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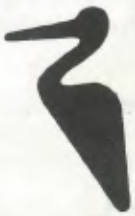

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COVER PHOTO

9298 — Outcast —
Jim Armitage. S.A.
National Champion 1980-81

NEXT ISSUE

Deadline February 22nd, 1982

READ THIS CAREFULLY — It concerns you and YOUR HERON; it needs your comment and, ultimately, your vote at the Annual General Meeting to be held in May, 1982.

MOTIONS ON NOTICE FOR THE 24TH ANNUAL GENERAL MEETING

The following Motions on Notice have been received in accordance with Clause 9.2 of the Constitution. You are invited to submit comment for or against the motions for publication in the March, 1982 *HERON NEWSLETTER*.

DEADLINE for comment — FRIDAY, February 22nd, 1982.

"PART TWO" — Construction and Measurement Rules of the National Heron Class.

a) Clause 4 — **CENTREBOARD, RUDDER AND TILLER**

4.3 — add the following sentence:
'The tiller shall be constructed of timber, the tiller extension may be timber or aluminium.'

Moved R. Watts (9489)
Seconded N. Hill (9498)

b) Clause 6 — **SAILS**

6.1 — add the following sentences:
'Shock cord is not permitted to be fitted to the luff and foot of the mainsail. A different weight cloth in the bottom panel of the mainsail is permitted, provided that the panel is of a "woven" material.'

Moved R. Watts (9489)
Seconded N. Hill (9498)

PART TWO (A) — Construction and Measurement Rules specific to PLYWOOD HERON YACHTS

c) Clause 1 — add the following sentence:
'Longitudinal floor stringers are permitted.'

Moved R. Watts (9489)
Seconded N. Hill (9498)

PART TWO (B) — Construction and Measurement Rules specific to G.R.P. and G.R.P./COMPOSITE HERON YACHTS.

It is suggested that Glass Reinforced Plastic (G.R.P.) can be other than single skin construction and it is therefore proposed that the sandwich method of construction for G.R.P. Herons be also permitted and that the following amendments be made to the Constitution:

d) Clause 1 — before the word 'Only', insert:
'A G.R.P. Heron yacht may be of a single skin and/or sandwich construction and . . .'

Clause 4 — **Permitted Modifications**

4.1 — second line, delete 'or G.R.P./foam sandwich'.

Clause 5 — **Class Certificates**

5.1 — fourth line, delete 'or fibreglass/foam sandwich'.

Moved D. Llewellyn (9576)
Seconded N. Hill (9498)

e) Clause 6 — **MEASUREMENT**

6.6 — Add new clause:
'Classification is dependent on the licensed builder supplying to the Association his Builders Certificate and royalty payment.'

Moved R. Watts (9489)
Seconded N. Hill (9498)

SUPPORTIVE COMMENT to Motions on Notice (a), (b), (c) and (e):

In respect of (a), (b) and (c), these motions are presented with the full support and recommendation of the Management Committee which sees their inclusion in the Constitution as a necessary requirement.

In respect of Motion (e), the action is self explanatory and completes the measurement/administrative procedures required for the classification of G.R.P. and G.R.P./COMPOSITE Heron Yachts.

ARGUMENT IN FAVOUR OF MOTION ON NOTICE (d)

I have been a Member of the Association for approximately six years and in that time I have owned three Herons.

I am the President of the N.S.W. Heron Association, a Member of the Management Committee and a Member of the Measurement Committee and I stress that the views outlined below are my personal opinions and may not reflect the views of other Members of these Committees.

I believe it is important that you understand my basic philosophy of the "one design" concept of the Heron. It is my firm belief that the word "design" when related to the hull of the heron means "shape and dimensions" and should not relate to the material used in the construction of the yacht.

I also believe that fellow members of the Association understand how I feel about the future of the Association.

When I joined the Association as a novice sailor some six years ago, Heroning was probably at its peak with entries in the National and N.S.W. State Titles exceeding 100 boats and many clubs having 40-50 boats facing the starter's gun each week. In recent times there has been a drastic decline in the size of the fleets and in general a real apathy to the future of the Heron Class. I don't believe there is any one cure to this problem but I am convinced that any action we take as an association should be aimed at getting more Herons onto the water.

