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HERON NEWSLETTER

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COVER PHOTO

N.S.W. Skipper Sid Dyer has HORNET buzzing over the surface of Port Phillip Bay during the 22nd Series.

NEXT ISSUE

Deadline May 1st, 1981.

THE PRESIDENT WRITES

With the Sailing Season drawing to a close it is a matter of real concern, the falling off in our membership. Although there are 20 less financial members this year than 1979-80 the number of new boats registered far exceeds this figure which makes one wonder where the older boats are going as we are all aware that given reasonable care a Heron will last a long time as is evidenced by looking at the low number of many of the boats registered and still racing. The National Heron Association has been for many years the largest and best organised sailing association in Australia because of the devotion of several members in each State who have given their time to assist in the organisation. Similar to the fall off in membership there is a lack of interest developing at all levels of management whether it be club, State or National levels. I wish to issue a warning that unless this apathy is overcome the end result can only be failure. All members are requested to give a little of their time to assist in the management so that this wonderful Association will retain its reputation and position as the leading Association in Australia. Please remember that it will not run itself and after all without an association to control the affairs the Class would cease to exist and your investment could turn into a loss rather than a most enjoyable asset as it has proven to be for the past 22 years.

ALLAN CRANE

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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 participation 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 The 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.....

EDITOR'S COMMENTS

In May at our A.G.M. we will be asked to vote on several Motions of Notice. A very important motion is the introduction of Vacuum Moulded Foam Sandwich (V.M.F.S.). I was surprised to see this motion put forward at this time by Messrs Hepworth and Menogue.

Since I have been attending National Meetings I understood that when the moulds were purchased from THYRA the builder Bottrill was to provide a standard prototype G.R.P. for evaluation so he could become a licenced builder.

To date this has not happened and I hold the opinion that Bottrill does not want to build G.R.P. Herons but only V.M.F.S. construction. If our friends and fellow Heroners in Victoria feel (as was stated in December Newsletter) that V.M.F.S. is the ants pants then why hasn't a sample construction taken place, as I understood was to be done to prove it. I can't help but feel all is not well because since I have been discussing V.M.F.S. I have found it is a dearer method of construction (builders of V.M.F.S. Friscos say so) and can, depending on the quality of foam used, absorb moisture and delaminate if cracking occurs in the outer hull. Because no price is mentioned for the type of foam cell being proposed I suggest that a top quality foam would cost 25% more, and could only be afforded by a select few.

I have seen at recent boat shows delamination taken place in new hulls where inspection ports have been fitted, if and when a repair is needed to the outer skin, how can the quality of vacuum moulded be maintained. If V.M.F.S. is more durable why do so many skiff owners build a new one every season?

Read the motions carefully and form your opinion, then post your vote to the Secretary by the 1st May or attend the A.G.M. on the 4th May.

MEARURERS PAGE – *by the Measurement Committee Secretary.*

It has been some time since the Measurers page has appeared in the Newsletter but with the reformation of the Measurement Committee near the end of last year, it is hoped that it will be a regular feature in the future. However, before the reformation, two matters of importance were decided on by Management.

Firstly, it was decided to disallow any hollowing of the leading edge of the gaff so as to make it fit more snugly against the mast. A gaff was reported to have a hollow on the leading edge which extended from the heel (10mm deep) to the attachment point. This is not according to the plans.

Secondly, it was decided to define the word "taper" as it applies to the gaff in the following way. "That the word 'tapered' in clause 5:2 of the constitution shall be defined as a progressive and continuous reduction in cross section which shall not fall below a straight line drawn between the attachment point, the head and the heel minimum dimensions."

In addition to this, management wishes to advise that sawcuts across the grain of the spar timber were not and never have been condoned by the Association.

Over recent months, the new measurement committee has been active in classifying boats and rearranging the measurement form. Concerning the latter the intention is to have a sequence of measurement that conforms to the actual sequence of measuring a boat.

Finally, we would like to remind the class measurers of the association, that they are the "eyes and ears" of the Heron Association. They should report (on the measurement form when measuring a boat) all innovations and variations of construction so that they may be assessed in the light of the "One Design" concept. Recently a G.R.P. composite boat was seen to differ from other G.R.P. boats but this was not reported on the measurement form. True, it was not a measurable item but we, the officers of the association would like to "know what's going on" on behalf of all Heroners.

Hope everyone is enjoying their sailing this season and that many more Herons will be built to promote the class.

THE 22ND NATIONAL HERON CHAMPIONSHIPS, ELWOOD, VICTORIA – *by M. Clarke.*

THE SERIES SEEN BY MILLIONS

What other sailing Class in Australia – or the world for that matter – can boast a National Championships viewed by an audience of 6 million? There they were, Herons in all their glory, racing the 4th heat of the series as a back-drop for a direct telecast to Japan, Elwood Beach having been selected to show the Japanese how Australians spend their leisure hours.

This was a bonus never dreamed of by the Victorian Heron Sailing Association when it nominated to host the 22nd series. But I'm getting ahead of myself.

Competitors from all States gathered at Elwood Sailing Club on the 28th December, 1980 to be welcomed to Victoria by VHSA President, Keith Hepworth welcomed to Elwood Sailing Club by its Heroner Commodore, Graeme East, and to be briefed by the O.O.D., Neville Ridgway.

Numbers were down this year and it is difficult to pin-point the reason; cost and uncertainty of supply of fuel, growing family commitments, uncertain economics, whatever. The 65 who did enter, however, will not forget the 22nd series. The bright, sunny morning gave way to a nasty sou' wester as competitors and families gathered on the lawn fronting the Clubhouse for the Opening Ceremony.

Being a Heron owner, Graeme East told how he was doubly delighted to be Commodore of the host club. VHSA President, Keith Hepworth thanked competitors for their entries, his Committee and Elwood Club officials for their magnificent co-operation and mentioned "missing" friends, particularly Bill Imlay, Ian Cull and John Stannard who, for health and other reasons, were unable to compete this year. National President, Allan Crane, sent his very best wishes to officials and competitors for a most successful series.

The Commonwealth Bank had given most generously in its sponsorship of the event and Mr. Grant Laurie, Victorian State Manager expressed delight in being able to assist such a fine family Class Association and took great pride in declaring open the series wishing competitors fair winds and good sailing. The Rev. John Caporn, a Heron skipper, asked all to join him in prayer for a blessing of the fleet and the traditional flag raising ceremony was captured by many cameras to be remembered in the months to come.

With the Invitation Race programmed for a 2.30 start there was little time to change into sailing gear, apply the zinc and think tactics. The locals were suggesting that the sou' wester which had increased to 25, gusting 30 knots would settle down within the hour and we would have a good race.

The 22nd National Heron Championships, Elwood, Vic. (contd.)

We boarded the Committee vessell MAANPEKA, shippered by Jim Russell and motored away from the protection of the St. Kilda Marina into the face of a stiff breeze which gave no indication at all that it was ready to ease. The sea was rising and my stomach was doing its best to keep it company! The windgauge was registering 30 to 40 knots and one blast of 46 knots was recorded from the Tower at the Elwood Club. Seven hardy souls had already left the beach before shore officials moved into prevent any further launchings, pending advice from the Committee vessel. A postponement flag had been hoisted and at 2.50 p.m. it was unanimously decided to abandon the Invitation Race and resail it at a later date. (Flags N over X). The three shots fired from the Committee boat were never heard on shore nor was the decision ever questioned. The ride back to anchorage was exhilarating to say the least, a No.3 headsail (small) encouraging the yacht to surf 8 to 9 knots down the face of enormous rollers.

HEAT ONE – MONDAY, 29th December, 1980.

The sou'wester continued through the night building up unbelievable seas. The 2.30 p.m. start was postponed for an hour during which time skippers and crews wore a path to the windgauge inside the club house watching the needle slice from 20 to 30 to 35 and then back to 20 m.p.h. Eventually, and in easing conditions, a 3.30 race time was announced, sails were hoisted and the ride to the starting line had all the thrills of a roller coaster surpassed only by the conditions experienced at the windward mark. CRAZY (6618) sailed by Anthony Day of Wagga Wagga who, up to that time thought a 2 foot wave was a big sea, lived up to its name with a spectacular and crazy capsize. The Bay wave builds to a height of six to eight feet and tends to drop out from underneath the Heron when it reaches the crest of the wave. The South Australians were handling the conditions quite well but others beat a hasty retreat to shore either in one piece or with broken gear. DEES YAH (8976) sailed by Roger Goldfinch, SA, was leading a diminishing fleet followed by OUTCAST (9282) Jim Armitage and EIGEN VECTOR (8998) Craig McPhee. This trio pulled away from the next group, all Victorians, TRIALANERRA (7002) Ray Martin, VAN DIEMEN (5396) Arthur Moule and BEJUGARAWAY (9620) Ray Hale.

John Bell, President of the New Zealand Heron Association and sailing with Colleen Worters found that teeth and sheets are not easily separated and managed to leave a front tooth firmly embedded in the jib sheet.

