



PRICE 70 cents

HERON NEWSLETTER



SEPTEMBER 1981

VOLUME 19, NO. 3

REGISTERED FOR POSTING AS A PERIODICAL CATEGORY (B)

HERON NEWSLETTER

Published by

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



OFFICERS OF THE ASSOCIATION

PRESIDENT

A.B. Crane,
37 Spencer Rd.,
MOSMAN. N.S.W.
2088 (90-1523)

GEN. SECRETARY

R.L. Watts,
36 Third Avenue,
MACQUARIE FIELDS.
2564 (605-5057)

ASST. SEC/REGISTRAR

Mrs. M. Clarke,
1 Ethel St.,
BALGOWLAH. N.S.W.
2093 (948-8142)

TREASURER

B.E. Friere,
157 Copeland Rd.,
BEECROFT. N.S.W.
2119 (84-1642)

IMMEDIATE PAST PRESIDENT D.F. Jamieson

VICE PRESIDENTS John Coen (Vic), George Richardson (S.A.) and Noel Hill (N.S.W.)

EDITOR, HERON NEWSLETTER

Bruce Morrissey,
3 Freda Place,
MOOREBANK. 2170
(602-2614)

STATE HERON ASSOCIATION AND DIVISION SECRETARIES

Sth. Queensland:	D. Straker, 87 Bywong St., Toowong, 4066 (371-4076)
Nth. Queensland:	D. Quinn, 11 Peaty St., North Mackay, 4740
New South Wales:	G. Brunton, 116 Novara Cr., Jannali, 2226 (528-3309)
Victoria:	D. Martin, 29 Deanswood Rd., Forest Hill 3131 (878-6604)
South Australia:	W. Tucker, 2 Stimson Street, O'Halloran Hill. 5158 (381-1867)
Tasmania:	S. Camm, 4 Shannuk Drive, West Hobart. 7000 (34-3854)
A.C.T.:	A.J. Stewart, 23 Vasey Cr., Campbell, 2601 (49-6753)
Western Australia:	R. McGregor, 7 Bessell Ave., Como 6152. (367-4534)

COVER PHOTO

A black and white photo does not do justice
to the multi-coloured hull Alex Hayter gave
GUNNAGETYA (9515)

Alec is a sailmaker in his spare time and has
his ALEGAYTER sails setting perfectly
during a heat of the 22nd Nationals at Elwood

NEXT ISSUE

Deadline November 1st, 1981.

LETTER TO THE EDITOR

Dear Sir,

In the June 81 issue I read about our declining membership and our President's remarks on how we should one and all do our bit to encourage new members. Along these lines I would like to offer a few suggestions on how the Association, through the Newsletter, and clubs can assist.

Firstly the main thing a prospective member requires to become a Heroner is a boat! Many members, who are those contacted by the new prospect, are not too sure of the price of Herons, new or second hand so why not in some way include prices in the Newsletter so we can all keep up to date. This can be done by publishing the second hand boat list that is normally available from Mary Clarke and offering some inducement to our fibreglass and new kit suppliers to advertise in the Newsletter regularly.

If an prospective Heroner can't get good, fast, reliable information about Herons from the member he contacts he is likely to go elsewhere and get the info on another boat and buy that.

Secondly the Heron is an excellent training craft for the beginner and how many basically Heron Clubs have a training programme for the beginner — regardless of age? I have just completed a Y.A./A.Y.F. Sailing Master course and it was a real eye opener to see the effort being put into en-mass training by larger clubs and Community organisations. Just how many clubs are actively engaged in this programme I am not sure but if your club has been thinking of it I say support it and get them to get you Heroners into it and after they have had some basic sailing lessons in your Heron they should be ripe for the picking! Also this is the first time I have seen such a concerted effort by the Y.A. directed at dinghy sailing and this time we should be behind them and not critising them as we have tended to do in the past.

Happy sailing for the coming season and in the words of our president "Lets make an all out effort".

Jeff Harris
JASI 8722

WANTED WANTED WANTED WANTED WANTED
URGENTLY URGENTLY URGENTLY URGENTLY URGENTLY

Hérons, old, new, ply or grp 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 (as you once were) to sample the joys of sailing.

Drop a line to Mary Clarke with the following information:

Boat number, classification, painted or varnished, built-in or bag buoyancy, brand of sails, any self bailers, with or without a trailer —

AND DON'T FORGET THE PRICE AND YOUR PHONE NUMBER.

T-SHIRTS * T-SHIRTS *** T-SHIRTS *** T-SHIRTS**

Summer is coming and so is the sailing season and Christmas. Do you need any other reason for ordering now.

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

Sizes 8 to 20 (metric) — PRICE \$5.50 — avoid disappointment, order now.

RAVINGS FROM THE REGISTER

Having recently to search through earlier editions of the HERON NEWLETTER, I was struck by the changes which have taken place in content presented then to that which is presented now, not the least of which is the complete lack of correspondence from members.

In earlier days all sorts of questions were posed to the Editor, to the current Champions and to the Measurement Committee on all sorts of topics which were of particular interest to the member posing the question and which became of general interest to the readers.

Why has this changed? Do present day members know all the answers from fellow club members but not sharing the information with others not so privileged? Or could it be that HERON owners have fallen into the sea of apathy which seems to be drowning initiative, inquisitiveness or good old fashioned "get up and go" which helped put this Association where it is today.

Each year every State Association acknowledges a State champion. A Champion who, during those few days of racing, was able to get his Heron to perform better than any other. Apart from being a skilful helmsperson there must have been other tangible reasons for such success, spar flexibility, rigging preference, whatever.

I would like to invite those successful skippers to assist other club members to improve their sailing performance by dropping a line to the Editor and giving a general outline of how his/her boat was set up to win THE BIG ONE.