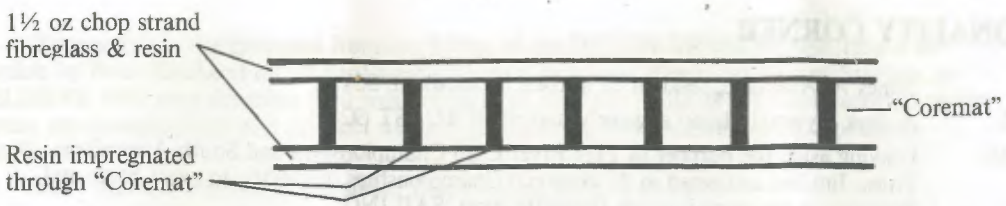
One way of getting more Herons on the water is to accept the motion to allow "sandwich" construction.

I have purposefully not specified "foam sandwich" or any specific method of sandwhich construction (e.g. vacuum moulded) because even with today's technology there are many different types of materials used in sandwich construction and many different methods of creating a sandwich construction. I believe it is common knowledge that a sandwich construction is a much stronger construction than that which can be attained by using woven or chop strand fibreglass as we do now.

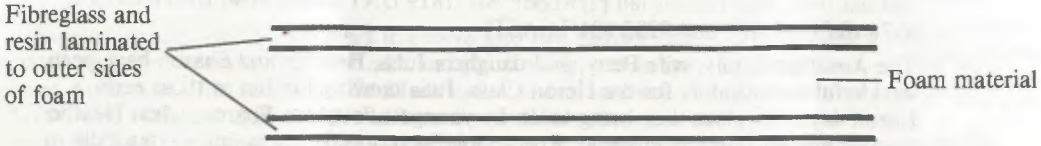
I presently sail a G.R.P./Composite Heron (9576) which I constructed myself from a "floppy hull". The boat has been through three years of hard competitive sailing and in all types of conditions. The boat has also done a lot of travelling on the trailer to various regattas in N.S.W. and to the National Titles in Hervey Bay and Melbourne. This has all resulted in substantial cracking of the hull at approx. frames 1 & 2 & 5 as well as the side buoyancy tanks splitting away from the hull. This is quite a common fault with G.R.P. hulls.

The majority of members will be aware that due to an error by a licensed builder, four hulls have been made using a product called "Coremat" in the bottom of the hull. The Management Committee has granted a "temporary" A Classification to these boats until the A.G.M. in May 1982 when the result of this motion will determine the future classification of these hulls. I have, at the time of writing this article, inspected two of these hulls. Both boats exceed the minimum hull weight. The bottom panels of the hull are stiffer than existing G.R.P. hulls but are not as stiff as a timber hull. I have not personally raced against these boats to judge the performance but reports I have received indicate that there has not been any improvement in the performance of the skippers concerned.

The "Coremat" sandwich is slightly different to other sandwich constructions in that it is impregnated by the resin as against the majority of other sandwich constructions which are layered constructions.



Resin impregnates the "Coremat" so that in fact the resin is continuous from outer surface to outer surface.



By voting in favour of this motion you will not be banning the existing methods of construction of G.R.P. hulls. Some builders have stated that they will continue to provide the existing hull. The "Coremat" hull costs approximately $100 extra for the materials (i.e. "Coremat" and extra resin).

As long as we stick to the principle of maintaining "shape and size" (one design) of the Heron hull, it should be left to the individual buyer of the product to decide what type of construction he is prepared to pay for.

DAVID LLEWELLYN (RASTUS 9576)

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JOIN THE SCHRAMM WINNERS NOW

PERSONALITY CORNER

NAME: James A. Armitage, resident of historic Strathalbyn, S.A.

HERON: A sleek plywood Heron strangely named OUTCAST (9282).

RECORD: Leaving aside the number of Port River Club Championships and South Australian Titles, Jim has competed in 10 National Championships, travelling to every State and Territory in the pursuit of his favourite sport, SAILING.

He has won the SILVER HERON on three occasions, twice runner-up, with other placings of 6th, 7th, 9th, 15th and a disqualification.

Jim has built four Herons (all plywood): No. 7819 (JAY-DEE), 8046 (INTRIGUE), 8976 (DEES-YAH) and 9282 (OUTCAST).