The W.A. team of Baker and Christie, having travelled 2000 miles to compete, capsized, breaking a gaff, and Junior, Chris Carey from Queensland had the hard luck story of the day when he and crew, Anne Marie Downs battled their way around the course only to find that Chris had not signed on!

Of the 59 who started 26 finished and the results of Heat One were:

1.	OUTCAST	(9282)	Jim Armitage	S.A.
2.	DEES YAH	(8976)	Roger Goldfinch	S.A.
3.	EIGEN VECTOR	(8998)	Craig McPhee	S.A.
4.	VAN DIEMEN	(5396)	Arthur Moule	Vic.
5.	GUNNAGETYA	(9515)	Alex Hayter	S.A.
6.	CZECH MATE	(9255)	Mel Picman	NSW

HEAT TWO – TUESDAY, 30th December, 1980

A change in wind direction to a true southerly did nothing to abate the seas but all systems were go for a 2.30 start with the wind gusting to 25 knots. At the end of the first triangle a familiar trio, Messrs McPhee, Armitage and Goldfinch, were again leading the fleet.

The wing mark claimed a few victims but the backmarkers were beginning to adapt to the 'unusual' conditions and many improved placings resulted. Helen Luders of S.A., with father Max up front, had VENERA (8773) moving nicely through the fleet and Ann Robertson in MALUNA (9416) was not far behind. Peter McLeod had ELUSIVE (9691) improving on every leg, moving from 13th to 8th place, finally crossing the line in fifth position. It wasn't Bill Baker's series as he and Roy Christie had almost completed the course before realising that Bill had failed to sign on! In rough seas and a steady 20 knotter 60 of the 63 starters managed to complete the course and the results were:

1.	EIGEN VECTOR	(8998)	Craig McPhee	S.A.
2.	OUTCAST	(9282)	Jim Armitage	S.A.
3.	DEES YAH	(8976)	Roger Goldfinch	S.A.
4.	BEJUGARAWAY	(9620)	Ray Hale	Vic.
5.	ELUSIVE	(9691)	Peter McLeod	NSW
6.	PAPRIKA	(9561)	Jeff Jones	S.A.

HEAT THREE – WEDNESDAY, 31st December, 1980

With the New Year imminent, Huey saw fit to send a new breeze, this time off the land, hot and shifting. A sea breeze, promised for later in the day finally arrived just one hour before 1980 left us forever.

The light weather boys were rubbing their hands with glee, and, for the first time, junior crew were actually smiling. This time, surely, we would see some new faces leading the fleet. But it was not to be and the first boat to round the windward mark was OUTCAST followed by EIGEN VECTOR. Terry Matthews, of S.A. was sailing CHIMERA (9468) to perfection and moving right up with the leaders. Frontrunners and backmarkers alike were tested by the wind shifts and the windward/return legs saw McPhee edge EIGEN VECTOR into the lead, OUTCAST hanging on and DEESYAH moving steadily through the fleet. A change in conditions but no change in the leading trio! The group following provided each other with tremendous competition and taking duels with Peter Carey (CAREW 9506) Qld. and Brian Caddy (STORM BOY 9690) SA having a battle royal.

Finally the trifecta was broken when, at the end of the second triangle, GUNNAGETYA (Alex Hayter) and LIL LIZA JANE (Bob Lewis) got in front of Goldfinch. Concentration was the name of the game and, with no sign of the predicted sea breeze and with constant wind shifts, it was a fight to the end. McPhee had been given prior local advice to keep EIGEN VECTOR in shore and he did just that until he almost ran out of water and had to take a dig out to sea. Meantime OUTCAST had been on that tack since rounding the leeward mark and appeared to be falling back but a sudden windshift had him in the right place at the right time and the gap was closing rapidly. It was anyone's guess who would get the gun but McPhee stuck to his tack and crossed just one boat length ahead of Armitage, with GUNNAGETYA third and a surprised Matthews (CHIMERA) fourth. Some excellent sailing on the last beat put Goldfinch ahead of McLeod. Phil Bessell, self appointed Team Manager and owner of EIGEN VECTOR was beaming with delight as Craig and Chris came ashore. Results of Heat three were:

1.	EIGEN VECTOR	(8998)	Craig McPhee	S.A.
2.	OUTCAST	(9282)	Jim Armitage	S.A.
3.	GUNNAGETYA	(9515)	Alex Hayter	S.A.
4.	CHIMERA	(9468)	Terry Matthews	S.A.
5.	DEES YAH	(8976)	Roger Goldfinch	S.A.
6.	ELUSIVE	(9691)	Peter McLeod	NSW

YEAR YEAR'S EVE, 1980

Having become a second home to many families staying on for nightly barbecues, the Elwood Clubhouse was strangely quiet this late afternoon as all headed home to shed the wet sailing gear and return in fancy dress for the New Year's Revel. Well, not all of us were in fancy dress and there were some who wished they weren't as the revellries and the night warmed up. Wee Willie Winkie, complete with candle (Bill Tucker, SA) danced with Miss Chest of Drawers (Judith Moule, Vic) and the magnificent Wizard (Alan Clarke, Vic) in flowing black robes and frizzy white wig organised the children while Peter and Judy Hunt controlled the adult entertainment (and it needed controlling at times) with spotlight prize disco demonstrations and some crazy presentations, the writer being presented with some nifty unmentionables carrying the message PERFECTION COUNTS. Were they trying to tell me something?

The Old Heroners table, hosted by Graeme East read like a page out of the past with Tony Evans, Nev Ridgway, Paul Altmann, Ken Bullen and many others enjoying the family involvement so well remembered by them and so familiar to our Class.

Auld Lang Syne heralded each States entry into the New Year, New Zealand nearly missing theirs at 1 p.m. and Bill Baker and Roy Christie snug in their cots when Western Australia moved into 1981 at 3 a.m. It was a fun night to be enjoyed and remembered by all.

NEW YEAR'S DAY – 1st January, 1981

How better to celebrate the New Year than to do battle for the Cricket Trophy? What better place to gather than WERRIBEE PARK, a forty-five minute drive from Melbourne on the road to Geelong and the site of a magnificent Mansion and parkland now owned by the people of Victoria and preserved by the State Government.

Sailing temporarily forgotten, several interstate families roamed through the great rooms admiring beautiful timber work, ornate gas light fittings and etched windows dated 1876 which have all been preserved for future generations as an example of a dramatic liftestyle which we will not see again. A magnificent billiard table, the focal point of THE BILLIARD ROOM, was listed in an inventory of items included in the Chirnside family will to have cost £80. $8000 would not buy it today.

But on with the Cricket Match. Keith (Walker) Hepworth for Victoria and Mary (Thommo) Clarke for

the West gathered their respective, 40 a side teams, inspected the wicket and generally agreed on the rules of the match. Having won the toss 'Thommo' Clarke elected to bat and the opening pair of Scott and Brian Caddy faced a vicious onslaught of Victorian pace bowling and were dismissed in short order. The pitch didn't help any, just like the M.C.G. Undaunted, the Rest batted on valiantly with memorable scoring from Rod Watts, Bob Drogemuller, and the Day trio from Wagga, John Erlandsen, fielding in slips?, dived for a ball, damaged his Achilles tendon and put himself on crutches for the rest of the week. This game was definitely not for the faint hearted.

One hour later the Rest had knocked up 86 runs and were ready to take on and dismiss the home side. It was difficult to keep track of the number of batsmen coming to the crease but their opener looked suspiciously unlike a Heroner (could he have been a ring-in?) and his batting prowess kept him at the wicket for most of the hour whilst those coming to join him were in and out in record time. This due, largely, to the excellent wicket keeping of Peter Carey and in no way due to the questionable decisions of Victorian Umpires Russell and Ralph.

The hour was up, 'Thommo' Clarke led her team cheering and victorious from the field, winning by a margin of 2 runs. But the cheers were drowned by boos from the Victorians suggesting it had been a 'short' hour. The scores were checked and, to our horror, we found that the "ring-in" had scored 10 runs more than permitted.

A quick huddle between captains? saw the Rest return to the field for a 5 minute do-or-die struggle which, I'm delighted to report, ended in a draw (you might know that the Victorians were yelling "We wuz robbed") and the famous Heron Cricket trophy will be engraved, for the first time, with home team and the Rest as equal victors.

HEAT FOUR – FRIDAY, 2nd January, 1981

Many weary and muscle sore competitors were grateful for the 3 to 5 knot breeze confronting them from the sou'east. This, combined with the 9.30 a.m. start lulled them to sleep causing many to drift over the starting line and requiring a General Recall. Much more alert the second time around, it was New South Wales turn to fly the flag. Peter McLeod had ELUSIVE (9691) in a perfect position at the start and she lived up to her name by eluding OUTCAST and in fact rounded the windward mark 7 minutes ahead of DEES YAH and BEJUGARAWAY.

