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HERON NEWSLETTER

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National Heron Sailing Association of Australia
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COVER PHOTO

Wind and rain faced entrants in all heats of the Kurrimine Regatta this year.
SEA SKIMMER, JOVALIE, DOLCE VITA and MIRANDELLA ready for the Coral Sea. *Photo – M. Clarke.*

NEXT ISSUE

Deadline is FEBRUARY 1st, 1981

THE PRESIDENT'S REPORT

With 1980 just about over and half of our sailing season behind us, most Heroners should have their boats tuned to perfection ready for the National Titles.

To all the members who have entered and to the Victorian Association who is conducting the series I extend my best wishes for a very successful and enjoyable week.

I would like to wish all members of the association a Merry Christmas and a Happy New Year for 1981.

Alan Crane

A MESSAGE TO ALL VOTING MEMBERS

This issue of the Newsletter contains Notices on Motion proposing certain changes and/or additions to be made to the Constitution. To assist your understanding of these proposals and to encourage your partcipation in the democratic processes of YOUR Association, you will need to refer to the Constitution.

This document was revised and approved by members of the 1979 Annual General Meeting and it may be that you have not yet availed yourself of a copy. This can be done by completing the form below and forwarding same, together with a 50c stamp or fee to cover postage.

To: Hon. Gen. Secretary,
N.H.S.A.A.,
1 Ethel St., Balgowlah. 2093.

Please forward a copy of the Constitution and Sailing Rules of the National Heron Sailing Association of Australia to me at the address shown below:

NAME (print).....Boat No. (if applicable) .....

ADDRESS.....

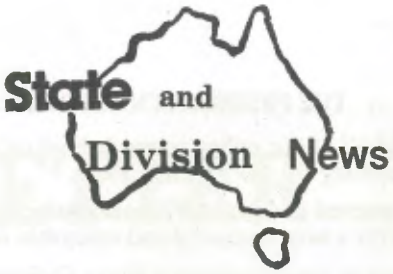
LETTERS TO THE EDITOR

Soon this section may have to be called a letter to the editor, so far the amount of mail received, other than club reports etc. is about eight enquiries per year. It's your newsletter and it's your job to supply the contents, often I find when one person asks a question about the Heron several people comment I didn't know that, so drop me a line, the tips may solve your problem.

SPINNAKERS: Joseph Archibald from Glen Iris in Victoria, wrote asking 'Why does not the Constitution allow the use of spinnakers on Herons'. He would like to hear other peoples comments on the subject.

Well Joe, besides Jack Holt, the designer of the Heron not wanting to incorporate a spinnaker into the sail plan (it was designed as a safe family boat easy to sail). The members of this association don't want spinnakers, if they did they would place a motion on notice and everyone would be asked to vote at an A.G.M. You also express your support to the retiring president's suggestions, and I can only say that its been my experience that the majority of Heroners have enough problems sailing a Heron, without incorporating new innovations. There are many people who chose a Heron because of the cost. A spinnaker is going to add another 40% onto the cost of a set of sails, let alone putting forward hands under more pressure.

So let's hear what other members think.



NEW SOUTH WALES NEWS – *Casab (9191)*

To date six events have been conducted and we can already see vast improvements in some boats. Two I've noticed are Ross Jones from Botany Bay (no more bets Ross) and Peter McLeod from Narrabeen, sailing his new timber boat built during the winter.

With the National and State titles only just around the corner fine tuning seems to be most important.

Narrabeen Lakes invitation was won by a local lad David Llewellyn in RASTUS with John Strahan taking out handicap honours.

Then came the Cronulla Cup and what a race. Nobody can doubt the Heron's ability in rough weather, the race started in stiff breezes and the three foot waves kept everyone on their toes. Merv Tallis was in good form and had ADONIS ahead for two laps till the boom foot fitting let go then Bob Locke in TIME PASSAGES took over and finished first ahead of Stan (Grandpa) Dose in JID and Ross Jones in SHARLIS third. First on handicap was Bruce Morrissey in CASAB (the wife said I sailed really good) then Ross Jones in SHARLIS (having a good year Ross!) ahead of the ever present Geoff Harris (what's your boat's name Geoff?).

Botany Bay Invitation provided plenty of action early in the first lap. I myself was sitting within the first 10 boats coming up to the gybe mark and in a good position to gather information for this report then up came the wind and several of us reached round the mark in the wrong direction and came to grief trying to get back on course.

Bobbing between the waves I saw Merv Tallis in ADONIS showing the way (Merv likes to lead the first part of a race) to Bob Locke, it's hard to remember who else was there because I was bailing like mad.

After drying my pencil the results recorded were: (SCRATCH): 1st ELUSIVE Peter McCloud, 2nd TIME PASSAGES Bob Locke, 3rd KOALA Michael Groves.

Handicap placings were:

1st	ELUSIVE	Peter McCloud
2nd	JASI	Jeff Harris
3rd	RASTUS	David Llewellyn

After the race we enjoyed typical Botany Bay hospitality where Merv commented he went the wrong way on the last lap. So to finish off in a friendly note several of the guys gave Merv's boat a hose down.

A quick note about the 1st Jax heat held at Botany Bay, Bob Young tells me it was quiet in the morning, 5 to 10 knots a light S.E. turning to a 15 to 20 knots from N.W. after lunch. Progressive points at this stage are:

Middle Harbour	4 wins	32.5 points
Narrabeen Lakes	3 wins	41.25 points
Botany Bay	2 wins	34.25 points
Concord Ryde	2 wins	37.25 points – then Bayview on 47.75 points

P.S. the next heat is to be held at Middle Harbour on 22nd February **NOT** the 15th as stated in the programme.

Also can anyone help with last year's Cronulla Cup results on handicap please contact Newsletter editor.