The Armitage family, wife Betty, and daughers Julia, Heather and Sharon have been wonderful ambassadors for the Heron Class, Julia crewing for Jim in those early Heron days, her place then being taken by youngest daughter, Sharon, when Heather married and encouraged husband, Roger Goldfinch, to take up sailing — naturally in a Heron.

Jim sails hard and fair and will be defending his Title on the testing waters of Lake Macquarie at Speers Point, N.S.W.

M.C.

There must be many who deserve recognition in Personality Corner for their time and effort in assisting, one way or another, the newcomer to our favourite pastime. A picture and 200 words will tell the story and provide copy for our new Editor.

* * * * *

Responding to the challenge from the Editor of the *HERON NEWSLETTER* here is an article by Peter MacLeod on his light weather sailing technique. Peter and his son, Stephen, in ELUSIVE 9691 won the three light weather heats of the New South Wales Championship (giving them the championship) and the light weather fourth heat of the Australian Championship at Elwood.

Peter and Stephen sail at Narrabeen Lakes Sailing Club in Sydney.

* * * * *

LIGHT WEATHER RIGGING AND SAILING

Rigging systems for Herons seem to evolve into two distinct camps. The dominant heavy weather rig being set up with lots of rake and jib sheeting well in front of the shrouds as used by current Australian Champion OUTCAST as well as other successful South Australian boats EIGEN VECTOR and DEES-YAH. In New South Wales this rig is exemplified on David Llewellyn's RASTUS. An interesting article on how to set your boat up on these lines appeared in the *HERON NEWSLETTER* of September, 1979. While not denying that boats using the "raked rig" can sometimes do well in light airs I feel that the more upright rig as I use on ELUSIVE is superior in breezes 0 to 8 knots and equal in breezes 8 to 15 knots.

SPARS AND SAILS

Mast is of oregon and on the flexible side. Diameter for the most part is 54 mm but tapers from the gooseneck down to 51 mm at the heel and from just above the gaff to 49 mm at the head. Deflection with a 20 kg weight is 38 mm and with a 30 kg weight, 50 mm: I am currently experimenting with a much stiffer mast but it is too early to know if it will be an improvement or not. Boom is again oregon and stiff. Size is 38 mm by 56 mm, tapering at each end to 38 by 47 mm. Gaff (again in oregon) is 39 mm at the heel, 51 mm at the attachment point and 35 mm at the head and I believe it is average to stiff. The most unusual feature of the gaff is flat on the front side from the heel to the attachment point; this is done to try to get a better airflow over the mast and gaff and consequently a better flow across the sail.

Tapering of mast and boom is simply to reduce weight and windage from areas which I don't believe contribute to strength or stiffness.

Sails are by Horizon Sails, Gladesville, Sydney, who tell me that they are about medium draft. Jib is in 4.5 oz yarn-tempered dacron, mainsail is in a 4.2 oz "blade" cloth with a firm finish. Blade cloth has more fibres running parallel to the leech to reduce leech stretch. A firm finish is somewhere between a yarn-tempered cloth and a normal sailcloth. Battens are fibreglass and are as supplied by the sailmaker.

SETTING UP THE BOAT

My main aim is to strive for a tight, well balanced rig. This is achieved by having the mast close to vertical, or with a slight aft rake (never forward) when the boat is in the water on its sailing lines. The jib should be attached to the stem head fitting as far forward as possible. My stemhead fitting is a simple strap which is attached vertically to the bow of the boat. Mast position should also be as far forward as possible (maximum measurement is 2299 mm from outside of transom to back of mast), and centreboard should be as far aft as possible (minimum measurement from transom to fore edge is 1988 mm). A similar effect to an aft positioned centreboard cannot be achieved by raking the blade as this will reduce effective area and induce twist in the lower aft edge of the blade. These factors will be detrimental to pointing ability and result in greater leeway. While on the subject of the centreboard, mine is laminated using 4 mm ply as a centre and then edge grain oregon glued in strips to each side, shaped and fibreglassed, overall thickness is just under the maximum of 16 mm. This sounds like a lot of trouble but it has resulted in a very stiff centreboard.