It was about this time that Commodore Graeme East advised the Committee Vessel that the race was being telecast live to Japan. And what a spectacle it must have been for that viewing audience, with blue skies, sparkling water, white sails and Australians really enjoying themselves. Stewart McGilvray, lone A.C.T. representative, found the conditions much more to his liking and had his best placing for the series. The heavy weather boys were relegated to the middle of the fleet and four new faces were in the final six: Results of heat four were:

1.	ELUSIVE	(9691)	Peter McLeod	NSW
2.	OUTCAST	(9282)	Jim Armitage	S.A.
3.	DEES YAH	(8976)	Roger Goldfinch	S.A.
4.	BEJUGARAWAY	(9620)	Ray Hale	Vic.
5.	BUBBLES	(8344)	Ian Ricketts	Vic.
6.	CONFUSION	(9234)	Bob Drogemuller	S.A.

INVITATION RACE – FRIDAY, 2nd January, 1981 – 2.30 p.m.

Would you believe an Invitation Race after the fourth heat? Well, it happened at the 22nd series and in probably the best conditions of the whole week. A true sou'easter of 10 to 15 knots on a rising sea. To date Roger Goldfinch hadn't been able to win a heat but this was his race from beginning to end, although father-in-law Jim Armitage did push him in the last work finishing just 10 seconds behind. The magnificent Ships Clock, trophy for this event and admired by many, was safely in Roger's keeping.

HEAT FIVE – SATURDAY, 3rd January, 1981

Another early heat, a totally different atmosphere. Winds were predicted from the South West but as the Committee Vessel moored for the start an oppressively hot gale came out of the North swirling sand and increasing in intensity to record 76 knots at Tullamarine Airport. The race was postponed, competitors on shore informed and all sails were lowered to sit out the worst of the blow. Fifteen minutes later it had eased off to a sailable 15 to 20 knots and 55 competitors faced the starter for the last heat of the series. Placings were finely poised with only 1 point separating McPhee and Armitage.

The fleet got away in a most orderly fashion working into a nor'easter. With only two or three boats around the windward mark the wind swung, dramatically and violently, to the south and within minutes had increased to 40 knots and rough seas. GRAND ROUGE (9703) and Alan Sutton were the first of several to swim and with the rest of the fleet now working into the south instead of running ahead of a

nor'easter, the Committee decided to shorten course at the end of the fourth lap. Rescues were the order of the day and were handled most efficiently by Alan Carlisle, Peter Smith, Ian Frey and Rohan Hepworth. Those who hadn't swum already were heading back to shore whilst others, revelling in the wild conditions were intent on sailing the course.

Through the murk we could see the leading Heron (unidentifiable at that time) coming toward us in perfect control with spray flying from either side of the hull. With only 50 yards to go, the shortened course signal was fired and soon after OUTCAST (9282) crossed the line. Jeff Jones in PAPRIKA finished 4min. 05sec. behind and headed straight for shore. The next group were some distance away but closing rapidly, they rounded the mark and the Committee couldn't believe its eyes when it realised that, not only were they handling the conditions, but they had gone off to do a windward return not able to take time enough from keeping their craft upright to notice the shortened course flag flying from the cross tree.

Of the 21 who finished (and a Junior, Chris Carey, filled 5th place), some 17 skippers had sailed two unnecessary laps in probably the strongest conditions this person has ever seen or experienced. One couple, John and Lorraine Hornabrook, flushed with the thrill of finishing 11th, gybed, broke their rudder and, on jib only, were heading at breakneck speed towards the St. Kilda breakwater. The rescue boat took them in tow before disaster struck and they rode in style back to the Elwood Club in a brand new Mercedes whose owner came on the scene offering assistance. He wasn't at all fazed by their sitting on the velour upholstry in very soggy sailing gear. It was indeed a most friendly and welcome gesture by a stranger.

Craig McPhee unfortunately broke his gaff jaws and, due to a misunderstanding headed for shore believing the race to be abandoned. His subsequent protest was dismissed. Max Jahn of S.A. gave us some concern for a time when the effort of carrying COLUMBIA ashore caused the 'old ticker' to miss a beat or two and, yes, it is true that Brian Caddy has ordered a Kerry Packer hard hat to protect him from low flying booms! Results of Heat 5 were:

1.	OUTCAST	(9282)	Jim Armitage	S.A.
2.	PAPRIKA	(9561)	Jeff Jones	S.A.
3.	DEES YAH	(8976)	Roger Goldfinch	S.A.
4.	GUNNAGETYA	(9515)	Alex Hayter	S.A.
5.	CZECH MATE	(9255)	Mel Picman	NSW
6.	VAN DIEMEN	(5396)	Arthur Moule	Vic.

PRESENTATION DINNER – The Stardust Room, St. Kilda – 3rd January, 1981

There's no doubt about Heroners, they do scrub up well. Handsome gentlemen, glamorous ladies and shiny faced children gathered at the Stardust Room for the last event on the social calendar, THE PRESENTATION DINNER. To the sound of good music and over an excellent meal incidents were recalled and races resailed.

The guests of honour, Mr. & Mrs. Fred Upton of the Commonwealth Bank were given a first hand opportunity to see what this Heron family class is all about and were more than impressed with what they saw. In the course of making the various presentations Mr. Upton's assurance to those present of continued and increased support from the Commonwealth Bank for all future National Championships met with thunderous applause.

Keith Hepworth rose to thank the many workers who had contributed to the success of the series; the ladies of the canteen, often the first to arrive and the last to leave, with those ever ready cups of hot tea and coffee for the tired, wet and sometimes exhausted crews and who 'miraculously' found meat and salad for 100 more than expected at the opening barbecue?; the boys of the rescue team, always there when needed; the tower crew headed by John Erlandsen, who maintained constant communication from ship to shore and who carried out the most efficient measurement checking of any series; Jim Russell, skipper of MAANPEKA, and his crew of willing workers, Mark, Andrew, Rod McDougall and Rohan Hepworth (Jim's work wasn't finished when he put MAANPEKA to bed each night as he would then go home to his computer and return the next morning with an up-to-date read out of times, placings, etc. etc.) Graeme East, Commodore, and organiser of all duties undertaken by the Elwood Club. A simple 'thank you' seems inadequate.

In response, Graeme East thanked participants for their courtesy and goodwill during their visit to Elwood Club and returned the State flags to their respective custodians, suggesting that Jim Armitage should take the South Australian flag as he had taken just about everything else!

Alex Hayter of S.A. made a surprising and most generous presentation to a skipper whom he felt had had the most consistent placings during the series, the New Zealand Visitor, M/s Colleen Worters who said she would treasure and make good use of the sailing watch.

And so the 22nd series was at an end. Each Championship develops its own character, each is memorable, and this was no exception. Speers Point Club on Lake Macquarie in New South Wales, the venue for the 23rd Nationals will probably offer something different again, but none the less enjoyable. Will we see you there?

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

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 dia. 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 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 longitudinal 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.

COMMENT in support of Motion (d)

ALEC BARRETT – nominee for Life Membership

A man whose frankness and conviction of opinion has made him an invaluable asset to the Heron Association.

A man who has, for the past 18 years, given of his time and talents to introduce dozens of families to Heron sailing.

No Heron matter is too much trouble for Alec, advice, tools, materials, spare parts such as rudders, tillers, spars, etc., and, in his earlier years, complete Herons, were always available.

Many is the time that he volunteered to look at a boat for a prospective buyer, repair it if need be, give a hand to a new chum who had trouble bending the bottom ply or crewing for a tyro inspiring confidence and at the same time demonstrating the basic points of sailing.

His joviality and friendliness have endeared him to many and lasting friendships have been made in all States. His annual trip to the Kurrimine Regatta in North Queensland usually involves him in either starting, finishing or giving a hand in the building of yet another Heron.

A good committeeman, he has been a Vice President of the National Association and is active on the Measurement Committee.

A man truly deserving of the nomination and honour of Life Membership.

Nominated: Noel Hill (Heron No. 9498g)
Seconded: Allan Crane (Heron No. 9440)

COMMENT in support of Motion (e) – Nomination of Mr. William Youll as Trustee of the N.H.S.A.A.

With the resignation of Mr. John Keen of South Australia as one of three Trustees elected in 1973 it has become necessary to nominate a Trustee for election at the 23rd Annual General Meeting. Mr. Youll has accepted the nomination and in doing so has indicated a continuing interest in the Heron Association, one which began in 1960. Mr. Youll, initially in the role of Secretary and Newsletter Editor and later as President of the National Association led the Heron Class to the popularity it enjoys today. His efforts were rewarded by Life Membership in 1970.

COMMENT ON V.M.F.S.

Dear Sir,

While reading the December Newsletter, I was surprised to read the motion to construct the Heron in Vacuum moulded foam sandwich.

After weeks of intensive study and interviews with technical representatives of the G.R.P. industry, plus the knowledge I have gained in the past few years repairing V.M.F.S. boats, in addition to what the measurement committee of the Heron Association of 1974/5 found out, I would like to point out a few facts for you to consider before you vote at the 1981 annual general meeting.

V.M.F.S. construction is definitely the answer for larger boats, when you are laying up yachts – say 25ft and larger – where the laminate of G.R.P. can be, for example, an 18 oz. lay-up. In this case, one can cut down the lay-up to 6 oz. outer layer, then foam, and then a 6 oz. inner skin. This would be a saving of weight of hull of 1/3. That is, a G.R.P. yacht of 3 tons, against a V.M.F.S. of only 2 tons. As a Heron, or any small craft, is only a 3 oz. lay-up, this means only a 1½ oz. lay-up on the outside, then foam, with 1½ oz. inside.