A CHALLENGE TO SAIL: Eric Sweeney our licensed fibreglass Heron manufacturer in Newcastle asks if we could help out with some information on tuning Herons. Only one small problem Eric, lack of space, so what I will do is put together some articles on information I have acquired. One consideration seems to be that the effort relates to the result. I was talking to a recent race winner who puts the boat in the garage with a light on in the hull to assist in moisture evaporation. And it's not uncommon to see skippers polishing hulls, centreboards and rudder blades with wet or dry before a race, of course, that's after the forward hand has been to the toilet!!

VALE to lost friends.

The Association regretfully reports the passing of two Heron stalwarts, Ray Kohler of South Australia and Ron Jobson of Victoria.

Ray carried out the duties of an authorised Measurer in the Port Augusta district and was the 'Mr. Fixit' for all yachts in this section of Spencer Gulf. He started his sailing in 12 Metre Sharpies at the age of 14. He then went on to Light Weight Sharpies and represented South Australia winning the Australian Championship in W.A., Victoria and South Australia.

Ron began his Heron sailing at Elwood club in 1966. He had had a heart problem for many years but treatment enabled him to enjoy an almost normal life. It certainly did not appear to reduce his capacity for hard sailing, especially when conditions became rough. But whilst he was a tough aggressive sailor on the water, at other times he always had a kindly consideration for his friends.

To both families we extend our sincere sympathy, Heron sailing is the poorer for their passing.

APOLOGY

The smiling face looking out at us from page 13 of the September Newsletter was mistakenly identified as Phil Bessell.

Actually we were looking at another part of Phil's anatomy in the nearby photograph.

The smiling face belongs to none other than S.A. Heron building, GEORGE ROBERTSON, whom we hope to see in Melbourne, with his charming family, for the 22nd Nationals.. Sorry, George.

Don Whisson's HEROIC (5797) and Bert Adshead's MAUSIM (7444) rest gently on the banks of Lake Samsonvale (Pine Rivers Sailing Club)
Photo: Bert Adshead.

SOUTH AUSTRALIAN HERON NEWS

1980-81 is an important year. The State Championships must be well supported to make up for the disappointment last year. Grange Club have done all that a club can to make it a success. Their new ramp facilities overcome the old problem of access to the beach. We know that some familiar faces will be missing but there will be some new ones.

We must remind members that early payment of fees makes management much easier. There are, regrettably, still some outstanding.

There is a strong contingent going to Victoria and we look forward to a good series. We know that the Ralphs, Hales are putting a lot of work into it.

Once the State and National titles are out of the way the season will still have plenty of interest –

21st February 1981	State Dinner
22nd February 1981	Teams Race
22nd March 1981	Picnic – Milang

Then there is the final decision of where to go for Easter.

Lake Bonney – inland sailing at its best.
Wallaroo – country sailing par excellence.
Pt. Vincent – always good fun (write to Morrie Easther c/- Pt. Vincent to book a campsite).
Lake Boga – who can resist it?

The travel weary can always sail in Adelaide at the local regattas.

If you know an unused Heron – take pity on it and find a good owner. There is nothing sadder than a dusty Heron.

TASMANIAN NEWS – *Mark Sweetingham (8546)*

The sailing season has again got off to a start in Tasmania. Undoubtedly the highlight of the season so far has been the superb sailing conditions experienced on the Derwent (in comparison to last season's continual north-westerly gale). However, very few Heroners have braved the ideal conditions so far, and fleets at the Lindisfarne Sailing Club have been somewhat modest. John Lock in SHARA is emerging as the man to beat for the Pennant.

Presumably a few more Heroners will bring their boats out of hibernation after Christmas in time to get in form for the Regattas and the State Titles. I will be!

STOP PRESS:

NOTICE

That the use of film-coated sailcloth (e.g. KEVLAR MYLAR) is not in accordance with Part 2 Clause 6 of the Constitution as contained in the definition in I.Y.R.U. Measurement Manual 1979.

CLUB PROFILE

PORT RIVER SAILING CLUB – Peter Gilchrist – PAKAJAS (9476)

As this goes to the editor the season is only two weeks old but is already looking very interesting. Caroline Blentule in her new boat MAN OF WAR is already showing her transom to most. We have welcomed Joe Boxter to the club. He has taken over INVINCIBLE from Sue Gillespie to learn to sail. Not a bad effort really because he must have seen at least three score summers. Good Luck Joe. OUTCAST will be sailed by Sharon Armitage in handicap races but Jim will take it for the club championships. Roger Goldfinch will sail OUTCAST in championships.

George Robertson is crewing for daughter Janet in NERANA and Max Luders will crew again for his daughter Helen in VEVERA.

Stephen Guy WATER WITCH and Becky Robinson PARDION and Kevin Fawcett LESLIE K are all sailing without their fathers as crew. Handing Herons down to sons and daughters is the sort of family affair that the class is all about.

The old faithfuls are out in force, Graham Loughhead SOWKER, Ray Power WAITANKA, Ari Knoop ARI-OOP, Lionel Luders CARORI and Abe Hendricks in his new boat MEANDA.

The club boat has been allocated to the Drucausons and we are waiting to hear what they have named it. Hurry up, Keith. We are also waiting for Koch's SHES A GOER to surface. Rumour has it that Peter Crosley and Ralph Boyce have been working out new tactics. Anne Robertson is again sailing MALUNA up with the best as is Craig McPhee in EIGEN VECTOR.

Good times will be had.

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

What a start to our season, two blowouts and a flatty. However, we have sailed two trophy races and one club championship heat. Jim Hopkins TIOK won our first trophy race and Ivan Jones WARRAWEE our second. Congratulations to Jim Hopkins who was awarded Club Life Membership recently, an award well deserved.