I do everything I can to keep the jib luff straight. Shroud tension is extremely high. Jib luff and shrouds are all of 1/19 construction 3/32" diameter stainless wire rope. Jib halyard is of flexible 7/19 construction 3/32" diameter which has a lot more stretch but I minimise this by having a 1/19 strop about a foot long at the top of the jib and a 1/19 strop of about 2½ feet at the end of the halyard. These strops reduce the length of the 7/19 flexible wire to about 7 feet. A little realised fact is the amount that even 1/19 wire rope will stretch. A 30-foot length will stretch up to 1½" when new and maybe about ½" even when well settled in (flexible wire stretches even more). When you add the length of your weather shroud, your jib halyard and jib luff together, the total wire length supporting your mast is over 30 feet and any stretch results in jib luff sag which adversely affects pointing ability.

Another trick I use to keep the tension on the jib is to guide the halyard into a little homemade aluminium open "V" fitting on the front of the mast just above the gaff jaws. This prevents the halyard from falling around the back of the mast as the mast bends; both main and jib highfield levers are at the back of the mast to prevent catching the jib sheets. All fittings are attached by bolts, including the highfield levers.

The only time I think a loose or "sloppy" rig is superior is in very light conditions, say 3 knots breeze or less, when there is a lot of joggle on the water perhaps caused by tidal influence or powerboats.

Vang purchase is eightfold, boom outhaul has a sixfold purchase. I also use a boom downhaul with fivefold purchase to tension the mainsail luff and a leech line which really doesn't require a purchase but I have a double purchase on it merely to allow finer adjustment. All of these tackles (except the boom downhaul) are of wire with a rope tackle on the end as there seems little point in carefully adjusting, say, the boom outhaul only to have the rope stretch as soon as the first gust hits.

The only batten I vary the tension on is the top one, in very light airs (under 3 or 4 knots). I slacken it, otherwise it will not go about. Also in very light airs, I set the mainsail up a little higher so that the bottom of the boom is only an inch or so under the black band. In fresher conditions I set it up about four or five inches below the black band to make the boat a little easier to hold (our total crew weight is around 16½ stone). This height is simply dependent on how high you tie the sail off on the gaff. Lacing of the sail around the mast should not be too tight. The luff rope should continue in the same straight line from where it leaves the bottom of the gaff to the gooseneck.

BREEZES UNDER 3 KNOTS

It is very hard to other than generalise for these conditions. Don't pull the sails on too hard, the boat should be heeled to leeward to keep the sails full, crew weight forward both upwind and downwind, stay deadly still, don't sail into obvious holes and keep quiet. It doesn't usually pay to wander too far from the direct course to the next mark in these conditions.

BREEZES 3 TO 8 KNOTS

These are my favourite. Once again it is important to keep the crew weight forward, the boat is best sailed with a slight angle of heel as this helps reduce wetted surface and enables the boat to point higher. I do not use wind tufts but prefer to watch the leading edge of the jib and keep it just lifting. I think this allows me to point higher than someone who has to stream both windward and leeward wool tufts. I also read the water for gusts. With practise, it is possible to not only pick the approach of a gust but also the strength and whether it will be a lift or a knock. If the gust is still from the same direction, I prefer to use it to point higher rather than swing harder or ease the sheet. In these conditions a gust is also a good time to go about as the slightly higher wind speed enables the boat to get going more quickly.

I tend to sheet the sails closer to the centreline than most boats, not in the very light conditions, but as the breeze approaches 8 knots (around the time the occasional whitecap appears). I pull the mainsheet in until the boom is almost over the leeward mainsheet fixing point on the transom. In anything over 4 or 5 knots the jib is as hard on as I can get it, the jib sheets through an adjustable fairlead just outboard of the carlin.

HULL

ELUSIVE is a timber boat with a complex paint over fibreglass finish which I polish frequently, especially before important races. The outside finish is kept in good condition by always having the boat on a cradle; it never touches the ground.

CONCLUSION

In my opinion there is no one magic point that makes one boat go better than another. Rather, it is the total of a lot of small factors.

Some small improvements seem hardly worthwhile but collectively must make a difference.

Here are some little items worth looking at. How heavy is your paddle? I have seen one which weighed 3 kg (mine is ½ kg). Are your jib and mainsheet oversized or too long? (I use 8 mm diameter.) Do you sponge any water out downwind or do you leave a couple of gallons slopping about? How heavy is the lacing holding the sail to the mast? Light venetian blind cord is all that is required.

Every part of the boat should be looked at with a critical eye.