With such a thin layer of G.R.P. outside, it is very easy to puncture a hole, by putting the boat on a stone on the beach etc. Also, the thin layer of glass, does not bond well enough to the foam, and as a result, you get a de-lamination, and this usually occurs on the bottom of the boat.

Small boats which are built of V.M.F.S. are built, as a rule, for one championship season only, and then scrapped or sold at a fraction of their manufactured cost, at the end of the season. A three year old G.R.P. Heron, kept in good condition, will still sell for at least its original purchase price.

So why change the constitution when, by keeping within it, a Heron can be built with one of the materials on the market, which has been used in boat building since 1974, and is a polyester fibre sheet, impregnated with hollow thermoplastic microspheres, to the extent that, the microspheres comprise 50% of the product volume. When impregnated with resin, it forms a low density honeycomb type structure. When laid up between two G.R.P. skins, a continuous matrix of resin is created, which extends from one laminate surface to the other. The laiminate is thus a completely integrated resin system in exactly the same way as a single skin construction Heron.

Tests have shown on other craft I have built, that they are of comparable stiffness to foam sandwich, but with none of the disadvantages.

The estimated extra cost of the **hull only** in V.M.F.S., would be approximately 30% to 40% higher.

Yours sincerely.
Murray Bailey

OLD HERONERS REGATTA

Do you remember some of these desperates?

Back Row:
John (Jellybean 6774) MacPherson.
Les (Taishi 5964) Brown.

Front Row:

George	(Skellum 5974)	Doughty
Ian	(Touch of Class 8981)	Snowball
Peter	(Doongara 6635)	Crawford
Colin	(Tiok 6133)	Black
Don	(Quei 6522)	Pratt
Greg	(Hula 6594)	Glover

Not in Picture:

John	(Dumbo 4586)	Clark
Bob	(Katu 6364)	Bennett
John	(Theocal 8999)	O'Callaghan

Heron sailing was forgotten (for about 10 vital minutes) when Susan, daughter of George and Margaret Robertson of the Port River Club in Adelaide married Stuart Robertson; Susan's sisters Anne, Helen and Janet completed the family group.

NAME THAT PICTURE –

Well, naming the picture on Page 10 of the December Newsletter turned out to be a two-horse race. As only **TWO** members decided to give it a go. Ron Feist of the Port Augusta Yacht Club S.A. suggested "WALKING THE PLANK" and Andrew Beaumont also from S.A. suggested "HOP A BOARD". We are sending a prize to Ron and also to Andrew. Well done fellas and our sincere thanks for taking the time to send in your entries.

Champion Lady helmsperson, Helen Luders with favourite crew, Dad, Max.

Champion Junior, Chris Carey, from Hervey Bay Qld, and crew Anne Marie Downs all the way from Cairns.

From l. to r.: Mr. Fred Upton (Commonwealth Bank, Vic.), Sharon and Jim Armitage (Championship winners) and Mr. Keith Hepworth, Victorian Heron President.

Alan Hayter, with son, David, fourth placegetters.

Best Interstate Performance: *From l. to r.:* Fred Upton, Laurie Menogue and winner, Craig McPhee. (Chris Hanrahan, Craig's crew, was too shy to have his photo taken!!!)

Another country twosome Wallaroo receive their troph

Craig McPhee (EIGEN VECTOR) gets away to a good start (on port tack) in the final race.

Lake Boga's pride and joy, Ray Hale and his charming daughter, Julie, happy with their fifth placing.

Jeff and Andrew Jones from
es for sixth place.

Guest New Zealand entrant, Miss Colleen Worters takes custody of the New Zealand Heron Association flag from Elwood Club Commodore, Graeme East whilst Keith Hepworth looks on.

Early morning at the Elwood Sailing Club.

One of the many close tacks executed by OUTCAST and DEES-YAH on their way to being winner and runner-up in this series.

From l. to r.: Mr. Fred Upton (Commonwealth Bank, Vic.) and Heather and Roger Goldfinch (runners up).

A very happy Stephen Macleod with dad, Peter, third placegetters.

From l. to r.: David Llewellyn (NSW), George Richardson (SA) and Laurie Menogue (Vic) during the flag raising ceremony.

SOUTH AUSTRALIAN NEWS

The State and National Titles are over and our congratulations to Roger, Jim, Alex, Craig, Ann, Helen, Terry, Tony, Cec and Jim Hopkins. We are grateful that Mary Clarke has written up the notes on the state titles and were very pleased that she was able to attend. Both Elwood and Grange Clubs are to be congratulated for putting on well run titles.

16TH SOUTH AUSTRALIAN STATE TITLES – *by M. Clarke*

Grange Sailing Club was the venue for the 16th series and Commodore, David Saies, should be justly proud of his team's effort in conducting a most successful series.

HEAT ONE got away on time and National Champion, Jim Armitage (OUTCAST) left no doubt that it was going to be his race, leading from beginning to end. Roger Goldfinch (DEES YAH) was second and Alex Hayter (GUNNAGETYA) finished third. Junior skipper, Peter Matthews (ICARUS), flew the flag for Royal Port Pirie Club and lady skipper, Anne Robertson (MALUNA) brought Port River into prominence by her 12th placing.

HEAT TWO, programmed for a 10 a.m. start, tried the patience of competitors and officials with a very strong tide and little or no breeze. The starter went looking for wind and when a start line was finally set eight anxious skippers broke the start and were promptly disqualified.

Port River skipper, Craig McPhee (EIGEN VECTOR) got away well and went on to win, on a shortened course, from OUTCAST and CHIMERA (Terry Matthews). Best junior kept it in the Matthew's family when ICARUS, sailed by Terry's son Peter, placed 11th and best performance by a lady was Helen Luders in VENERA.

HEAT THREE was even more frustrating – another postponed start, another shortened course, competitors sweltering in 42 degree heat and being caught unawares when a flash squall came in from the nor'east tipping many of them in the water and bunching a mass for a very close finish (Fourteen Herons were finished within 12 seconds!!). Henley skipper, Alex Hayter (GUNNAGETYA) lost a 12 minute lead when he had no answer for the tide pushing him away from the leeward mark. Goldfinch moved DEES YAH into the lead and Whyalla skipper, Cec Pudney (TOOSHAY) improved his position to finish second with Hayter recovering to come home third. Best junior was Colin Tarran from the Whyalla Club and best Lady was, once again, Ann Robertson (MALUNA).

HEAT FOUR saw some pretty bedraggled competitors flattened by a 37 degree temperature which continued through Sunday night. An early 12 knot nor'easter didn't last and although OUTCAST started well, he lost his lead on the windward return when Don Malcolm (QUEI) moved ahead. It became a battle of tactics and a fight against the tide. OUTCAST gambled, moved away from the shore and lost any chance of a win.

Yet again, the course was shortened and Hayter atoned for the loss of the previous day by slowly moving GUNNAGETYA into a winning position, crossing the line just 25 seconds ahead of Goldfinch with QUEI third, EIGEN VECTOR, fourth and OUTCAST, fifth.

RESULTS:

1st	DEES YAH	(8976)	Roger Goldfinch	Port River	6 points
2nd	OUTCAST	(9282)	Jim Armitage	" "	11 pts.
3rd	GUNNAGETYA	(9616)	Alex Hayter	Henley	11.4 pts.
Veteran	TOOSHAY	(9519)	Cec Pudney	Whyalla	28 Pts.
Best country	CHIMERA	(9468)	Terry Matthews	Royal Port Pirie	33.7 pts.
Best Junior	ICARUS	(7395)	Peter Matthews	" " "	59 pts.
Best Lady	MALUNA	(9416)	Ann Robertson	Port River	62 pts.

It's WALLAROO next year so don't forget to book now – for further information contact the S.A.H.S.A., c/- W. Tucker, 2 Stimson St., O'Halloran Hill. 5158.

NEW SOUTH WALES NEWS – *from KERMIE*

The State Titles held at Port Kembla Sailing Club over the long weekend in January provided contestants with varied weather conditions.

HEAT ONE was sailed in 2 to 3 knot winds and proved to be a frustrating race for most of us, but the light weather boys had a ball. Way out in front ELUSIVE skippered by Peter McLeod (9691) finished first from Warwick Jacobson (9580) TICKLED PINK, Bob Young (8560) CASTAWAY, Mel Picman (9255) CZECH MATE, David Llewellyn (9576) RASTUS and ZENITH (8575) Charles Grimwood.

HEAT TWO was cancelled because the wind was out to lunch and resailed Monday afternoon.

HEAT THREE was sailed in a beautiful 8-12 knot Sunday breeze with Bob Young having a great time leading 59 Herons around the course till Peter McLeod overtook him to make it two in a row. Warwick Jacobson lifted TICKLED PINK into second place again to issue a strong challenge with Charles Grimwood finishing third, Bob Young a fine fourth with the consistent Ian Cook (9500) DAEMON fifth followed by Syd Dyer (9579) in his HORNET.