I hope this invitation will not go unaccepted!

WARNING to those intending to fit side buoyancy compartments to plywood Herons.

It is **not permissible** to combine built-in side buoyancy with full height front or rear buoyancy compartments. The intention of the "side buoyancy" motion was to allow plywood Herons with similar righting advantages to GRP boats. The configuration of buoyancy **must** be similar in all dimensional respects to that in the GRP Heron.

Further, when ordering the new mainsail advise your sailmaker that shockcord is not permitted to be fitted to the luff and foot, the plans specifying these to be "roped".

Further, some sailmakers are incorporating a different weight cloth in the bottom panel of a mainsail. This is permissible provided that the panel is of a "woven" material.

ALTERATION OF RULES CONTAINED IN THE CONSTITUTION

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

If you propose submitting such a Notice we draw your attention to the closing date for such submission - 10th NOVEMBER, 1981.

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

1981-85 RULE BOOK

Yes, it is now available and I would suggest you get your copy well before the season commences and certainly before any participation in State or National Titles.

A number of changes have been made which will require some study by racing sailors:

Rule 1.3 (It shall be the sole responsibility of each yacht to decide whether to race, etc.) has become a fundamental rule.

Rules 1,2,3 (Management of races) and Part VI (Protests, etc.) have been either revised or re-written and should be studied carefully.

Rule 42.3 (a) now reads "when a yacht clear astern establishes an overlap she shall be entitled to room under Rule 42.1 (a) (Room at marks and obstructions when overlapped) only when the yacht clear ahead –

i) is able to give the required room, and

ii) is outside two of her overall lengths of the mark or obstruction except when one of the yachts has completed a tack within two overall lengths of the mark or obstruction, or when the obstruction is a continuing one as provided in Rule 42.3(f)

Rule 8 has been changed to allow recall by hail.

Most clubs stock up with copies for purchase by members. If your club can't oblige then contact your local State Yachting Authority.

SUCCESS STORY – Colin Gurr 8085

In 1967 I commenced sailing a Heron at Grange Club with my 9 year old son Trevor, as a very green pair of sailors.

Within 2 years Trevor had taken over the tiller with moderate club success in an occasional race. After 3 years he was 'advising' Dad which way to go, it was my turn then to be full time crew. 3 more years of sailing Herons found him switching to the Rainbow class.

In the meantime a second son Rodney crewed for me which allowed us more success, as Father was now more experienced. Rodney like most boys grew too quickly and we Heroners all know what problems we have with lanky legged crews. After graduating into the Rainbow, Trevor then 15 years took Rodney 13 years as crew.

Since that time of starting together in the Rainbow they have won a Junior National Championship, two State Titles and two Senior National Championships plus Trevor (with another crew) another Senior National Title (making 3 in a row). Just recently they sailed for Australia in the World Fireball Titles in England as one of 3 Australian entrants coming 25th overall and will compete in a further World Title in the same class in Melbourne next season.

To readers this may seem like a doting parent, but it is an example of what Herons are all about, it proves the point once again that the Heron is an excellent training class for more senior craft and will continue to prosper in this category for all up and coming younger sailors throughout the world.

TWENTY THIRD AUSTRALIAN NATIONAL CHAMPIONSHIPS

On the entry form for the above championship (in this issue of the newsletter) the entry fee is stated as \$25.00. Discussions are still being held regarding Commonwealth Banking Corporation sponsorship for this event.

If we are successful with the sponsorship, there will be a reduction in the entry fee which will be refunded to the competitors.

FAVOURITE CHAMPIONSHIP RECIPE

How to brew a successful National Series.

Essential Ingredients:

- 1 Lake (area 4,000 acres) in the heart of South Australia's Riverland with lawns to the water's edge and sandy beaches.
- 1 Yacht Club with modern facilities, situated on shore of Lake.
- 1 Enthusiastic Committee and State Association.
- 1 Sponsor.
- 2 Caravan Parks with modern facilities, Motels, Hotel and holiday cabins in walking distance of both Yacht Club and Town Centre.

South Australian Hospitality.

Any number of Heroners and their families and crews.

Favourable winds?

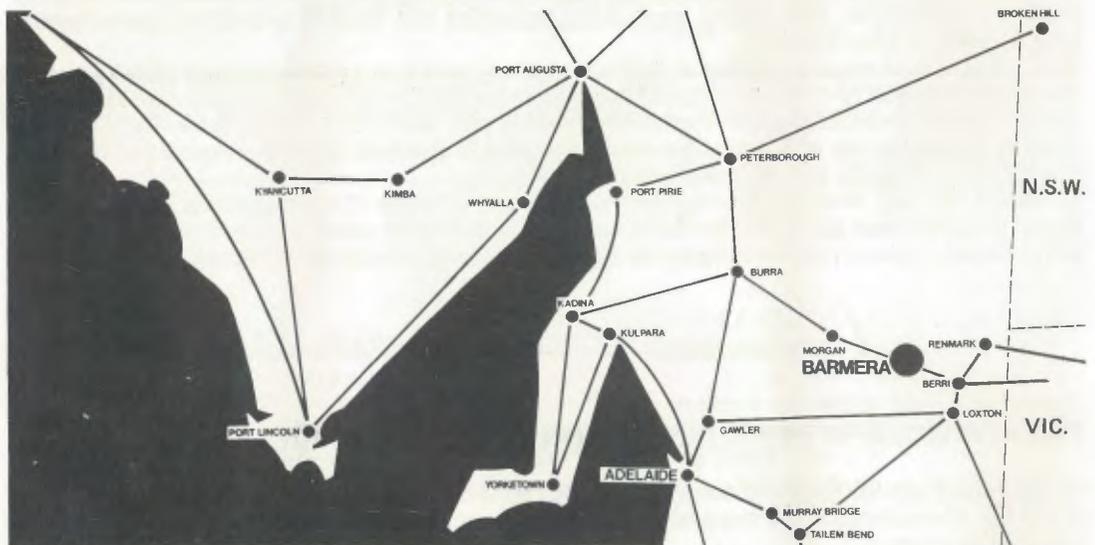
Trophies.