Our first club heat was sailed in a perfect 10-12 knot S.W. breeze with a very big tide flooding in to make sailing very interesting or frustrating at our westerly mark. Results:–

1.	WINKY DINK	8087	Adrian Pimlott
2.	WARRAWEE	9521	Ivan Jones
3.	TACTIC	9507	Rob Mann

Our old Heroners Regatta is creating a lot of interest, by the time this article goes to print the Regatta will have been sailed with several post mortems and hard luck stories.

We now have thirty Herons on our register so a big fleet should greet the starter each week. A big welcome back to Brian Moore 5965 returning from illness and a big welcome to Scott Keogh PYEWACKA 5822, Dean Millard AQUATIC 6400, Stephen Wilson MERLYN 6556, Richard Burke ORIONTALIS 8916 and Martin Rugless OUCH 9465 all racing for the first time.

Merry Xmas to All.

LARGS BAY NEWS – HEY FRED.

With the season only just under way there is very little to report.

Largs Bay News (Contd.)

On our first race, fleet numbers were in double figures, easy to see it was the beginning of the season by the number of errors made by most of the boats, with "HEY FRED" finally sneaking in.

Second race and first Club Championship saw a better effort by all boats. Under adverse conditions L. Simms, last year's champ, won the race, with old "BLACK STICK" (up there again) chasing them home.

From the Largs Herons to all heroners and sailors, wishing you a Merry Christmas and a Happy New Year and good luck in your sailing.

HENLEY SAILING CLUB S.A. – *P. Nicholson (9563)*

Now the season is off and running I would like to welcome all new Heroners to our club and also a couple of the old boys back to a more competitive class.

Alex Hayter has sold his 505 and will concentrate on sailing GUNAGETCHA (9515) and Roy Salmon (is he a veteran yet?) is moving from NS14 to sail KARUMBA with his wife Marleen, famous for her curried chicken. The Salmons are well represented in the fleet with Kerynn his daughter in ANJOPE and Mark sailing SEE YOU LATER.

Allan Leigh, the old m an of the sea, has had a spell in hospital, we wish him well, but hope to see him on the beach offering advice. Peter Nicholson could do with some.

From all the many friends of Don Malcolm RUM JUG, we are pleased to see you back on the water Don. Most people paint their boats or buy new ones in the off season but Don decided on heart surgery, I suppose it's to keep his weight down to minimum.

It's good to see the Heron as the stronger class at Henley and we aim to keep it like that . . . . Optimist.

NARRABEEN LAKES SAILING CLUB

During the off season one of our newest members, Peter McLeod, built and launched his new Heron ELUSIVE. Peter started with our club during last season in an old Heron and proved to be one of our better skippers. Since this season has commenced Peter and ELUSIVE have provided top competition for our club champion, David Llewellyn in RASTUS. At this stage the honours are about even, however, the speed at which these two are sailing at the head of the fleet is keeping the rest of us on the ball trying to capture the handicap placings.

David Rose in BLIZZARD and John McManus in ANONYMOUS are sporting new sets of sails and are both sailing just "off the pace" hoping for mistakes from the leaders. George Schauwecker in his LEISIL is also sailing very well this season and is continually gaining places in the handicap section.

The Narrabeen Lakes Invitation day proved to be highly successful with 30 Herons competing in the Travellers Trophy Race. The local Herons proved too good on the day with David Llewellyn winning the scratch event in RASTUS and John Strahan taking handicap honours in PHAR LAP.

Ron Hughes in MUZZ'N'BULL has joined a number of our skippers who have lost their forward hands to the increasing number of young sailors that have "gone Sailfishing". The result is some of the atractive wives of our Heroners have been shanghied into forward hand roles. I might add this generally occurs only after skippers concerned have failed to gain the services of a nice lightweight hand off the beach. One of our top skippers, Bob Holmes in RADAR, has been able to make a couple of appearances so far this season, but as Bob says not as many as he would like due to his time-consuming occupation.

Our club President and fellow Heroner, Derek Urban will be back, with his lovely wife Jean, from their overseas trip by the time the magazine goes to print.

No doubt Derek will have DABULAMANZI in full tune as quickly as possible in order to issue his usual keen challenge to our leading boats.

We at Narrabeen Lakes are all looking forward to the Heron races away from home and look forward to having a good fleet at each event. It is hoped that fine weather and good wind prevails at each event, thus making them the success they deserve to be, and giving everyone the opportunity to meet many other Heroners.

CONNELLS POINT SAILING CLUB – *by RAPAD*

With two months of the season already gone, Heroners are well into the swing of things. There is a membership of 17 in the class with an average of 12 starters every Saturday. We have welcomed four new members so far this season, they are Don Bailey who has bought a past members boat (NARI – 5088) to learn to sail in, Scott Higgins who has as his regular his father Barry (FIGARO – 6892), Mick Carr who has decided to skipper his own boat (WAGS – 7191) after crewing for Norm Coady last year, and John Griffin (JOULE – 5930).

Three or four members of this class, during the last year or so have sold their old boats and have bought newer/better(?) boats. But still they retain their old boats name. Is there some sailing magic in a boat name like TAMARAG, MERMAID MISTRESS and HELENA?

Tony Dobson in his new HELENA seems to be a positive answer to that last question as he is doing extremely well. But George Early MISCHIEF and Stan Dose JID have been the proverbial mile in front in most races. In fact George has blown out the handicaps of the fleet twice in the first six races.

It seems our very active secretary of the class Karl Shulten KRISCA, doesn't think much of the competition in the Heron Class. On a recent Saturday he was first over the starting line thinking he had made an excellent start before he realised he was five minutes late. He was starting with the Lasers.

Our fleet of Herons did well in the Cronulla Cup and with 6 boats finishing and JID and CASAB near the top, are we heading for a win in the Endeavour Shield.

PINE RIVERS SAILING CLUB

Just one year old and located in the Pine Rivers district, a fast growing community just north of and bordering Brisbane's area. It's name comes from the two main waterways – the South and North Pine Rivers.