HEAT FOUR and down came the rain with 10-15 knot winds sending us around the course at an enjoyable pace. The 18 knot gusts kept everyone on their toes and quite a few of us got caught between the waves and pickled. Quite a bit of damage was sustained and only 16 boats completing the course. ZENITH carried the Grimwoods to the finish following in second was Mark Higham (8777) in CHARISSA then Ian Cook followed by Harold Melzer (9569) in NAUTICS, John McManus (9222) hanging on to ANONYMOUS and Geoff Deakin (5136) HI YAH.

HEAT FIVE Monday Morning, most of the people I spoke to were feeling a bit tired I'm not sure if the rain kept the campers awake or if it was Narrabeen's (some out of tune) choir. So it was up and at em and 5 - 10 knots greeted us at the start and it wasn't long before the pattern fell into place with Peter McLeod first followed by Warwick Jacobson (again and again) with you know who third (Ian Cook), Sid Dyer sailed well to finish fourth (even carrying sinkers under his seat) David Llewellyn in his raked rigged Heron finished just ahead of an old seafarer Stan (Medicine) Dose (8585) in JID (pep pills do wonders eh Grandpa).

Then came the resail of Heat Two. We took our tired bodies to the start of what was to be a spectators race, 20-30 knots seems a bit mild, at times it felt like a gale. A few guys were on edge at the start and after a general recall we were away. For those skippers who want to know how to get a Heron upon a plane ask anyone who sailed this heat. The answers easy pole up and hang on. Once an experienced skipper told me if you do a granny at the gybe mark you're pretty weak, I saw him do a granny and found out why when I tried to gybe. After throwing the jelly blubbers out of the boat it was back into top gear and yahoo! The disastrous third leg resulting in one broken rear seat, snapped tiller and broken gaff jaws.

With all the havoc going on and damaged sustained the first six home from the twelve that finished the race were Charles Grimwood, Harold Melzer, mark Higham, David Rose BLIZZARD (9589), UPWIND (8090) G. Grey followed by Ian Cook.

The results were as follows:

1st	Peter McLeod	ELUSIVE	(9691)	15.0 pts
2nd	Charles Grimwood	ZENITH	(8575)	17.4 pts
3rd	Ian Cook	DAEMON	(9500)	33.1 pts
4th	Harold Melzer	NAUTICS	(9569)	41.0 pts
5th	Mark Higham	CLARISSA	(8777)	58.7 pts
6th	Stan Dose	JID	(8585)	63.0 pts

Junior results were:

1st	M. King	ROSSCO III	(8794)
2nd	R. Pearce	ONEDIN	(8738)

Congratulations to the place getters and, to all those skippers who are disappointed with the breakages that occurred, spare a thought for John Burgess, who after packing up his two fibreglass boats on his double trailer proceeded to leave the camping area then CRUNCH. The trailer collapsed causing the bottom boat to grind on the road and damaged the hog.

Well another victory to the timber Heron! I wonder what the score is to date.

CLUB PROFILE

PORT AUGUSTA YACHT CLUB CELEBRATES ITS CENTENARY

At a meeting on January 17, 1881 a decision was made to form a yacht club at Port Augusta, South Australia – and, to the very exact date, January 17th, 1981 the citizens of Port Augusta and members, old and new, of the Yacht Club celebrated 100 years of sailing activity in the district.

Today Port Augusta Yacht Club boasts as good a clubhouse as would be seen in most country centres, but it wasn't always that way. The first premises were an old boat shed on the beach, now used to house the juniors' craft.

In earlier times regattas appeared to have played a big part in Port Augusta's sporting life. Yacht club officers have at least three souvenir programmes dating as far back as December 28, 1914 when the club charged the princely sum of 6d. to gain admission to the carnival.

Fees and subscriptions were fixed at ten shillings entrance and 21 shillings annually. The basic boat over the first 70 years was the fishing craft or mullet boat as the design was originally called. It had a small foredeck and side decks, was gaff rigged around 20 feet in length with a large steel centre board. Often they returned on Friday to be cleaned up for Saturday's races and then back to fishing on Monday.

Then came the double canoes, two galvanised iron canoes with air tanks joined together by a wooden structure with a single centre board between them. They were given added protection with a coat of cement and tar mix then with a bowspirt, a jib and gaff mainsail, they were a yacht. Then came the Jubilee followed by the Vee Jay, the 12 square metre sharpie replaced some ten years later by the Lightweight sharpie. Rainbows appeared at about 1955 followed by Herons, Moths, Mirrors, Holdfast trainers and Catamarans.

Prior to 1947, however, there was always keen rivalry between Port Pirie, Whyalla and Port Augusta and the old gaff riggers had to sail long distances to settle grudge matches. The idea of racing a triangle from Whyalla, Port Pirie and Port Augusta was a popular thought, staged from home port to home port going in any direction. The races were non-stop and a clocking system was used.

Laurie Harvey and his family are justly proud of "their" Yacht Club and we congratulate Port Augusta Y.C. on reaching its centenary. It is the third oldest club in South Australia, Goolwa Regatta Club being formed in 1854 and the Royal Adelaide Yacht Club in 1869.

PORT AUGUSTA YACHT CLUB – *from Chris and Ron Feist (9298)*

Although our Centenary Season is well underway I would like to tell other Heroners of the activities of the Port Augusta Yacht Club's Heron fleet.

The 1979/80 season was a season of few Herons but during that year our fleet was building. By the end of the season five Herons (and four of the crews were learners) were sailing quite competitively with MICKIKS (9289) taking the Club Championship and HALCYON (5095) winning the Aggregate Trophy.

This season the Herons have taken a leap forward in growth with the encouragement of the Whyalla, Port Pirie and (Jim Armitage of) the Port River Sailing Club.

Actively sailing the "David Brauwers Memorial" Race during our Club's 100 year Birthday Week-end was the record fleet of twelve Herons.

Port Augusta is situated right at the top of Spencer Gulf and can be quite a difficult place to sail at times but produces very keen Heroners. The Club rooms are quite modern and very large and we have our own Private Beach to facilitate the 98 yachts who make up the club fleet.

If any Herons should be in our area at any time we sail Saturday afternoons and they would be most welcome.

PORT RIVER NOTES

We add our congratulations to the State and National title holders. It was pleasing that so many came from our club. We are glad that we won the S.A. teams trophy (The Largs Bay Commemorative Shield). But the main thing is that such a big number from our club competed in the events, even if it meant seeing so many transoms. Keen competition is essential for good titles but so is a large fleet.

TIME AND TIDE

Time and tide wait for no man and that includes Alex Hayter (GUNNAGETYA 9515). Twelve minutes ahead at the last buoy of the third state heat he could have been excused for thinking he had it in the bag. But the tide had other thoughts as it took him past and past and past the buoy with no wind to bring him back. When it did blow Alex could only stare in disbelief as it was just in time to greet Roger Goldfinch (DEES YAH) and Cec Pudney (TOOSHAY) at the buoy as they turned for home then Alex's 12 minute lead became the same handicap. He didn't catch them then but made up for it with a most popular win in the fourth heat next day. Goodonya Alex.

BRIGHTON & SEACLIFF YACHT CLUB – *Adrian Pimlott – WINKY DINK 8087*

'DOUG SHORT' OLD HERONERS REGATTA

What a great day 11 old Heroners racing against one another again. The weather was hot and the winds unpredictable so there were many hard luck stories. Every heat was very closely contested so none of the old hands have lost their touch.

HEAT 1

1.	DEMELZA	John Macpherson
2.	SENTINA	Colin Black
3.	BYE BYE BIRDIE	John Clark

HEAT 2

1.	WINKY DINK	Ian Snowball
2.	NO NAME	Les Brown
3.	OUCH	Bob Bennett

HEAT 3

1.	BYE BYE BIRDIE	Peter Crawford
2.	TIOK	Colin Black
3.	SENTINA	Les Brown

FINAL PLACINGS

1.	Colin Black	2. 8. 2.	20 pts
2.	Les Brown	7. 2. 3.	21.7 pts
3.	Ian Snowball	10. 1. 5.	26 pts

Special thanks to Mrs. Margaret Short, wife of our late member Doug, who has kindly donated trophies for this regatta which will now become an annual event. Next year we will have 15-20 old Heroners competing.

Our season is now well under way and the Heron fleet at B & SYC is racing at its closest for many seasons. The hot shots are only just in front, sometimes the lead changes 3 or 4 times each race. The last 5 trophy races have been won by a different Heron each time. Newcomers David Rugless SENTINA and Bill Tucker JIGSAW have scored, so have Ron Johnson DEMELZA, Martin Pieck REIGER and Darren Witty TOUCH OF CLASS. Darren with "Father Mike" up front also achieved a great 1st and fastest in the City of Brighton race. A battle royal is developing for the consistency trophy with only 5 points separating Martin Pieck, Ron Johnson and Bill Tucker after 7 races. Our club championship battle is also very close, with only 3 points separating Adrian Pimlott WINKY DINK, Mike Witty TOUCH OF CLASS and Brian Messenger BYE BYE BIRDIE after 2 heats. Heat 3 is doomed a blowout and then a flatty. However heats 4, 5 and 3 should be completed by the end of February. A big contingent of B & SYC Heroners will be going to Goolwa for the annual Easter Regatta (4 races) any other Heroners interested in flat water Murray River Sailing are welcome.

