrett (9629)
L.Gillespie (9579g)
R.Gilmour (6871)
H.Gregory (9283g)
W.Grennall (9611)
C.,I.& A.Grimwood (8575/4075)
P.Gwilliam (5168)
J.E.Hamilton (5078)
E.Hart (4835)
J.V.Hart (7652)
I.Harrison (3384)
E.Hatch (6855)
H.Hatfield (9612)
R.Hayward (6401)
C.Hilgendorf (3375)
Mrs.S.Holden (4695)
B.Holloway (8596)
R.Hughes (8716)
C.Hutchings (7838)
N.Hutteman/W.Lyne(6534)
A.W.Imlay (5703)
S.Imlay (8559)
T.Irwin (6756/8952)
W.Jacobsen (9580g)
K.Johnson (9619g)
D.Kenny (8292)
B.& M.Kinsella (8275)
H.,M.,D.,A.& K.Konig (9555g/9573g)
J.Lee/L.McDonald (8073)
B.Larkins (8525)
B.LeGrice (4366)
K.Lenton (9542)
D.Llewellyn (9576g)
V.Llewellyn (9598g)
C.Lloyd-Owen (4534)
R.Lock (9628g)
D.Lovely (4110)
J.P.Lynn (8236)
A.McIntosh (7451)
D.Maher (5380)
E.Marshman (5630)
T.& P.Mayers (9169)
E.& K.Mealey (9290g)
K.Miller (7489)
P.Moate (7413)
E.H.Moors (7351/9705g)
J.Morrissey (6464)
B.Morrissey (9191)
S.S.Moss (8260)
J.& P.Moxham (7292)
K.Moxham (9114)
D.Murray (4971)
R.Murray (9586g)
Mrs. R.Neumann (4497)
L.O'Riordan (9213)
J.& P.Palmer (7418)
S.& R.Pearce (7373/8738)
A.Pearson (9227)
R.Pender (4068)
M.Picman (9255g)
M.Plumley (5199)
G.Poynter (6388)
L.Preece (5805)
R.Ranclaud (8288)
G.Rankin (6988)
E.Reynolds (6958)
M.Richardson (9701g)
R.Ridley (9666)
D.J.Robb (9509g)
D.& S.Roberts (6892/9571)
D.Rose (4185/9589g)
K.Ross (7080)
T.Rowan (9583)
N.Royle (9677)
R.Rozzoli (9133)
C.Samways (4871)
D.Sangster (4123)
I.Saunders (6508)
N.Sawyer (6748)
A.& P.Saynor (9454g)
H.Schaafsma (9214)
D.Searle (5080)
R.Seguna (8393)
C.Sharp (6109)
W.Short (7431)
R.Singleton (9695g)
R.Skelton (6773)
R.Skilleter (5670)
D.Smith (9590g)
M/s.S.Somerville (4474)
H.Spencer (5618)
G.Steel (9254g)
R.Steel (6767)
B.Stephens (4550)
W.Stevenson (8793)
J.Stonier (3581)
T.& S.Swindells (9696g)
J.Syme (8535)
R.& K.Telfer (6990)
C.Thompson (4205)
J.& E.Towe (9596g)
D.& I.Urban (9287g)
W.Vukoder (5360)
W.Waters (4094)
B.Weitkuhn (8077)
J.Wells (5399)
D.Wilson (8735)
G.Wise (5659)
A.Wrench (9419g)
T.Wrench (8514)
R.Wright (6893)
W.& I.Wymer (7687)

VICTORIA

Mrs.J.Anderson (5845)
J.Archibald (6980)
R.Brenton (5526)
C.Canterford (9209)
L.Clarke (8537)
F.Clutton (6397)
J.Coen (5396)
R.Cogdon (5728)
N.Cooper (8951)
B.Crosbie (8012)
R.Davis (5606)
G.Dittloff (3350)
G.East (7152)
T. Enevoldson (9141)
G.Fowler (9111)
R.Goldsworthy (6477)
R.& J.Hale (6633/9620g)
P.Hall (7262)
G.Hambridge (7662)
I.Harding (6399)
A.Harper (9707)
R.Haselgrove (8977)
Mrs. R.Hoffman (6465)
E.Hogan (5858)
P.Hollibone (8290)
J.Horner (8982)
A.Jobling (7399)
B.Jordan (7299)
R.Keast (8099)
A.Kalitsis (9207)
R.Lewis (8726)

VICTORIA, continued

T.McDougall (6149)
A.McIntyre (8047)
R.Mitchell (6623)
A.& J.Moule (nbo)
K.Proposch (4588)
R.Provis (6386)
L.Ralph (7411)
M.Ralph (nbo)
I.Rechtman (6631)
Richmond T.S.(7907/7909)
I.Ricketts (8344)
N.Ridgway (nbo)
A.Robertson (4429)
Mrs.M.Rothery(7040)
J.Russell (7618)
M/s.S.Rutley (6646)
E.Sabel (8043)
E.Treagus (5980)