Our correspondents, Bert Adshead and Don Whisson are very proud members of the Club and are doing much to promote the family style of sailing so suited to the Heron.

Bert writes that the club is situated on a very large Reservoir constructed on the North Pine approximately eight miles inland and known as Lake Samsonvale after a small community that has been partially submerged by the risen water level of the reservoir. Access is by Samsonvale Road which runs off to the west from the main road. The Brisbane City Council, co-jointly with the State Government, constructed the dam and, at first, would not allow any water sports on the lake. Successful lobbying saw a committee set up and known as the Pine Rivers Associated Water Sports Committee (P.R.A.W.S.) involving three clubs, sailing, rowing and canoeing.

Membership is restricted to 500 and access to the lake is by key only. Of course, visitors are most welcome and it is merely necessary to contact a club member to gain entry. The club caters for all classes of boats, both mono and multihull and sailing craft must keep to their allotted area which is about 8 miles upstream from the wall. At present five Herons are registered and are offering a friendly, competitive atmosphere.

Bert has been doing a tremendous job as Club Captain and Don, in his role as Publicity Officer, is bringing to the attention of the public via the media, the club members via a monthly newsletter, the programmed activities.

There are great things planned for the future of the Pine Rivers Sailing Club and the recent signing of a lease with the Brisbane City Council takes it one step closer to a Clubhouse, entertainment area, a boathouse incorporating observation deck, a swimming pool (no swimming is allowed in the lake because it is a drinking water area) and a couple of tennis courts.

We commend their fine efforts and suggest that further inquiries can be made by ringing Bert Adshead (285-3417) or Don Whisson (261-1310).

Racing over, it was time for the Careys of Hervey Bay and the Downes' of Cairns to swap a few yarns and join in the celebrations.

TRANS-AUSTRA

GIVE THIS PICTURE A T

It will be a mystery pri announced in the Marc

It happened during a m Harbour Club in Sydne young lady at the helm unusual kind.

The action was capture

A rare moment – SUN SHINING ON KURRIMINE.
Photo – M. Clarke.

AA

IA AIRLINES

TIRA VENTO (8028) Fred Burn, TRANQUIL LIZA (9271) Michael Foster and MASTA MARK (7634) Jody Higham come out of the murk on a screaming reach.
Photo – M. Clarke

LE AND WIN A PRIZE –
nd the winner will be
1981 issue –
ing junior race at the Middle
– Bill Imlay's DEFT, with a
ad an encounter of the most

by Charles Grimwood.

Peter Carey and daughter, Louise, prepare CAREW for HEAT TWO of the Kurrimine Regatta – There's no truth to the rumour that Peter used his wet suit flap as a spare rudder!!! Photo – M. Clarke

READ THIS CAREFULLY – It concerns you and your Heron, it needs your comment to appear in the March Newsletter and ultimately your vote at the A.G.M. to be held in May.

MOTIONS ON NOTICE

FOR THE 1981 ANNUAL GENERAL MEETING

The following MOTIONS ON NOTICE have been received in accordance with Clause 9.2 of the Constitution and you are invited to submit writen comment in support of, or against, the motions, such comment to appear in the **MARCH, 1981 HERON NEWSLETTER.**

It is important that your comment be in the hands of the Hon. Gen. Secretary no later than **FRIDAY, 30TH JANUARY, 1981.**

a) It is proposed that the words "Vacuum moulded foam sandwich" (hereinafter called VMFS) be inserted in the following clauses of the Constitution and Sailing Rules of the National Heron Sailing Association of Australia.

PART ONE

6. **MEASUREMENT**

6.4.1. . . . . in the case of GRP/VMFS and GRP/VMFS/Composite Herons . . . . .

9. **ALTERATION OF RULES**

9.1 . . . . Plywood Heron yachts and for GRP/VMFS and GRP/VMFS/Composite Heron yachts . . .

9.5 . . . . Rules for GRP/VMFS and GRP/VMFS/Composite Heron yachts . . .

PART TWO

1. . . . . Plywood, GRP/VMFS or GRP/VMFS/Composite construction . . .

2. **GENERAL.**

Paragraph four. . . . hulls for GRP/VMFS and GRP/VMFS/Composite Herons . . .

5. **SPARS**

5.6 Black Bands

5.6.2 . . . . king post (GRP/VMFS and GRP/VMFS/Composite). . . . .

7. **SAIL NUMBER** . . . . plywood or GRP/VMFS/Composite Herons . . .

PART TWO (B)

CONSTRUCTION AND MEASUREMENT RULES OF THE NATIONAL HERON SAILING CLASS

SPECIFIC TO GRP/VMFS and GRP/VMFS/COMPOSITE HERON YACHTS

1. **Construction.** Only GRP/VMFS and GRP/VMFS/COMPOSITE Herons . . .
. . . specifications for GRP/VMFS and GRP/VMFS/COMPOSITE yachts . . . .
. . . render a GRP/VMFS and GRP/VMFS/COMPOSITE Heron . . .

6. **Measurement.**

6.1 . . . form for GRP/VMFS amd GRP/VMFS/COMPOSITE Herons; . .
6.2 . . . measurement a GRP/VMFS of GRP/VMFS/COMPOSITE Heron . . .
6.3 . . . complete the GRP/VMFS kit . . .
6.4 . . . measurement a GRP/VMFS or GRP/VMFS/COMPOSITE Heron . . .

Proposer: F.K. Hepworth (8592)
Seconder: L. Menogue (7611)

b) **PART TWO (A)**

2. **Boat Buoyancy**

1st Sentence – After the word 'permitted' insert (a) and after the numeral '5' and before (See Association. . .) insert the words 'or alternatively (b) forward of frame 2 and along the sides to the transom in similar configuration to that permitted in the GRP/GRP Composite Heron.