Congratulations to the Pt. River aces who did so well in the Nationals especially Jim Armitage who regained his crown.

MIDDLE HARBOUR HERONS – *Syd Dyer (HORNET)*

Our sailing season is half completed, with the club championship being closely contested. TICKLED PINK (W. Jacobson) is the boat everyone is trying to beat and is very consistent.

Race results have been very close with the leading positions changing frequently. Sailing well are DAEMON (I. Cook), NAUTICS (H. Melzer), ZENITH (C. Grimwood), TIME PASSAGES (R. Lock), KOALA (M. Groves), CZECH MATE (M. Picman).

Handicap starts have resulted in some very close racing with improved sailing from CHRISANDA (C. Booth), PIPPAPIM (R. Sim), ANNO (A. Gillespie) and others.

Welcome back in the Xmas Point Score to two stalwarts, Bill Imlay and Chris Lloyd-Owen, both recovered well from their ill health earlier in the year.

The Heron must still remain a popular 'Bird' as two of our club marks have been stolen in recent weeks, one subsequently being returned.

Our racing must be serious, if one judges by the intense concentration of the Middle Harbour sailors, as they tack along the Castle Rock shore, out of the tide, trying not to disturb the attractive and proliferating, local 'Bird' life.

GRANGE SAILING CLUB S.A. – *C. Gurr – 8085*

The season is well with us again and although a small club regarding the Heron fleet, 9 boats in all, other classes make up the number to about 130 boats. Last season we started with 3 regulars and have gradually built up this number to 9 this season. The racing is quite keen with Father, Son, skipper and crews keeping the Heron class a family boat. We can boast an ex state champion Moth skipper who is now pushing the leaders ROTASU and DOGGER DEE. SHAROB is winning the occasional race to keep in touch. The State Heron Title is being sailed at Grange during the long weekend in January '81 and the club is gearing up for this important event. They are also staging the Australian Rainbow Championship at Christmas so a busy time will be noticed by all at Grange during both these titles. The ramp situation on to the beach is excellent and now with the acquisition of a 'Mad Buggy' plus the tractor and 3 high class outboard powered rescue boats all is well for race demeanor. Our 4 top Herons should fare well in the state titles as the skippers total experience in years would be around 75.

As the Christmas season will have passed on by the time this article is in print Grange Club Heroners would like to wish all Heroners and Families compliments of the season for 1981.

CONNELS POINT SAILING CLUB – *by RAPAD*

With a fleet of 16 Herons on the water for the last two races of January at the club, we have had some exciting sailing here at Connels Point. Dennis Allan has joined us in ABRAXAS (9698 – name came off an old 78 RPM record he says) a boat he built himself. He is quickly learning the fine art of sailing with his wife as crew but in a recent race had to contend with faulty workmanship (not his) when a swage on his shrouds gave way. Keith Damant is now skippering his own boat EMU (9000) and, as a junior is pressing hard on the heels of the oldies. Bruce Morrissey has switched to a G.R.P. boat with some(?) success but KERMIE (9728) has yet to get its act (or boat) together!

A big contingent of the fleet (10) went down to Port Kembla for the state titles where a good time was had by all. Heavy weather man Stan Dose JID (8585) was undoubtedly pleased with his 6th position at the end of the series. Bad luck Tony Dobson who realised too late that the "distance mark" isn't necessarily on the starting line.

The point score competition has still a way to go, but there are not points separating the first 4 boats which are RAPAD, JID, MISCHIEF and AUNTY JACK. Big improvers this season, however, in Ivan Mackay MERMAID MISTRESS (9645) and Neil Walker KAY (3123) are not far behind.

A couple of "stories" to end this report. Karl Schulten KRISCA (9462) had an overseas visitor as crew in a recent race and was working well to windward when they hit a sandbank, twice, slowing them down considerably. His crew, however, had a different explanation for the incident. She was sure a shark had bitten their centreboard – twice, and took some convincing that it was otherwise.

A tale of woe and bad luck, Mick Carr WAGS had this all happen in one race. Just before the start he went overboard as the boat sailed past with his crew still in it, just managed to grab the rudder. Up and going he capsized at the first mark. By this time the fleet caught up, so he tagged along a lap behind, only to hit a channel marker square on. After abusing his crew for not telling him where he was going and untangling the rigging from the offending pole in the river, he proceeded doggedly on. But, on the final lap his tiller broke. While heading for shore a passing Laser sailer berated him for sitting so far back in the boat "You'll never balance the boat back there". Said Mick, holding tightly onto the rudder with both hands, "If I had 6 foot arms I **would** sit further forward."

Finally, the writer of this article would like to thank the skippers of KERMIE and MERMAID MISTRESS for allowing him to receive the gun for the first time in his sailing career. After fighting gusty and heavy wind conditions in a recent race, they generously capsized in succession on the work to the finishing line and allowed RAPAD to steam past them as they bailed furiously. Happy sailing everyone.

NARRABEEN LAKES SAILING CLUB

As no doubt reported elsewhere in this journal our club member, Peter McLeod sailing ELUSIVE, has enjoyed tremendous success over the holiday season.

Sailing in rugged conditions on Port Phillip Bay, Peter ran 3rd in the Nationals and then came out over the January long weekend to win the State Heron Titles. We all at Narrabeen offer our heartiest congratulations to Peter and son Stephen his forward hand.

The State titles provided varied conditions for all who attended and not one of our nine boats that competed came away unscathed. The sunday afternoon blow left only three boats to complete the course, Peter McLeod in ELUSIVE, John Strahan in PHAR LAP and John McManus in ANONYMOUS.

After heat 4 the beach looked like a mobile workshop, Ron Hughes (MUZZ'N'BULL) was helping David Llewellyn (RASTUS) to make up a tiller and rudder between what was left of their two originals. David Rose (BLIZZARD) has broken a mast and gaff jaws and was busy fitting new jaws to his spare mast. Derek Urban (DABULAMANZI) was hunting high and low for another set of jaws. A spare set for Tom Rowan's RISING DAMP was shaped and fitted to DABULAMANZI. Ken Lenton was busy fitting a new gaff halyard to RAZZA and again Tom Rowan's tool box was to the rescue.

Monday afternoon's heat was again started in heavy conditions and despite all the previous evenings hard work only one of our boats was able to complete the course. David Rose in BLIZZARD put in a very creditable performance to finish fourth and to his further credit without one capsize.

Our Christmas point score was again keenly contested over three weekends with George Schauwecker in LEISL taking out the honours. Second was Ken Lenton in RAZZA with Derek Urban in DABULA-MANZI in third place.

New member Harry Miles in SLIPALONG is now getting his boat to move along well and it will not be long before he chalks up his first handicap win.

Gunter Baumgartl in MORS is throwing down the gauntlet to some of the leading boats and is making his usual challenge for handicap honours over the seasons sailing.

As already mentioned it has been a very happy month for Peter McLeod but one other event would have made Peter equally pleased. Prior to the second weekend in January Peter's youngest son, Aaron would not step into a Heron or onto the water at all. It has all changed, not only did he sail as a forward hand on that particular Sunday but was bitterly disappointed when they had to finally return to the beach. The look and grin on Peter's face told the rest of the story.

START PLANNING NOW!

23RD NATIONALS

Hi there,

Would you like to go to a great sailing spot, a beautiful lake, be only minutes away from ocean surfing beaches? Of course you would. Would you like to meet friendly people, go on a tour of vineyards with wine tasting? Yes again. But, you ask, where can you find all these things together? Well read on.

In the State of N.S.W. there is the city of Newcastle. Only 15km south from this fair city is beautiful Lake Macquarie. The lake is salt water, being connected to the ocean by a large channel at the township of Swansea. Because of the very large area of lake compared to the channel there are very little tidal currents on the lake away from the entrance. Naturally there are many sailing clubs on such a magnificent waterway and one of the best of these is Speers Point Amateur Sailing Club at the northern end of the lake. The club house is situated on the edge of a large grassy park which has tall shady trees (a good place for a friendly game of cricket).

Because of the good water and the willingness of the club officials there are usually several championships series conducted each season. For these reasons the N.S.W. Heron Assn. chose Speers Point as host club for the 1981/82 23rd Heron National Championships. The series that you have been waiting to attend. The part of Australia that you have been wanting to visit but up till now never managed to get to. Well, **NOW** is your chance. Have you arranged your holidays yet? If not, do it today. The series starts on Tuesday, 29th December 1981. Whether you want Hotel, Motel, Caravan or Tent there is a place for you at Speers Point. Naturally the hot shots will be there but even if you don't want to win a trophy come along and join me at the rear of the fleet and we will just sail along to enjoy ourselves. You will have plenty of company as I found at Elwood last series.