SOUTH AUSTRALIA

I.Afnan (9285g)
Mrs. E.Arbon (7187)
M.Arbon (9429g)
J.& S.Armitage (9282)
P.Bessell (8998)
K.Bevan (9172)
W.Bollmeyer (9225)
W.& S.Bowie (8354
R.Boyce (9655)
G.Brougham (7358)
M.& G.Brunger (8355)
B.Burdon (9479g)
B.& S.Caddy (9490g)
B.Carsons (8974)
M.Cole (6874)
K.Cook (9188)
R. Couch (6857)
W.Dickson (9442)

S.A.Continued

C.Donald (8245)
R.& B.Drogemuller (9234)
L.Duke (6589)
M.Dunk (7255)
R.Durant (9577g)
R.& P.Elson (4471)
P.,B.,G.Evans (7867)
J.,K.,L.Fawcett (6432)
Miss M.Gale (7455)
D.Glenn(9486)
G.Gohl (7295)
R.& H.Goldfinch (8976)
R.Harvey (9289g)
R.Hawkes (7077)
J.Helps (9633)
A.Henriks (9204/9706)
E.& J Hopkins (6133)
J.Hornabrook (9429)
R.Humphris (7835)
W.Hunter (8568)
P.Hurrell (6648)
M.Jahn (7685)
F.Jewell (7836)
I.Jones (9521)
S.Keough (5822)
A.Knoop (8598)
G.Leach (8263)
R.Lewis (6636)
G.Loughhead (8564)
L.Luders (6784)
M.& H.Luders (8773)
J.McGrath (5890/9617)
J.Magnusson (9465)
T.Matthews (9468g)
B.Moore (5965)
D.Morris (8370)
T.Naige (6719)
P.& A.Nicolson (9563)
D.& L.Parker (9588g)

S.A.Continued

D.Patterson (8030)
R.Paynter (8768)
H.Pickavance (7189)
M.Pieck (9512g)
G.Rankin (8901)
B.,A.& D.Rehn (6562/9594)
A.& P.Reimers (5531)
R.Rice (8571)
D.Ross (7897)
J.Sales (8999)
R.& K.Salmon (8382/8302/9621)
K.Seidl (9448)
B.Smallacombe (9286g)
P,Smith (9689g)
A.Stanway (8945)
C.Steele-Scott (9610g)
J.Stephens (7168)
M.Sumerling (9574)
P.Szalay (7160)
G.& M.Tieste (5908/8531)
G.Thompson (9458)
W.Tucker (9634)
G.& S.Turner (7360/7442)
Mrs.P.Walter (7823)
B.West (5675)
E.Wilmot (7832)
G.Wilson (8286)
S.Wilson (6556)

A.C.T.

L.Glare (7412)
N.Howlin (5352)
I.McDougall (9530g)
T.Marks (6785)
R.Southwell (9697)
J.Stockwin (8308)
R.Taber (4537)
J.& B.Turner (6513)
R.Wyers (7892)
I.Zadoroznyj (7092)

WESTERN AUSTRALIA

I.,N.,B.,J.Arber (8774)
Mrs.B.Beavis (7933/9581g)
T.Brown (7030)
H.Cull (9653)
N.Gare (8400)
Miss A.Gaunt (9511g)
J.Hill (8074)
E.Horne (5672)
D.Hunter (9401g)
H.Lingius (9463)
T.& S.Lingius (9682)
H.Oram (8080)
R.T.Yachts (nbo)
M.Ross (7403)
N.Stephens (5746)
Mrs. H.Stevens (7474)
G.& R.Stone (6609)
M.Taylor (5656)
Miss J.Tiessen (9667g)
R.Tiessen (9657g)
A.Wilson (9566)

TASMANIA

R.& J.Adkins (4433)
Mrs.V.Coleman (8025)
M.Dix (8765)
J.Hall (7697)
C.& J.Lawrie (766)
K.& K.Lawrie (8970)
J.Lock (8753)
T.Maddock (7983)
A.Palfreyman (8775/9601)
M.Sweetingham (8546)

SOUTH QUEENSLAND

B.Adshead (7444)
G.Birch (7653)
B.Bowles (3674)

STH.Qld.

G.Campbell/N.Owens (8935)
C.Carey (9671g)
P.Carey (9560g)
D.& M.Connellan (6616)
J.Deshon (9640g)
Mrs. P.Deshon (3068)
D.Dye (8364)
F.& A.Fielding (6219/9607g)
I.& K.Guttler (9660g)
F.Hughes (8706)
I.Hunter (9210)
D.Waller (8252)
D.Whisson (5797)

NORTH QUEENSLAND

R.Anderson (8378)
D.Bailey (8508)
P.,H.,K.,C &M.Broadhurst (9526g)
R.& D.Burn (8028)
R.Christoffersen (9446)
D.,H.,R.& V.Cresswell (9690g)
I.& P. Dorward (7390)
L.Fitzgerald (9510)
R.& W.Garnatu (nbo)
L.Giese (9543g)
R.Goodhew (5681)
G.Hermann (9686g)
T.Higham (9113)
C.Howard (6370)
W.Lindley (9518g)
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D.,J.T.& P.Quinn (9484/9517)
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