Timing: 1982/83 December/ January holiday period when Barmera's temperature range between approximately 16°C and 33°C.

Preparation: Blend Committee, Association and Sponsor gently at first gradually increasing in tempo towards 1982/83 as final arrangements are completed. Add Heroners and families and mix with hospitality, social functions and competitive close sailing.

Results:

- * A successful series with another Champion.
- * Numerous friendships renewed and made.
- * Satisfies Sponsor, Committee and Association.
- * Promotion of Club and Class in Riverland.



STOCK AVAILABLE TO HERON OWNERS

- Buoyancy bags, either complete sets or sold individually. Don't be caught with faulty bags, if you have any doubt about their serviceability, replace them now.
- Trailer Plan, Commercial boat trailer prices are creeping up and up. The Association plan can be built at a very modest cost.
- T-shirts, Great for sailing and even greater for promotion of the Class. Junior has probably grown out of last year's model so how about a new one for the coming season.
- Heron Tie, What self respecting Heron skipper would be without one? A real conversation piece guaranteed to break the ice at any get together.
Cuff Links, Tie bars, and lapel badges to accompany the above.

Place your order with Mary Clarke, 1 Ethel St., Balgowlah. 2093.948-8142

WANTED URGENTLY

- PHOTOGRAPHS** — preferably nice big black and white ones but will not say no to coloured prints.
Preferably of Herons (nice and close) in action but can also depict Heron owners at rest and play!
and certainly identified with owners name and address for return thereof.
- ARTICLES** — the scope here is just about limitless on rigging, tuning, racing, maintaining, improving, on clubs, officers of clubs, and personalities sailing Herons in those clubs.
- CRITICISM** — but please make it constructive, not destructive.
- PRAISE** — always music to hard working volunteers.

MEASUREMENT APPOINTMENTS

The Association welcomes the following Measurers and congratulates them on their appointment:

Peter Macleod, 15 Forest Way, Frenchs Forest, N.S.W.
George Early, 232 Terry St., Connells Point, N.S.W.
Barry Middleton, 23 Murlong St., Swan Hill, Vic.
Ray Hale, Box 149, Lake Boga, Vic.

The Measurement Committee is now at full strength under the Chairmanship of Keith Mealey with Secretary, Rod Watts and David Llewellyn, Peter Macleod and George Early.

BUILD A TIMBER HERON.

KITS NOW IN PRODUCTION

News from Victoria arrived this week when Laurie Menogue supplied the following details:—

STANDARD KIT: \$850.00 Includes all frame parts made from meranti timber. All parts numbered for easy assembly. Centreboard and rudder shaped. Rigged complete with fittings. Sails including sail numbers and sail bag also battens. Top quality marine plywood (not klinky or coachwood). All nails, screws and fasteners.

DELUXE KIT: \$999.00 Same as standard but having cedar frames. Built in side buoyancy extra \$40.00.

Both kits should enable a boat to be built minimum weight and 'A' class. Spares are also available. Contact Laurie Menogue at 25 Sonia Street, Ringwood Vic 3134. Phone 03-879 2820. Business Hours.



ALEGAYTER SAILS

8 DEVONSHIRE AVE, FULHAM GARDENS. 5024
WE SPECIALIZE IN HERON SAILS AND WOULD ONLY BE
TOO PLEASED TO TALK SAILS — PHONE:
COMPETITIVE PRICES 08-356-1326
SPARS ALSO AVAILABLE

ADVERTISEMENT FOR POSITION VACANT

Hello to ex-Heroners! How about enjoying sailing again in another form. MIDDLE HARBOUR SAILING CLUB NEEDS A DRIVER FOR ITS RESCUE BOAT "WIMPEY" no experience necessary, no pay, varied hours, out in all conditions and as well you become once again a member of the happy heron family.

Apply MEL PICMAN 88 4534

AN APOLOGY

Fred and Babs Campbell joined the Heron Association on the 11th September, 1962 having lovingly constructed BO-BO (Heron No.3628). They were, for many years, very active members of the Middle Harbour Heron Club in Sydney.

The Assistant Secretary/Registrar humbly apologises for omitting their names from the ROLL OF HONOUR published in the June Newsletter.

EXTRACT FROM AN OLD NEWSLETTER WHICH SHOULD BE HELPFUL TO NEW MEMBERS.

Study of various articles by such exponents as John Charmier, Al d'Alpuget, Elvstrom and of course, Paul Hopkins, yields the following points which members may find of interest or wish to debate —

- * The boat should be sailed with the transom just a wash but not dragging, and a heel of about 10° to leeward.
- * On a light day the helm should be about balanced, on a heavy day there will be weather helm and on a reach — strong weather helm which may be eased by raising the centreboard progressively to move the C.L.R. towards the stern.
- * If the boat is poor to windward rake the mast back until the boom is parallel with the water, set the jib tack as far forward as possible, get the jib luff very tight and keep the total crew weight amidships.
- * Jibs — when the jib is luffed it should lift evenly over its whole length from peak to tack, if it luffs in the upper part first the sheet lead is too far aft and vice-versa. As the wind increases the jib should be sheeted further and further back to free the upper part of the leech. When tacking keep the jib sheeted on tight until the boat has gone through the wind. If the jib is backwinding the mainsail the jib luff may be too slack or else the jib leech may be too tight through being sheeted too far forward.
- * Beating to windward, the sails should be trimmed about 22° to the apparent wind but the boom should only be pulled in towards the helmsman until the lowest batten is paralalled to the fore and aft centreline of the boat. The flatter the cut of the sails the closer they are sheeted to the centreline, fuller sails are sheeted further out.
- * On a broad reach the jib and main sheets should be eased until the luffs start shaking and then sheeted in an inch or two. On a broad reach or a dead run pull the boom vang on hard as possible to flatten the sail and lean the hull to leeward.