But more about the club. We have a two storey building. Boats and amenities are on the ground floor and the first floor has the officials area, general purpose area and a very good canteen which supplies soft drinks, pies, sandwiches, ice creams etc at a reasonable price. Breakfasts are generally provided for campers but this will depend on sufficient numbers requiring it. The club is not licenced to sell alcohol but with a hotel only 80 metres away we don't need it. The rigging area is reasonably grassed but the foreshores are pebbly so a pair of shoes or sneakers should be worn by sailors. The water is adequate for swimming but an olympic pool only 40 metres away is preferable. The sailing course will be away from the clubhouse in Warners Bay but excellent vantage points are situated around the shores. Large car parking areas are provided with no through traffic to increase safety. With very little general public wandering along the foreshores the boats are normally just left each night in the rigging area. The rigging area can be seen in the photograph and the camping area is located immediately in front of the parked cars. Plenty of space for 100 Herons including yours. There is no restriction on the class of boat sailed here so we have a very mixed fleet e.g. monohulls such as Sabots, Moths, N.S.14 and naturally Herons; Catarmarans such as Hobie, Stingray, A Class. The Heron fleet is the strongest class with up to 19 boats sailing regularly each Saturday. We receive our fair share of jibes about our slow little boats but our enthusiasm and friendliness make us the strongest. We trust that you will show our club how strong we are around Australia.

For accommodation the Hotels and Motels are listed in the last newsletter. By special consideration the Lake Macquarie Municipal Council allows camping around the area of the clubhouse for visitors to championships. For caravans the club has limited power supply, generally for lighting purposes only. To ensure adequate organisation of campers and caravans please write to me at the Sailing Club address below. Should you want a return letter enclose a stamped addressed envelope. Well that is enough encouragement for now as I don't want you too excited yet.

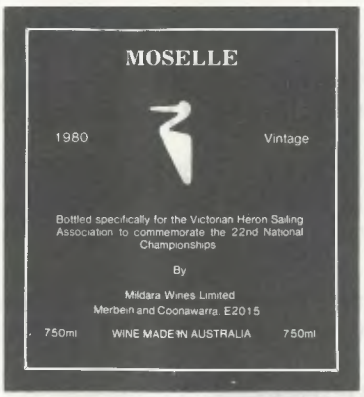
Alan Sutton,
C/- Speers Pt. A.S.C.
P.O. Box 56,
BOOLAROO NSW 2284

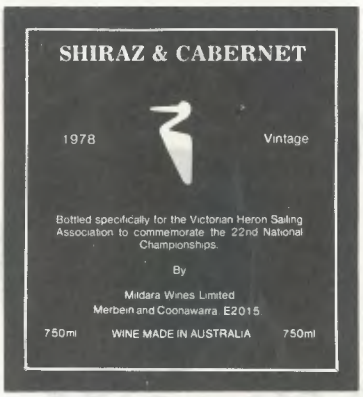
P.S. Caravan Parks are at Belmont and Belmont South 12km away

Red Head	14km away
Toronto	10km away

Invitation Race on 29th December, 1981 to Presentation Night on 4th January, 1982.

SPECIAL BOTTLING – SPECIAL BOTTLING – SPECIAL BOTTLING





The Victorian Heron Sailing Association have taken a positive step to commemorate the 22nd National Heron Championships held recently at Elwood. With the co-operation of Heron owner and vigneron, Michael Haselgrove, a special bottling of Moselle and Shiraz/Cabernet has been made available to Heron owners throughout Australia:

Minimum order one dozen (which can be mixed) at a cost of $25 per dozen plus freight:

For further inquiries please contact Alan Clarke, 5 Bella Court, Mulgrove, 3170. If you couldn't be at the 22nd Series how about the next best thing, a drop of the doings. It's guaranteed to be a collectors item!

ARE YOU INTERESTED IN FIBREGLASS?

If so, there a number of licensed GRP Heron builders waiting to talk to you. Why not buy and fit out your new GRP Heron during the coming winter and show a clean transom to your fellow club members next season.

For further inquiries why not contact your State GRP builder.

QUEENSLAND:	G. Hermann (Selectacraft Fibreglass), David Muir St., Slade Point. Mackay 4740 Ph. (079) 55-1934
NEW SOUTH WALES:	M. Bailey (J.H.Boat Kits), 1 Polo Ave., Mona Vale. 2103 PH. 99-2306
	Eric Sweeney (Bay Boats), 15 Jones Ave., Warners Bay 2282 Ph. (049) 48-8625
VICTORIA:	Frank Gruber (Frankston Fibreglass), 16 Martha St., Seaford 3198 Ph. (03) 786-2832
SOUTH AUSTRALIA:	Fred VanPelt (Austral Yachts), 10 Benjamin St., Newtown 5074 Ph. (08) 337-4050 **OR** 48 East Parkway, Colonel Light Gardens. 5041
WESTERN AUSTRALIA:	Rudi Tiessen (R.T.Yachts) 15 Constance St., Whatley. 6053 Ph. (09) 279-1462

WHAT'S GREEN AND WHITE and should now be gracing the transom of your Heron?

It's the 1981/82 sticker showing that you not only promote and sail a Heron, but that you are financial.

Complete the sub. form appearing elsewhere in this issue and send your Cheque or money order **NOW.**.

To: **N.H.S.A.A.,**
1 Ethel St., Balgowlah, 2093.

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

JOIN THE SCHRAMM WINNERS NOW

JEFF SCHRAMM SAILMAKER
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086 82024 A.H. 086 823152

ADRIAN PIMLOTT (WINKY DINK 8087)
468 BRIGHTON RD., BRIGHTON 5048
085 2981717 A.H. 085 3813217

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.

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WE SPECIALIZE IN HERON SAILS AND WOULD ONLY BE TOO PLEASED TO TALK SAILS – PHONE: 08-356-1326
COMPETITIVE PRICES
SPARS ALSO AVAILABLE

FINANCIAL MEMBERS FOR THE 1980/81 SEASON - new members and renewals from 1/11/80 to 31/1/81

NEW SOUTH WALES

S.Ackling (9626)
J.M.Aitkenhead (9725g)
Dr. E.P.Ambler (5687)
J.M.Archer (9625)
R.R.K.Baker (4845/9212g)
J.& P.Barlow (9161)
L.M.Barrett (5050)
M.S.Boyd (8711)
D.J.Brown (9267g)
P.Brunton (9404g)
J.& R.Burgers (9171g/9187)
J.P.Burton (9121)
C.Byrnes (5888)
R.& C.Candy (7684)
M.J.Clinch (5714)
A.L.Cohen (9600g)
M.J.Counter (9603)
B.Craig (9151)
K. Damant (9000)
G.& R. Dove (4533)
R.Gilbolme (9175)
M.Hamarty (6600)
K.& F. Henry (7886)
A.G.Hunt (5038)
B.D.Kench (9730g)
I.Kitteringham (9550g)
J. & J.Kruse (4878)
Dr. G.Lack (9613g)
J.J.Lees (5853)
K.W.McDonald (9565
N. McDonald (8986)
R.Mackie (6613)
G.S.Norris (7071)
Dr. R.Oakeshott (9508g)
J.A.Pagett (8902)
Dr. R.J.Payten (4881)
Dr. M.Pennington (7812)
P. & J.Pfahl (6503)
J.D.Plowman (9229g)
G.Quigley (5865)
G.C.Ryman (8934)
J. Scambler (7418)
R.J.Seymour (3921)
G.R.Sharp (4425)
A.R.Shaw (8918)
R.Silverton and
D.Golovsky (9253g)
J.G. Sim (5620)
W.K.Sladen (8964)
R.Smith (7816)
A.L.Suggate (4078)
R.Traise (9658)
R.Vane-Tempest (8210)
R.N.Walker (3123)
G.J.Ware (7628)
P.Wedesweiler (7151)
Mrs. J.Walsh (9533)
J.Wheeler (5869)
R.& C.Whyte (3630)
C.& D.Willetts (7365)
N.& C.Windeatt (7192)
G.Wynand (5834)
Dr. J.York (9453)
R.Zimmerman (8919)

VICTORIA

E.Atkinson (8949)
E.P.Baney (7370)
R.J.Beswick (9734)
M.Branton (7285)
S.K.Brown (9665)
P.Burns (5606)
S.Cody (nbo)
T.Coper (7448)
D.Davoren (4750)
G.A.Dunstan (6375)
A.J.Esnouf (5127)
R.G.Friday (3805)
G.Gammon (5728)
B.Girling (9733)
K.Jackson (8975)
S.Johnston (5175)
G.Knight (5025)
H. Knoepfli (8045)
S. Kurth (6604)
J.Lines/J.Hall (5996)
K.B.Luke (8544)
F.McCormick, (6487)
R.Martin (7002)
A.Nolan (9731)
A.C.Parsons (6582)
B.Petersen (6900)
B.Portingale (8790)
B.Proven (6501)
Mick Ralph (nbo)
J.Robinson (7377)
G.Smith (9732)
R.Symonds (5666)
A.Wiseman (9727)
N.Wright (4083)

SOUTH AUSTRALIA

I.R.Abbott (7490)
B.S.Archer (9471)
R.L.Bessell (6619)
Miss C.Blenkle (6629)
J.A.Bull (9652)
R.B.Burke (8916)
J.P.Cannell (5967)
F.G.Coad (7264)
B.A.Conry (8068)
Dr. D.Dineen (5193)
K.R.Doyle (8332)
J.,S.& A.Guy (6885)
A.D.Hamilton (8052)
L. Hearing (7854)
D.J.Hood (9729)
L.& K.Jaensch (9183)
G.Kassebaum (nbo)
S.Kemp (8781)
S.Koch (6791)
G.Lazenby (7964)
LeFevre High School (9536)
A.B.Lock (8533)
C.McPhee (8985)
G.L. Main (8253)
P.G.Malpas (9279)
C.Marriott (8539)
Miss S.Mattsson (8586)
R.L.More (7295)
B.,B.& P.Mora (6895)
A.Murfett (8235)
J.Nobbs (6131)
D.Ollerenshaw (9192)
J.P.Phillips (6550)
G. & C.Pudney (9519)
Dr. J.Richards (5898)
Mrs. D.Roberts (8062)
K.C.Roberts (6176)
M.Simpson (6590)
B.Stacey (9602)
A.Tapley (8280)
K.Turnbull (7690)
V.Veale (6528)
T.Walker (6166)

A.C.T.