2nd Sentence – To read: Method (a) **OR** (b) shall be of plywood construction.

3rd Sentence – To read: Combinations of (a) and (b) are not permitted then to continue with the words "Where built-in buoyancy . . ."

Proposer: N.J. Royle (9677), Seconder: A. Barrett (7942)

c) **PART TWO**

Clause 3.2 – **Correctors** – add second paragraph:

"The measurement certificate issued by the National Heron Sailing Association shall be endorsed to the effect that correctors are required to bring the hull up to minimum weight. Removal or alteration of these correctors renders the measurement certificate invalid and the boat then has to be officially re-weighed and a new certificate issued."

Proposer: A. Barrett (7942), Seconder: B. Morrissey (9191)

COMMENT in support of Motion a) for the introduction of Vacuum Moulded Foam Sandwich (VMFS) construction in Herons.

This motion has been carefully considered over the past eighteen months. During that time opinions have been sought from boat builders using the VMFS technique and foam suppliers. As a result, we know the types and thickness of foam and materials that could be used in construction of a VMFS Heron.

The research was necessary to satisfy, beyond reasonable doubt, that the Heron Class could only benefit from modern technology.

Herons built in VMFS (which is still GRP) would be made in existing Association moulds. This would uphold the cherished One Design concept which is one of the greatest strengths of the Heron Class.

The passing of a motion to accept VMFS as a form of construction would allow a prototype VMFS Heron to be built for evaluation. As a result, material specification could be laid down in an instruction to licensed builders and only then would production commence. This would ensure that the One Design principle would be upheld.

The advantages of a VMFS Heron.

1. A complete VMFS Heron could be built to minimum weight without structural problems because the VMFS technique is well suited to a hard chine boat.
2. A VMFS boat would have a life expectancy similar to a well maintained timber boat without the hard work. The VMFS technique transmits load over a greater area, particularly around the front bulkhead area and king post. The load spreading properties is similar to 6mm plywood.
3. Provide similar torsional rigidity in individual panels and the hull in general to a timber boat. A well built timber Heron has no detectable hull or panel deflection. A VMFS Heron would not have a stiffer hull because the fully framed timber Heron has one of the most rigid hulls available and therefore upholds the One Design concept.
4. VMFS would allow a modern gel coat to be used. It is anticipated that a NPG gel coat be used which has similar hardness to procelain, although slightly flexible and is virtually scratch resistant. Much less maintenance than a fibreglass boat!
5. VMFS is more than 20% impact resistant (i.e. visual or structural damage) than chopper laid fibreglass of similar thickness over a small area, say 16mm. diameter and up to 60% more impact resistant over a large area.
6. Should damage occur, a new panel can be scarfed in (similar to repairing a timber boat) with very little if any weight disadvantage and the gel coat could be matched without blemish.

7. VMFS hull would be of similar cost to a fibreglass hull. However, it is estimated that a complete VMFS Heron would be of similar cost to a composite Heron.

Some brief technical information.

The mould is placed into a vacuum bag which is connected to a vacuum pump and the air in the mould is sucked out leaving a bubble free bond between the resin and the foam. At this stage heat is applied to the mould at strictly controlled temperature to ensure even curing and bonding. While the foam is a specified thickness all parts of the hull will be of uniform thickness – similar to plywood. Chopper laid fibreglass can vary dramatically in thickness from area to area but this depends upon the skill of the boat builder. With this in mind boat builders can guarantee uniform thickness of the hull and they know that each hull will be the same weight as the next VMFS boat. This is true One Design – all at minimum weight.

In summary –

- A VMFS Heron would be more durable
- lower maintenance hulls than presently available
- all hulls at minimum weight
- no increase in cost
- proven technique
- closer to true One Design principle
- a more marketable Heron by offering modern technology ahead of other comparable classes of boat.

In conclusion, the proposer and seconder both have timber Herons and if they thought that their Herons were going to be superseded by either value or speed on the water you can be assured that they would have not put so much time and effort to propose and second the motion to introduce Vacuum Moulded Foam Sandwich Herons – Hepworth and Menogue.

COMMENT in support of Motion (b) for built-in side buoyancy in plywood Herons.

Built-in buoyancy has been, for many years, a highly successful permitted modification and the mover and seconder believe that the further variation of side buoyancy tanks has much to offer the owner/builder of plywood Herons.

1) side buoyancy tanks would permit a capsized boat to be righted with less effort and with less water remaining in the cockpit.
2) side buoyancy tanks, constructed in plywood, follows the designer's original concept in the use of inflatable buoyancy bags carried on either side of the craft.
3) side buoyancy tanks would strengthen the hull bottom by the addition of logitudinal stringers used to support and secure the buoyancy compartments.
4) side buoyancy tanks in plywood Herons would align that type of construction with the currently permitted buoyancy sections in GRP/GRP Composite Herons and satisfy those owners of plywood Herons who consider they are at present disadvantaged.
5) this alternative method of construction requires the retention of all frames shown on the plan. – Royle and Barrett.

COMMENT in support of Motion (c) Weight-corrector inscription on Measurement Certificate.

The proposer and seconder see this notice as an extension of the requirements contained in PART TWO Clause 3.2 of the Constitution and as following guidelines contained in the I.Y.R.U. Measurement Manual 1980 where not only the need for and presence of weight correctors is noted by the measurer on the measurement form, this is also inscribed on the measurement certificate issued by the National Heron Sailing Association.

Presentation of this Certificate on registration at National/State/other events would indicate an inspection of the boat to ascertain the presence of the correctors.

With the advent of new building technology and the assurance of future 'light weight' Herons, the proposer and seconder see the necessity for ready recognition of boats required to carry weight correctors. – Barrett and Morrissey.

EASTER IN NEW ZEALAND

What could be better – Easter in New Zealand AND sailing a Heron.