EDITOR'S DILEMMA

Getting out a journal is no picnic.
If we print jokes people say we are silly.
If we don't they say we are too serious.
If we clip things from other magazines,
We are too lazy to write them ourselves,
If we don't we are stuck on our own stuff.
If we don't print every word of all contributions, we
don't appreciate genius.
If we do print them the columns are filled with junk.
If we make a change in the other fellow's article,
we are too critical.
If we don't we are blamed for poor editing.
Now, as like or not, someone will say;
We swiped this from some other source;
We did!



Heron Sailing around Australia

1. Kurrimine, North Queensland is a favourite spot for John Miller of Mackay who launched JOVALIE (9694) during the 1980 Kurrimine Regatta.
2. Whyalla, strong winds, big seas and STARGAZER (9429) reaching for home with Mike Arbon well in control.
3. Hobart where the water is always cold! Lindisfarne S.C. warmly welcomed visitors for the 19th Nationals.
4. PLOD by name but not by nature – W.A. Skipper, Billy Baker races (5359) down the face of a rising sea.
5. A.T.T. race at Connells Point, Sydney sees Keith Damant, (9000) leading the fleet.
6. Further south, at Hervey Bay Ken Gregory (6232) and John Burgers (9187) approach a rounding buoy.
7. Graeme East, Elwood Commodore found the smoother waters of Lake Boga in north-west Victoria much more to NINA'S (7152) liking.
8. Elwood Club member, Tom McDougall (6149) has HARRY L. up and flying during a heat of the 22nd Nationals.



Photography by M. Clarke.



5



7

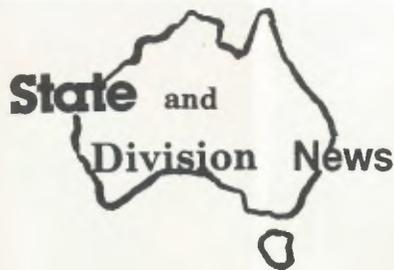


6



8





22nd N.S.W. HERON STATE CHAMPIONSHIPS NOTICE OF RACE

The New South Wales Heron Association invites entries for the twenty second N.S.W. National Heron Championships to be held on the waters of Pittwater. The series will be conducted by the Bayview Yacht Racing Association under the authority of the Yachting Association of N.S.W.

1. PROGRAMME

Saturday, 30th January 1982	9.30 a.m.	Welcome
	10.30 a.m.	Heat 1
	2.30 p.m.	Heat 2
Sunday, 31st January 1982	10.00 a.m.	Heat 3
	2.00 p.m.	Heat 4
Monday, 1st February 1982	10.00 a.m.	Heat 5
	2.00 p.m.	Resail if necessary

2. RULES

All races shall be conducted under the current Racing Rules of the I.Y.R.U., Prescriptions and safety Regulations of the A.Y.F. and the Class Rules of the National Heron Sailing Association of Australia, all as modified by the Sailing instructions.

3. ELIGIBILITY

Entries are invited from and restricted to financial members of the N.H.S.A.A. as at 30th November, 1981. Only boats registered with the N.H.S.A.A. as having an 'A' class certificate, current at 30th November, 1981 may be accepted as entrants. All boats entered shall be sailed by the same skipper throughout the series, who shall be a financial member of the N.H.S.A.A. as at 30th November, 1981.

4. ENTRIES

Entries shall be lodged with – Mr. R. Young, 35 Mount William St., Gordon, N.S.W., 2072 by 14th December, 1981, accompanied by an entry fee of \$25.00. Late entries may not be accepted. Cheques shall be made payable to the N.S.W. Heron Association.

5. SAILING INSTRUCTIONS

Sailing instructions will be mailed, if possible, to all nominations received and further copies will be available at Bayview Yacht Racing Association.

6. SCORING SYSTEM

Points shall be scored and ties resolved in accordance with Addendum A2 of the current AYF Racing Rules modified to read:

“There will be five races of which the best four will count for total points. Where it is possible to complete only four races or less all shall be counted. A minimum of three races is necessary to complete the series, failing which the series will lapse.”

7. TROPHIES

Trophies will be awarded on the following basis:—

- (a) First 6 Helmsman and crew
- (b) *Best Lady Helmsman and crew

(c) **Best Junior Helmsman and crew.

(Helmsmen must be under 18 years of age at (31/12/81)

(d) First 3 placings on handicapped Helmsman and crew (not being winners of another trophy)

* Lady Helmsman Trophy only to be awarded if 3 or more entries are received from ladies.

** Second and Third Junior prizes dependant on number of Junior entries received.

Trophies will be presented as soon as possible after the last heat.

8. MEASURING

Boats may be scrutinised at any time prior to, during and after the Series for compliance with Class Rules and Safety Regulations of the A.Y.F. and Y.A. of N.S.W.

Only sails which have been checked and initialled by an authorised measurer during the twelve months period prior to 30th January 1982 will be accepted. These sails will be stamped at Bayview Yacht Racing Association on 30/1/82 during Registration and will be the only sails to be used for the series, except that the Race Committee may approve the use of a substitute in exceptional circumstances.

Sails will not be measured on Saturday 30/1/82 for the purpose of registration of sails

SOUTH AUSTRALIAN NEWS – C. Gurr 8085

A welcome firstly to all new Heroners for the new season 1981/82 and also to all other Heron skippers crews and families. From all accounts it promises to be a bumper season for our class in South Aussie Land with a number of events planned by your committee.