M.T.Elford (7606)
M.Freer (4427)
G.C.Hatton (5915)
J.Hyslop (4086)
A.C.Nichols (7408)

W.A.

R. DeJong (6551)
H.G.Finch (7841)
I.M.Jarvis (7664)
B.& N.Larson (7847)
Dr.J.Livingstone (8394)
R.McGregor (9672)
A.Metropolis (8718)
C.J.Mumme (9167)
A.W.Ramshaw (8760)
M/s J.Woods (9274)

TASMANIA

P.Bostock (7814)
R.Seymour (8933)
E.J.VanHooff (5535)

SOUTH QUEENSLAND

C.J.Bower (7049)
P.Collin (9173)
C.Gillam (4656)
L.Holborow (7165)
R.Lochran (9582g)
A.Price-White (8987)
J.Stannard and
M/s.G.Higham (8244)
T/S Paluma D.S.Cadets (4364/8580)
B.W.Tranter (8011)

NORTH QUEENSLAND

D.Hogan (8381)
J.G.Roberts (9297g)

22ND NATIONAL CHAMPIONSHIPS - FULL RESULTS

Pl.	No.	Boat Name	Skipper	Heats 1	2	3	4	5	Pts.
1	9282	OUTCAST	J.Armitage (SA)	1	2	2	2	1	5.5
2	8976	DEES YAH	R. Goldfinch (SA)	2	3	5	3	3	11
3	9691	ELUSIVE	P. McLeod (NSW)	DF	5	6	1	9	20.75
4	9515	GUNNAGETYA	A. Hayter (SA)	5	10	3	27	4	22
4=	9620	BEJUGARAWAY	R. Hale (Vic)	7	4	7	4	12	22
6	9561	PAPRIKA	J. Jones (SA)	8	6	16	7	2	23
7	8998	EIGEN VECTOR	C. McPhee (SA)	3	1	1	25	DF	29.5
8	9255	CZECH MATE	M. Picman (NSW)	6	9	21	17	5	37
9	5396	VAN DIEMEN	A. Moule (Vic)	4	8	23	22	6	40
10	9506	CAREW	P. Carey (Q)	21	12	8	13	17	50
10=	8773	VENERA	M/s H. Luders (SA) 1st Lady	11	15	15	9	DF	50
12	9468	CHIMERA	T. Matthews (SA)	16	18	4	28	14	52
13	9671	LITTLE AUSSIE	C. Carey (Q) 1st Junior	DS	20	24	8	8	60
14	9420	EZEE-GO-ER	J. Hornabrook (SA)	15	32	29	11	11	66
15	8753	SHARA	J. Lock (T)	13	22	19	34	15	69
16	9179	HORNET	S. Dyer (NSW)	20	33	11	43	7	71
17	7618	CHIFFON	M. Ralph (Vic)	10	24	40	12	DF	86
18	6501	ATHOS	M/s C.Worters (NZ)	DF	28	25	23	21	97
19	9490	STORM BOY	B. Caddy (SA)	9	14	DSQ	10	DF	98
20	9578	ALTERNATIVE	D. Martin (Vic)	DS	30	14	35	20	99
21	9576	RASTUS	D. Llewellyn (NSW)	DF	19	9	14	DF	107
22	7685	COLUMBIA	M. Jahn (SA)	22	25	13	48	DF	108
23	9234	CONFUSION	R. Drogemuller (SA)	DF	49	44	6	10	109
24	8515	SLOW DOG	J. Caporn (Vic)	17	16	42	37	DF	112
25	7411	ZORAIDA	L. Ralph (Vic)	12	29	48	24	DF	113
26	9289	MICKIKS	R. Harvey (SA)	14	26	27	47	DF	114
27	9628	TIME PASSAGES	R. Lock (NSW)	DS	11	18	21	DF	115
28	9563	RIPPER ROO	P. Nicholson (SA)	24	36	38	18	DF	116
29	9489	RAPAD	R. Watts (NSW)	23	23	32	39	DF	117
30	9692	REPRISE	P. Robinson (Q)	DS	37	36	26	19	118
31	6763	ANDEVE	G. Clifford (Q)	18	41	47	15	DF	121
32	9416	MALUNA	M/s. A.Robertson (SA)	DF	27	12	20	DF	124
33	5845	KUDU	D. Anderson (VIC)	DF	21	20	19	DF	125
34	7395	ICARUS	P. Matthews (SA)	DF	43	26	45	18	132
35	7002	TRIALANERRA	R. Martin (Vic)	DF	7	17	44	DF	133
36	8977	TOMAS	R. Haselgrove (Vic)	26	50	DS	53	13	142
37	8726	L'IL LIZA JANE	R. Lewis (Vic)	DF	13	10	DS	DS	153
37=	9592	DING HO	M/s J.Owens (Q)	DF	17	30	41	DF	153
39	9174	ESRA TEW	G. Richardson (SA)	25	47	33	50	DF	155
40	8537	BET-C-LEA	A. Clarke (Vic)	DF	34	28	30	DF	157
41	8344	BUBBLES	I. Ricketts (Vic)	DF	40	51	5	DS	161
42	9647	BIG MACK	P. Erlandsen (Vic)	DF	42	43	DF	16	166
43	7176	ALDEBARAN	M/s A. Todd (Vic)	DF	48	22	38	DS	173
44	9703	GRANDE ROUGE	A. Sutton (NSW)	DF	45	34	31	DF	175
45	9479	ZINFANDEL	B. Burdon (SA)	DF	44	35	33	DF	177
46	6149	HARRY-L	T. McDougall (Vic)	19	DF	49	46	DF	179
47	9706	MELANDA	A. Hendriks (SA)	DF	35	DSQ	16	DF	181
48	9476	PAKAJAS	P. Gilchrist (SA)	DF	31	39	49	DF	184
49	5359	PLOD	W. Baker (WA)	DF	DS	31	29	DF	190
50	5982	KOORANYA	V. King (NSW)	DF	51	37	40	DF	193
51	6133	TIOK	J. Hopkins (SA)	DF	38	45	57	DF	205
52	8318	IONA	S. McGilvray (ACT-	DF	DF	41	36	DF	207
52=	9584	DRIFTALONG	A. Bullock (Q)	DF	54	46	42	DF	207
54	7611	MERINDAH	L. Menogue (Vic)	DF	46	DSQ	32	DF	208
55	6791	SHEZAGOAH	S. Koch (SA)	DF	39	53	55	DF	212
56	9634	JIGSAW	W. Tucker (SA)	DF	56	50	52	DF	223
57	7448	AYESHA	R. Cope (Vic)	DF	55	52	58	DF	230
58	9724	LUFF AFFAIR	M/s. M.Ralph (Vic)	DF	53	DS	51	DS	234
59	4803	GARZETTA	E. Day (Vic)	DS	52	54	DF	DF	236
60	6618	CRAZY	A. Day (NSW)	DF	DF	55	56	DF	241
61	9541	SENTINA	D. Rugless (SA)	DF	59	DF	54	DS	243
61=	8592	FUMSUP	S. Cody (Vic)	DF	57	56	DS	DS	243
63	7054	M-ONE	J. Mansfield (Vic)	DF	58	57	DS	DS	245
64	7381	ALCHERA	J. Douglas (Vic)	DF	DS	DF	DS	DS	260

NEW STOCK

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

Sizes 8 to 20 (metric)
$5.50

Send your order to Mary Clarke
1 Ethel St., Balgowlah. 2093.

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General Buildings, 39 Creek Street,
Brisbane. 211444

SOUTH AUSTRALIA
General Buildings, 117 King William Street,
Adelaide. 517877

TASMANIA
General Buildings, 174 Collins Street,
Hobart. 235081

VICTORIA
General Buildings, 351 Collins Street,
Melbourne. 620051

WESTERN AUSTRALIA
General Buildings, 172 St. George's Terrace,
Perth. 21 2254

PAPUA NEW GUINEA
Douglas Street,
Port Moresby. 212344