Yes, the TASMAN CUP SERIES is programmed to be held in Auckland and the New Zealand Heron Sailing Association extends a most warm welcome to what we hope will be a strong Australia contingent ready to defend the coveted TASMAN CUP.

If you wish, you can certainly take your own spars and sails and we would suggest that you don't leave your decision to the last minute because there may not be enough local Herons for the visitors.

Drop a line, now, to Miss C. Worters, 44 Kelman Rd., Kalston, Auckland, 7 N.Z. for all you need to know about making this the very best Heron holiday.

WANTED – WANTED – WANTED – WANTED – WANTED – WANTED – WANTED

Herons, old, new, ply or glass for nice people waving lots of nice cash.

Do yourself a favour and swell the bank account at the same time. Don't let that Heron gather dust in the garage, carport or (even worse) in the backyard. Sell it to a family eager, keen and enthusiastic to sample the joys of sailing, particularly in the best little boat in the business, THE HERON.

Drop a line to Mary Clarke with the following information:

Boat classification, painted or varnished, built-in or buoyancy bags, what brand of sail, any self bailers, what type of rigging, with or without a trailer – AND DON'T FORGET THE PRICE AND YOUR PHONE NUMBER.

KURRIMINE 1980 and the HAROLD HOLT REGATTA – *Mary Clarke*

Ten years ago Kurrimine presented itself to me as a sun-drenched, tropical paradise away from the cares of the world with life moving at a very leisurely pace. With a memory such as this I didn't need any persuasion to accept a most generous invitation from the Mackay Heron group to be with them at Kurrimine for the 1980 Regatta.

The bag was packed with light clothing, sun tan lotion, dark glasses and camera. Even 'technical problems' causing a 1¾ hour delay from Sydney with a missed connection and a further 4 hour delay in Brisbane couldn't dampen my excitement at revisiting fantastic Kurrimine.

But the further north the trusty T.A.A. jet carried me, the worse became the weather and touch down at 4 p.m. found a very wet and soggy Cairns; an 'unusual event' for August said my hostess for a few hours before I was to be transported to Kurrimine.

Well the 'unusual event' continued for the next week and even the 'King of Kurrimine', Geoff Higham, couldn't part the rain clouds to let the sun shine on his domain.

The blue skies and sunshine were absent but not the tremendous hospitality, bigger and better than ever, and the Heroners made the best of the miserable conditions to enjoy probably the wildest, wettest Kurrimine Regatta ever recorded.

Before the start of the Regatta and during one brief spell of sunshine I had much pleasure and considerable honour in christening John Miller's brand new JOVALIE (9694); and managed to get the champagne on the boat before the rain.

INVITATION RACE: Wind from the south east 18/20 knots, gusting to 30.

Nineteen skippers braved the starters gun and were promptly enveloped in a blinding rain squall which saw one Heron well off course and heading for Dunk Island. Young Chris Carey retired with broken gear and the early leaders were Mark Higham (INNISFAIL 8777), Peter Carey (HERVEY BAY 9506), Tim Higham (INNISFAIL 9113), Anne Downes (CAIRNS 9638) and John Miller (MACKAY 9694). The race settled down to a battle, more with the elements than with the other competitors and Peter Carey, Anne Downes and Mark Higham finished in that order.

HEAT ONE: Wind still from the south east 25/30 knots, gusting right off the dial! The Volunteer Coastal Patrol radioed that they could not clear Innisfail Harbour leaving the depleted fleet in the hands of some very nervous safety officers. Spectacular capsizes and retirements were the order of the day. MIRANDELLA (8007) was dismasted and John Miller retired JOVALIE fearing the same

Heat One (Contd.)

misfortune. (He's still kicking himself, a result in this race would have given him third overall). With shocking visibility and rough seas a very relieved Peter Carey crossed the line ahead of Don Creswell (MACKAY 9690), Michael Foster (CAIRNS 9271), Anne Downes (CAIRNS 9638) and Mark Higham (8777).

Hot showers and dry clothes were quickly followed by the traditional Mackay HOT COFFEE AND BUNDIE RUM and long post mortems on the weather, the rigging and the hundreds of other things Heron skippers can find to talk about after a long, hard race.

HEAT TWO: Still raining, wind still from the south east, just as gusty but not as heavy at 10/15 knots. Visibility was still poor and, to their credit, 13 brave souls faced Stephen the Starter for yet another drenching. The first triangle saw two or three leaders before Peter Carey moved to the front and held that position to the final reach. Mark Higham threw out a challenge and while he and Carey were taking each other off the course, John Miller had JOVALIE moving closer to the lead. Realising that he had gone much too far, Carey gybed on to starboard and then gybed again to round the buoy – only to hit it. This allowed Higham to slip inside and take the lead with Miller only seconds away in second place, Carey having to settle for third.

Fred Burn and Keith Reading, two Mackay skippers shared misfortunes with a broken gaff and broken mast apiece. They pooled their resources for the final Heat as a fairly heavy but dynamic duo!

HEAT THREE. I'm not going to disappoint you – it was still raining, the wind again from the south east, 15 to 20 knots and 14 very tired starters. Anne Downes' crew had been carrying an injury and so father, Bill, moved in to the front seat. Anne very quickly moved into second place but then the story goes that Bill went one way and the gaff went the other. This was a great pity as Anne had sailed the series extremely well. A broken boom vang put Geoff Higham out and Mark Higham, certain of a second place overall, sacrificed this placing by breaching Rule 57. And that's another story!!

Consistent sailing gave Peter Carey the Harold Holt Trophy. Tim Higham, the dark horse, coming in second and Don Creswell and John Miller sharing third. A very popular winner on handicap of the Advocate Trophy was Fred Burn of Mackay in his first year in Herons. Chris Teitzel (Innisfail, 7977) was the most consistent performer and Anne Downes very richly deserved the trophy for the best North Queensland performance.