At a recent meeting of S.A. Association the following officers were elected to the committee for 1981/82 – President G. Richardson, Secretary W. Tucker, Treasurer, I. Glasson, Publication C. Gurr, Committee Member W. Mora and the following programmes agreed to by the committee –

1. 'Life Be In It' promotion days series to be held on November 15th, 22nd, and 29th 1981.
2. Heron Fleet Race – Largs Sailing Club to Port River Sailing Club 6th December, 1981.
3. State Titles – Wallaroo Sailing Club January 30th, 31st and 1st Feb, 1982.
4. Presentation Night – 20th February 1982 (venue to be arranged.)
5. Teams Race – Port River Sailing Club 21st February, 1982.
6. Picnic Day – Clayton Bay 28th March, 1982.

State Titles – Wallaroo Sailing Club have advised that all systems are to at the club on the holiday weekend in January, 1982 for this important event. The committee suggest that intending competitors plan your bookings well ahead, motel, hotel or caravan parks. The club have an arrangement with the council that caravan overflow can be booked on to the main oval but **Club Officials must** be contacted **first** at Wallaroo.

For all S.A. Heroners information, the official S.A.H.S.A. measurers (listed in the June Newsletter) can be contacted regarding any measurement problems.

The association wishes all members an enjoyable and successful season.

Hoping to see you on the water.

WESTERN AUSTRALIAN HERON NEWS

The recent Annual General Meeting was both interesting and novel. Maylands Yacht Club hosted the meeting in conjunction with a Frostbite Teams Race and both were a great success.

For re-elected President, Chris Mumme it was a case of the good news and the bad news. The good news being his re-election to office, the bad news being his Clubs surrender to the Perth Dinghy Sailing Club of the Teams Trophy. The light winter breezes made for a most interesting race and the strong flow in the river made rounding the spit posts somewhat of a challenge.

The W.A. licensed grp builder, Rudy Tiessen has completed his all-grp Heron and the W.A.H.S.A. committee intend raffling this magnificent creation at the W.A. Boat Show in August. What a great way to promote the class and to welcome the lucky winner to the Heron Class.

Retiring Secretary, Paul Cockburn laid it on the line in his report to the A.G.M. when he said "..... next year lets all make a promise to motivate ourselves and others within our respective clubs to participate in events organised for us and thus engender an enthusiasm within our own organisation which will allow it to continue to be as successful in the future as it has been in the past. Promotion starts with members at a State level and it is up to all of us to ensure the future of our Class by encouraging other to join our ranks."



MIDDLE HARBOUR HERON NEWS

The 1981/82 season has begun and like all other clubs Middle Harbour is tuning and adjusting for the big events during the coming season.

We have sent a copy of M.H.H.S.C. programme for this season to all Heron clubs and we extend an invitation to any Heroner to join us at M.H. to sail with us any time on any Sunday as a visitor. Perhaps the Saturday sailors would appreciate the extra practice on Sundays. Everyone is welcome at anytime even on championship days, we, at Middle Harbour would welcome the challenge of new blood.

As most Heroners know M.H. sailing is based on a picnic atmosphere. We start early (11.15 a.m. start for juniors) and quite often finish late because the afternoon race begins at 2.00 p.m. and more often than not everyone brings the where-with-all for a b.b.q. on the beach after the race Picnic atmosphere yes but still a very competitive club. We're the mob under the biggest tree.

Middle Harbour this season has appointed a "COACH" and in this capacity Ian Cook will be talking to our members. Junior and newcomer sailing visitors will be welcome to listen and learn as Ian passes on his experienced knowledge of Herons, winds, tides rules etc. plus sportmanship on the water. In this way we hope to promote more inter club social activity and friendship.

HAPPY HERONING. MEL PICMAN

CONNELS POINT SAILING CLUB – Kermie 9728

This year at Connells Point we are introducing some changes to our sailing programme which should prove rewarding. Our secretary, Karl Shulten has put forward a "Champagne Stakes" event, which we hope to conduct three times during the season.

"Champagne Stakes" will be team races selected from the starters of the day. A team will consist of the lowest handicap boat paired with the highest handicap boat, the second lowest paired with the second highest and so on. The lowest handicap boat must not cross any starting or finishing line, or pass any buoy before the higher handicap boat of that team. Team boats will probably have a coloured piece of material tied to the shrouds to identify a team. The team crossing the line first will be the winners.

The beginners who sail with present and past club champions in the same team should gain on water experience.

Our committee this season is Stan Dose (Captain), Karl Schulten (Secretary), Rod Watts & George Early (Measurers), Bruce Morrissey (Handicapper), Mick Carr (Publicity), Ivan Mackay (Duty Steward), John Griffen (Association Delegate), Tony Dobson (Race Committee) and Karl Schulten (Advisory Committee).

We hope to see our friends at the various travellers trophy events and invite all Heroners to our clubhouse any Saturday to join in our activities.

Our Secretary's phone number is 046-26 2402

HENLEY SAILING CLUB – Donald Malcolm 'Rum Jug' (8521)

The 1980-81 season is behind us with Alex Hayter 'Gunnagetcha' taking out the club championship. Well sailed Alex – but he had to admit that he really had to work hard this year to keep in front (it must have been all those new 'Alegayter' sails that he has made for the fleet.) Tom Naige 'Cats B' (6719) with super crew Rodney Walker was runner up and Don Malcolm 'Rum Jug' (8521) third. Andrew George 'Nereid' (9281) took out the point – score with some consistent sailing.