Sailing gear was packed away and the boathouse transformed from a glue smelling storage area to a palm fronded/flowered arena. Speeches were made, trophies presented, THE RAIN STOPPED and the stars came out.

My prize goes to the long suffering Mackay ladies who had to cope with wet tents, wet bedding and wet clothing and who kept their complaints down to an absolute minimum when others would have made life most unpleasant. Margaret and Geoff Higham continue to be excellent hosts, Alec and Edna Barrett ever helpful, Alec for his boat repairing and advice, Edna for those very welcome meals and numerous cups of tea.

To round off a most interesting week I travelled with John Miller and his daughter Jodi to Mackay giving me the opportunity to see something of North Queensland on the way. To meet and put faces to those with whom I have corresponded for a number of years was particularly satisfying and to be able to talk with them on the future of the Heron in North Queensland was most encouraging.

My sincere thanks go to Des and Edith Quinn for organising a great get together Barbecue, to Pam and Ian Dorward, Don and Helen Creswell and, particularly to John and Val Miller for all their kindnesses. They epitomise to me what the Heron has been, is and will always be – a great little family boat.

23RD NATIONAL CHAMPIONSHIPS

ACCOMMODATION

There will be limited camping and caravan sites at Speers Point Sailing Club. There are camping grounds at Belmont and Toronto but bookings should be made early for these.

Motels and Hotel Motels:

Warners Bay:	Lakeside Motor Inn, The Esplanade, Warners Bay. Telephone: 049 489687
	Warners Bay Hotel Motel Telephone: 049 489055
Speers Point:	Speers Point Hotel (formerly Pippy's) Telephone: 049 581022
Toronto:	Yachtsman Motel Telephone: 049 591311
Charlestown:	Panorama Motel, Pacific Highway, Charlestown Telephone: 049 433144
	Newcastle Heights Motel, Pacific Highway, Charlestown Telephone: 049 433077
Motels at Belmont:	Winston Court Motel, Pacific Highway Telephone: 049 489687, 049 489940
	Hines Macquarie Motel, Pacific Highway Telephone: 049 452847
	Lake Lodge, Pacific Highway Telephone: 049 450288
	Sinclairs Motel, Pacific Highway Telephone: 049 454384

The NRMA Hotel-Motel Directory will also list other motels in the district.

Regarding flats and holiday cottages the following agents may be able to help in this regard:

Philip Patrick, 6 The Boulevarde, Toronto.
Telephone: 049 591415

Colin Avery, 13 The Boulevarde, Toronto.
Telephone: 049 591677

Keith Tomlinson, 60 The Boulevarde, Toronto.
Telephone: 049 592899

Carey Bay Real Estate, Laycock Street, Carey Bay.
Telephone: 049 594389

Carnaby Sales Pty. Ltd., 8 The Boulevarde, Toronto.
Telephone: 049 591466 or 049 591415

L.J. Hooker – Warners Bay, 478 The Esplanade, Warners Bay.
Telephone: 049 486122

There is an Olympic Swimming Pool adjacent to the Speers Point Sailing Club.

Service and Social Clubs:

Belmont 16' Sailing Club
Sulphide Welfare Club at Argenton
Workers Club at Toronto
Workers Club at Cardiff
Speers Point Hotel
Speers Point RSL Club
Hotel at Warners Bay
Hotel Toronto

FINANCIAL MEMBERS FOR THE 1980/81 SEASON - new members and renewals from 1/8/80 to 31/10/80

NEW SOUTH WALES

A.Abbottsmith (4229)
W. Andrews (9483g)
G.Apps, (9709g)
C.& Mrs.Austen (9472g)
D.T.Bailey (5088)
C.T.Barnett (8980
K.Beuman (9235g)
Miss K.Beverley (5522)
C.B.Birkett (9139)
T.W.Blunden (4431)
C.F.Boland (6978)
G.Bonsall (3914)
P.A.Brand (7871)
R.& K.Brand (7672)
C.A.Brandon (9221)
D.& P.Brandon (5904)
J.D.Brennan (6359)
J.R.Brice (5041)
K.R.Brooks (7666)
A.H.Bruin (3354)
G.Brunton (8016)
C.W.Burns (7660)
A.J.Cartwright (5155)
J.D.Channon (9258)
P.C.Church (9244)
A.J.Clark (7171)
K.Coombes/Martin (7400)
D.Crawford (4271)
W.V.Cray (6525)
P.Creecy (7047)
C.E.Crundwell (4870)
P.Daniels (7064)
L.Davis (4956)
C.L.Day (6618)
G.& K.Deakin (5136)
A.Dickson (7693)
R.& K.Dickson (6104)
A.Dobson (9669g)
S.Dose (8585)
C.Ebsworth (5869)
R. Eke (6758)
E.J.Farley (7158)
E.Ferguson (7271)
G.Fidler (3258)
R.Fitzpatrick (9722)
B.J.Foster (5900)
D.Freer (5121)
C.W.Frost (9157)
R.Godwin (4837)
D.Gordon (4310)
A. & M.Gray (8090)
M.W.Gray (8288)
R.W.Green (9719)
J.Griffin (5930)
R.Griffin (8529)
M.Groves (8088)
R.Hann (9570g)
A.& A.Hargrave (4987)
J.Harries (5549)
J.Harris (8722)
I.Harrison (9558)
D.Henderson (7929)
S.Higgins (6892)
V.Hillig (8795)
G.Hjorth (9243)
R.Holmes (9220g)
L.Horner (8764)
R.Jacka (7937)
D.Jeffery (6472)
P.Jones (7491)
A.Judd (6586)
S.Kruck (8565)
D.Linklater (7657)
M.Lloyd-Owen (9000)
J.McCann (3543)
G.McDonald (4474)
T.McKern (6371)
A.McManus (7676/9715)
J.McManus (9222g)
G.Marki (9144)
C.Matthews (7373)
H.& R.Melzer (9569g)
H.Mills (5893)
G.Moffatt (7036)
L.Morris (9534)
N.Oake (8284)
R.Occomore (9514g)
O'Connor family (8720)
A.Oranje/K.Damant (8988)
A.Parish (4481)
W.Parry (9585g)
K.Paul (8008)
M.Payne (9710g)
A.Rabin (9532g)
G.Ramsay-Stewart (9198g)
K.Richardson (9197g)
K.& C.Robinson (6223)
S.Salsbury (9679g)
G.Schauwecker (9568g)
Sea Cebs Gordon (3684/6233)
(8751/8924/8794/9208)
J.Seckold (5963)
R.Simpson (5750)
L/Smith (3667)
D.Sabau (8248)
J.Sullivan (7804)
A.& M.Sutton (9703g)
E.Sweeney (9676g)
J.Sykes (8069)
Tallis family (5977/9118)
K.Toohey (8041)
B.Turner (6600)
P.Underwood (4356)
S.& J.Vandenberg (9151)
N.Wake (9717g/8g)
D.& J.Wearne (9539g)
R.Westwood (4434)
G.Wilson (4211)