Throughout the season almost all skippers had their moments of glory. Kerryn Salmon 'Anjope' (8382) needed a trailer to carry away her trophies on prize giving night. Bill Dickson 'Virginia' has his boat moving well. Peter Nicholson 'Odds On' (9720), 'Steeler' Colin Steel-Scott. 'Karumba' Roy Salmon and 'Ripper Roo' (9562), Adrain Nicholson (traitor to the moth cause) all did well.

'See-u-Later' (9621) Mark Salmon, 'Kaimato' (8568) Craig Hunter, 'Mercury' (7432) Peter Smith and 'Ruff Red' Ian James should improve next year. Winter is the maintenance and building season with hopes of better placings next year. Alex Hayter has sold 'Gunnagetcha' and commissioned the 'Nicholson Shipyard' to build a super light weight flyer for an all out attack on the Nationals at Speers Point. Maybe the 70mm measurement rule had something to do with the new boat. I hear that there is a spare piece of shockcord lying around his shed doing nothing useful (the Heron newsletter arrived just in time.)

Peter Nicholson has made drastic alterations to adjust the 70mm problem to 'odds On' so all is now legal.

Kerryn Salmon is wearing an engagement ring given to her by Steve Beckman, congratulations to them both.

Adrian Nicholson is moving to the Moth class next season, so 'see-u-Later' is up for sale to anyone with \$650 to spare.

The season was sailed in mainly light winds with the exception of one sudden blow out, which had to be seen to be believed. A couple of gate starts were tried with utter confusion and will be tried again this year. The Heron class remains the largest fleet at Henley and also the largest table at social functions.

Bill Dickson has been elected to the clubs general committee whilst Don Malcolm is the Heron rep on the sailing committee.

NARRABEEN LAKES SAILING CLUB

By the time this newsletter reaches you, the season will be well underway, with the first event of the New Season having been sailed on 23rd August.

Unveiling time, could well describe the scene at Tom & Jean Rowan's on 16th August when sail measuring and Bar-B-Que was the order of the day.

Ken Lenton "Razza", Harry Mills "Slipaling", Tom Rowan "Rising Damp", Ron Hughes "Muzz 'n Bull", Peter McLeod "Elusive", to name a few who are sporting new sails.

With Razor sharp keenness all skippers have spent many long hours preparing their boats for a season which should see the gap closed between the first and last place each week.

One family is really getting on with developing their own fleet, John and Nola McManus have three Herons, whilst son Peter and daughter Jenny, both have Sailfish.

This season Nola will take over at the helm of "Anonymous", John is yet to declare his hand, or should I say Heron. Rumour has it that David Llewellyn considered his "Rastus" to be going so well at the end of the season that it will return to the water exactly as it finished last season.

Congratulations to John Strahan "Pharlap", who has been elected Club Captain; Dawn Urban is the Club's President for the second year.

Many of the Heron Association's events this year will call for a special contribution from the "Narrabeen Choir" so! To correct the fault, as reported in the last Heron Newsletter that "some" do sing in tune, a choir rehearsal has been programmed for the October long-weekend at Canton Beach. There is even a rumour that the "Swan Lake Ballet" is in practice what can the other clubs come up with?

Some of our numbers have really got the travelling bug with Ken and Marie Lenton and Tom and Jean Rowan having bought caravans.

We have already had enquiries from several prospective Heroners, and in true Narrabeen fashion they and their families will be made most welcome.

GRANGE SAILING CLUB Col Gurr 8085

Well our Heron Skipper were small in number last season, a maximum of 9 on the register, however all skippers and crews enjoyed the season at the club.

A new ramp which has been cut up a little by recent Adelaide storms was built and has made life easy for skippers on to and off the beach with their boats. A 'beach buggy' has also helped as well.

Winter season sailing commences on Sunday 2nd August, 1.30 starts, and will continue until a week before the summer season commencement. All Heroners are welcome to sail during that time and the club will certainly welcome any new Heron Skippers and crews to join for the season 1981-82.

A 'SQUARK' FROM 'HENRY HERON' - BOTANY BAY HERON SAILING CLUB

Is Botany Bay Heron Sailing Club the biggest Heron only sailing club in Australia? At the close of last season we numbered 41 seniors and 22 juniors, with senior races averaging 21 craft each week over a long season from late August to the end of April.

We are fortunate to have two fibreglass 16ft half cabin rescue craft, crewed by non sailing volunteers each Saturday. Our courses are set in the Georges River Just where it opens into Botany Bay and the combination (or opposition) of wind and tide make conditions vary from a tidal drift to short, steep five foot chop with a very stiff breeze, making seaworthy rescue craft a must.

Like all other clubs, visitors are always welcome. It's sad that club commitments and point score (and no doubt nerves about strange water) stop most of us from "sailing around", although we complete with other Heron clubs at all club locations for an 'Endeavour Shield' each year and is an excellent way for nearby clubs to meet. Perhaps other areas can see value in fostering such events.

To introduce newcomers to the sport we run a 'Sail-A-Heron' day each year, advertised in the local press and talk back radio etc. About ten Herons give rides, from joy rides to simple instruction sails, safety etc, to 60 or 90 people on the day. Always happy to tell other clubs how we organise it. It's good for Herons and good for the sport.

I'd love to have in print the details on side buoyancy for ply Herons. Sizes, general sealing, combinations, prohibitions, old boats altered, how to do it etc. I'd also like to know the rules for under floor board buoyancy. How about a simple language article in each newsletter from our friendly Measurement Committee?

A word about 'one design'. I love my timber Heron, wouldn't swap for any other, but in the six years or more I've been involved with the class I'm sure that three quarters of the words in the newsletter, A.G.M.'s, national meetings etc must have been about changes, materials etc.

Personally I feel that 'one design' could be applied to the sailing characteristics, not necessarily capsizing/righting characteristics of the boat, but I'll leave that to the experts. However I should think that the National Association has sufficient executive power now to give them the right to bestow a lifetime 'A' class rating on a single boat, built with prior knowledge and after due consideration by the association (provided it measures in other respects) and built with new materials (say for instance foam sandwich) for evaluation purposes.

The 'one design' principle is good, the class can only benefit by the use of suitable new materials.

Evaluation by this method is sound mechanically (it may have solved the cracking buoyancy tank problem in glass boats before full production began). It is sound financially (who could afford to take a change with construction costs as they are). Anyway how could a prototype be race tested without an 'A' rating? And lastly – MOST IMPORTANT – it may relieve the National Committee and the Annual General Meeting of much of the bulldust that gets stirred up each time a change is suggested.

THIS SPACE FOR SALE

**You wouldn't believe how cheap this advertising space is – for further details contact Mary Clarke,
1 Ethel St., Balgowlah 948-8142**

FINANCIAL MEMBERS FOR THE 1981/82 SEASON - new members and renewals FROM 30/4/81 to 31/7/81

NEW SOUTH WALES

S.J.Ackling (9626)
 P.Barlow (9161)
 L.M.Barrett (5050)
 E.Bateman (7171)
 G.Baumgartl (8517)
 C.B.Birkett (9139)
 W.J.Bowie (9636)
 M.S.Boyd (8711)
 D.& P.Brandon (5904)
 A.W.Britten (6717)
 J.,S.,M.,E.Brown (9119)
 K.J.Cashman (9461g)
 J.Church (9438g)
 N.J.Coady (6576)
 A.R.Conolly (9480g)
 T.M.Connor (4229)
 I.,R.,A.Cook (9500g)
 A.B.Crane (9440)
 I.S.Cull (7472)
 G.Dahms (7270)
 J.F.Daley (4826)
 E.C.Daniels (5777)
 G.& K.Deakin (5136)
 A.Dickerson (9496g)
 R. & K.Dickson (6104)
 A.C.Dobson (9669g)
 S.,R.,A.,A.Dyer (9179)
 K.D.Fink (6199)
 B.J.Foster (5900)
 G.W.Fowler (9737g)
 J.C.Francis (4761)
 B. & M.Friere (7946)
 M.D.Frost (6419)
 R.L.Gilholme (9175)
 M.W.Gray (8288)
 W.Grennall (9611)
 J.R.Griffin (5930)
 C.,I., A.Grimwood (4075
 8575)
 W.,F.,T.Grounds (5783)
 J.Hamilton (9256g)

J.A.Harris (8722)
 R.H.Hann (9570g)
 E.Hart (8060)
 E.D.Hatch (nbo)
 A.J.Heeley (6871)
 R.R.Heilman (8367)
 S.Higgins (6892)
 C.Hilgendorf (3375)
 A.W.Imlay (5703)
 J.Isles (9291g)
 R.Jacka (7937)
 D.Kenny (8292)
 I.Kitteringham (9550g)
 J.& J.Kruse (4878)
 G.Lack (9613g)
 B.M.Larkins (8525)
 B.LeGrice (4366)
 D.Lanklater (7657)
 D.Llewellyn (9576g)
 V.Llewellyn (9598g)
 R.Lock (9628g)
 J.McCann (3543)
 D.E.Maher (5380)
 G.Marki (9144)
 C.Matthews (7373)
 R.,J.,P.Mayers (9169)
 E. & K.Mealey (9290g)
 H.Mills (5893)
 R.G.Mills (9605)
 J.P.Morris (6464)
 L.Morris (9534)
 S.S.Moss (8360)
 J. & O.Moxham (7292)
 D.Murray (4971)
 D.Murray (6877/9270g)
 R.J.Murray (9586g)
 R.Occomore (9514g)
 W.Parry (9585g)
 K.J.Paul (8008)
 A.Pearson (9227)

D.Penman (3759)
 J. & J.Perry (8333)
 M.Picman (9255g)
 J.D.Plowman (9229)
 M.Plumley (5199)
 L.Preece (5805)
 G.Quigley (5865)
 T.J.Reynolds (8800)
 R.Ridley (9666)
 T.Rich (4440)
 D.Rogers (9744)
 K.Ross (7080)
 S.Salsbury (9679g)
 C.Samways (4871)
 D.Sangster (4123)
 J.Scambler (7418)
 G.Schauwecker (9568g)
 R.A.Scott (5183)
 J.Seckold (5963)
 R.,P.,A.,R.,S.Sim
 (8264/9597)
 R.Skilleter (5670)
 T.Spencer (8331)
 G.Steel (9254g)
 J.Sullivan (7804)
 E.Sweeney (9676g)
 T. & S.Swindells (9696g)
 J.Syme (8535)
 R. & K.Telfer (6990)
 R. & R.Tubman (8329)
 J.Tucker (3620)
 D. & I.Urban (9287g)
 D.Walsh (6793)
 W.Walsh (5919)
 J.Wells (5399)
 Mrs.J.Walsh (9533)
 V.White/R.O'Reilly (9681)
 G.Wilson (9686)
 G.Wise (5659)
 K.Wonson (9595g)

R.A.Zimmerman (8919)

VICTORIA

J.Archibald (6980)
 W.Atherton (7495)
 J.Ballard (5105)
 R.Beswick (9734)
 S.Blencowe (7280)
 R.Burgess (6187)
 R.Burnell (5548)
 N.Cooper (8951)
 S.Cody (nbo)
 T.Cope (7448)
 B.Crosbie (8012)
 D.Davoren (4750)
 G.Dittloff (3350)
 J.Douglas (7381)
 R.Goldsworthy (6477)
 R. & J.Hale (9620g)
 J.Hall (7973)
 G.Hambridge (7662)
 W. & B.Harbord (7185)
 R.A.Hoffman (6465)
 E.Hogan (5858)
 K.Jackson (8975)
 Mrs. K.Jenkins (9485g)
 S.Kurth (6604)
 B.Leach (7981)
 F.McGowan (5864)
 A.McIntyre (8047)
 S.Mackereth (7065)
 R.Mansfield (7054)
 W.Major (8707)
 R.Morison (6757)
 A. & J.Moule (nbo)
 R.Parkinson (6715)
 J.Prendergast (6150)
 B.Proctor (7446)
 L.Ralph (7411)
 I.Ricketts (8344)