VICTORIA

W.Atherton (7495)
E.& F.Blainey (7446)
S.Blencowe (7280)
R.Brown (5723)
F.Burke (8524)
A.Buykz (7179)
J.Caporn (8515)
J.Carter (7487)
N.Cooke (6515)
J.Douglas (7381)
W.& B.Harbord (7185)
Hastings Y.C.(3916/
6127/6584)
A.Hawkins (5766)
P.Hehir (9723)
B.Hemer (9547)
H.Hertz (9711)
B.Hyams (9670)
Mrs. K.Jenkins (9485g)
B.Leach (7981)
C.McLean (6483)
W.Major (8707)
D.Martin (9578)
R.Morrison (6757)
A.Muller (6800)
Oldridge fam.(5393/6196)
D.Petering/R.Pittam9174
J.Pollock (8791)
Richmond Tech(7907/09)
R.Roberts (7939)
P.Rotherham (9713)
T.Smyth (9226)
R.Tannahill (6193)
M.Wadsley (4082)
D.Waller (9549)
J.Weight (5353)
I.,D.,N.Williamson (7094)
W.Wiseman (8285)
J.Ziedars, A.Luks and
G.Rubenis (4473)

SOUTH AUSTRALIA

P.Bates (7026)
L.E.Baxter (8304)
P.Beaumont (7651)
D.Beck (8704)
J.& F.Brooks (8714)
D.K.Butt (6708)
R.Butt (8506)
V.& C.Butt (8306)
P.Carter (7831)
N.Clarke (7432)
B.C.Cross (8366)
K.Crout (8212)
D.& M.Dinham (7284)
A.Elstob (6636)
R.Gardner (6963)
A.George (9281g)
P.Gilchrist (9476)
I.Glasson (6716)
A.Hayter (9515g)
G.& S.Hewitt (6627)
C.Hodgson/R.Feist (9298g)
R.Johnson (9435)
J.Jones (9561g)
G.Knight (6511)
I.& B.Koch (9538)
T.Koch (9277g)
G.Lock (5918)
W.McKeough (7659)
J.Mardell (7944)
K.Marsh (8576)
R.Mather (7154)
S.Mattsson (6598)
D.Maxwell (6522)
G.Mayhew (9551g)
D.& G.Millard (6400)
J.Morley (8062)
A.Olds (8905)
G.Pike (6971)
D.Riedel (5095)
M.Reynolds (8520)

S.A.Continued

G.,A.,J.Robertson (8345/9416)
R.G.Rofe (6706)
D.Rogers (9466)
M.Rugless (9465)
A.H.Scott (9469g)
D.Stevenson (5935)
C.Tarran (9668)
R.C.Tarran (9528)
N.& K.Thompson (8959)
G.C.Thorn (5979)
P.Turner (8781)
A.& H.VanPelt (nbo)
D.& G.Walker (6710)

A.C.T.

N.T.Dore (5117)
1st Lake B.G.S.S. (9716)
A.Lejins (9572)
R.Roberts/I.Price (8313)
J.Tucker (3620)

WESTERN AUSTRALIA

W.Baker (5359)
M.Birch (7952)
E.Cartwright (9470)
P.& H.Cockburn (9651g)
R.& L.Davies (8040)
J.Douglas (9604g)
Gammie family (8315)
D.Hartley (9274)
R.Hogben (6583)
P.McCauley (8960)
N.& C.Main (8778)
J.& J.F.Muir (9642g)
F.Scholmann (8922)
J.S.Scott (9567g)
R.Whitehead (9474g)

TASMANIA

R.& J.Andrewartha (9106)
S.Camm (751/9708g)
N.Carter (8309)
H.Elliott (9641)
S.& C.Gumley (8750)
Lindisfarne S.C.(4696)
N.Mason (756)
S.Parkin (8756)
D.Perkins (7855)
A.Perry (8257)

STH.QUEENSLAND

A.Bullock (9584g)
W.& G.Clifford (6763)
R.Davis (9137)
G.& M.Docwra (5543/9712g)
P.& F.Herrington (7694)
M.,K.& T.Jackson (6186)
D.Miles (nbo)
J.Pembroke (9426g)
D.Straker (9646)

NTH.QUEENSLAND

Miss L/Dickson (8007)
Miss A.Downes (9638g)
Farry family (8235/9654g)
Foster family (9271)
G.Higham (8244)8300)
J.Higham (7634)
M.Higham (8777)
K.Hudson (9405)
M.Keating (9409g)
R.Knowles (8938)
D.Lawrence (8297)
McCulloch family (7390)
K.& L.Reading (9648)
M.Vandeleur (8389)

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