N.Ridgway (nbo)
 A.Robertson (4429)
 Mrs. M.Rothery (7040)
 J/Russell (7618)
 Miss S.Rutley (6646)
 G.Smith (9732)
 D.Todd (8243)
 J.Weight (5353)
 A.Wiseman (9727)
 J.Ziedars, A.Luks and
 G.Rubenis (4473)

SOUTH AUSTRALIA

I.Abbott (7490)
 J.,M. & A.Bartram (7803)
 R.Bessell (6619)
 I.D.Brett (9429g)
 G.Brougham (7358)
 M. & G.Brunger (8355)
 M.Cole (6874)
 B.Cross (8366)
 V.Douglas (5120)
 K.Doyle (8332)
 R. & B.Drogemuller (9234g)
 L.Duke (6589)
 M.Dunk (7255)
 T.Durbridge (9205)
 A.George (9281g)
 R. & H.Goldfinch (8976)
 G.,R.,T.Gurr (8085)
 S. & S.Houston (8050)
 A.Jones (8564)
 R.Lyon (7352)
 J.McDougall (8905)
 J.Mardell (7944)
 K.Marsh (8576)
 G.Mayhew (9551)
 D. & G.Millard (6400)
 B.,B.,P.Mora (6895)
 A.Organ (8263)

SOUTH AUSTRALIA continued

A.Pimlott (8087)
 R. & M.Power (9163)
 G. & C.Pudney (9519)
 G.Richardson (9174)
 G.Rankin (8901)
 G., A., J.Robertson '9416)
 D.Rogers (9466)
 R. & K.Salmon (8302/8382
 and 9621)
 C.Smith (7076)
 P.Smith (9689g)

SOUTH AUSTRALIA cntnd.

P.Szalay (7160)
 G.Thompson (9458)
 E.Wilmot (7832)

A.C.T.

L.Campbell (9739)
 A.Lejins (9572)
 I., P. & S.McDougall (9530g)
 J.Symons (9548)
 C.Tibbals (4139)

SOUTH QUEENSLAND

G.Birch (7653)
 Mrs. P.Deshon (3068)
 J.P.Deshon (9640g)
 I. & K.Guttler (nbo)
 F.J.Hughes (8706)
 R.Lochran (9582g)
 T/S Paluma Sea Cadets
 4364/8580/8913/9660)
 C.Verrall (7003)
 R.J.Young (9425g)
 D.Lawrence (8297) N.Q.

WESTERN AUSTRALIA

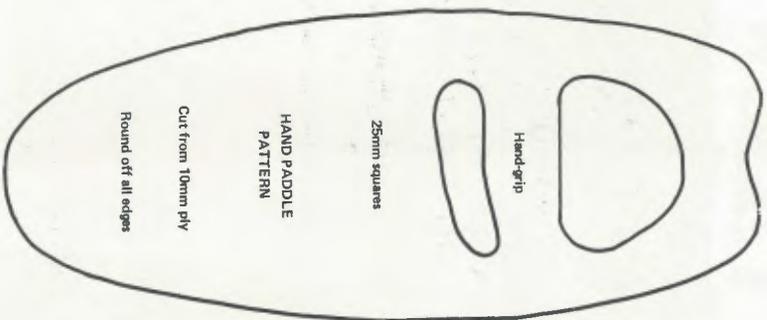
R. & L.Davies (8040/9566g)
 S.Demchenko (7088)
 J.Douglas (9604g)
 C.Mumme (9167)
 R.T.Yachts (9674g)
 Miss J.Tiessen (9667g)
 R.Tiessen (9657g)

TASMANIA continued

R.C.Shugg (9743g)
 M.Sweetingham (8546)

TASMANIA

J.E.Adkins (4433)
 D.G.McDougall (9365/9504)



HAND PADDLE PATTERN

The accompanying diagram shows a really useful hand paddle which can be used by the skipper whilst, at the same time, steering the boat with the tiller.

The AYF Safety regs. require that each boat carries a paddle with loom (handle) and, of course, your have one on board. This paddle is usually used by the crew because it needs two hands to effectively operate it. But if your crew is rather small and not very strong the paddle illustrated can be of additional assistance in propelling the boat towards the shore.

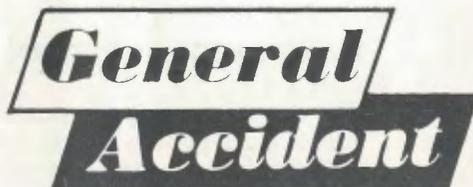
CLICK - A - CHICK!

TO SHOW OFF OUR NEW STYLE TEE-SHIRTS
WE NEED A BLACK & WHITE PHOTO OF SOMEONE
WEARING ONE. SO HOW ABOUT SENDING IN YOUR
IDEA AND IT COULD END UP IN THIS SPOT

All photos send to the Editor

WE HAVE A SPECIAL POLICY TO FULLY INSURE
YOUR HERON SAILING DINGHY

Contact us NOW



GENERAL ACCIDENT FIRE AND LIFE ASSURANCE CORPORATION LIMITED
(Inc. in Scotland)

NEW SOUTH WALES

General Buildings, 10 Spring Street,
Sydney. 20566

QUEENSLAND

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