MEASURER'S PAGE — by the Measurement Committee Secretary

Again, your Measurement Committee has been active over the last six months. A steady stream of boats have been measured and their classification decided upon by the Committee. At our monthly meetings, we have had to decide on many other matters concerning what is permissible and what is not.

Some questions have been too difficult for us to decide and so have been referred to a "higher authority"! One such question was that of aluminium tillers. The decision of the Management Committee was that they are not permissible according to the plans and Construction and Measurement Rules.

Other matters decided upon by the Measurement Committee and approved by Management were:

1. The elimination of the profile for measuring the jib and in its place the following measurements are to be taken.

Luff	2819 mm max.
Leach	2515 mm max.
Foot	1372 mm max.
Peak to centre of Foot	2590 mm max.
Half Girth	700 mm max.
Flat at head of jib	30 mm max.

2. The specifications and building instructions for side buoyancy in plywood Herons. A copy of these may be obtained from the Assistant Secretary, if required.
3. That shockcord is not permitted in the luff and foot of the mainsail, the plans specifying that these are to be roped.

Need members be reminded again that no deviation from, or modification of, the plans is permitted except where such deviation or modification is expressly referred to in the Constitution and Construction and Measurement Rules as being allowed? To put it in a nutshell, if it is not there in the Constitution, etc., then it is not permitted.

Again, happy sailing and may the best skipper always win on the day.

MEASURERS (Appointments/Resignations)

At its meeting held on the 13th October, 1981, the Management Committee appointed to the voluntary band of Measurers: Mr Robert Lock, 33 Ronald St., Normanhurst, 2076, N.S.W.

Bob has been a member of the Association since 1963, having owned five Herons in that time. He has previously served on the Measurement Committee and we welcome his return to a familiar role.

The Committee reluctantly accepted the resignation of Mr Andrew Gillespie of 5 Dan St., Eastwood, due to pressure of business and other commitments. Andrew has given sterling service to the Association in the measurement field, his experience of building the round dozen Herons, providing a sound knowledge of every facet of Hol'ts design. On behalf of the membership, Andrew, we extend to you our very sincere thanks and best wishes for the future to you and your family.

M.C.

* * * * *

LIFEJACKETS — Dept. of Transport EDUCATION ARTICLE — Sea 28.

Fall into two groups, inherently buoyant and air chamber.

Inherently buoyant lifejackets commonly use kapok, or closed-cell plastic foam to provide buoyancy. Cork may also be used for this purpose but is less common.

Air chamber lifejackets can be further sub-divided into two categories, inflatable and air-cells.

Inflatable jackets are not normally used in centreboard dinghy sailing. Air-cell lifejackets incorporate permanently air-filled cells to provide buoyancy and cannot be inflated.

The following points should be considered when selecting a lifejacket:

- Check the requirements of the boating authority in your State and purchase a lifejacket which complies with those requirements.
- Check the requirements of the organisation which might control your particular branch of boating such as your sailing club, or the Australian Yachting Federation, and purchase lifejackets complying with their requirements.
- Lifejacket sizes are usually designed to support a range of body mass, and are marked accordingly. Hence it is important to know your body mass and to purchase the appropriate size of lifejacket.
- When trying your jacket for size, remember one very important thing, Herons are usually always sailed in the sitting position and you should therefore adopt that position during purchase to make sure that the jacket of your choice does not ride up under your ears. This can make for very uncomfortable sailing.

For most recreational boating activities, carried out in areas where early rescue could be expected, lifejackets made in accordance with Australian Standard 1512-1979 "Lifejacket" and bearing the Association's "Kite-mark" insignia, are suitable.

Wet lifejackets should always be dried before putting away. If lifejackets are wet by saltwater, they should be rinsed in freshwater before drying.

Dirty lifejackets may be cleaned with warm, soapy water. Do not use solvents for this purpose without consulting the manufacturer since they can be damaged.

Lifejackets should be regularly inspected to ensure that the covering material and seams are intact. Fastening devices should be examined for security of attachment to the lifejackets, correct operation and freedom from corrosion.

Remember that lifejackets are a very important item of safety equipment, required to be worn by Heron sailors at all levels of competition (and when pottering) and should be used for their intended purpose and not misused. They will last for years if properly cared for.

WANTED URGENTLY **WANTED URGENTLY** **WANTED URGENTLY** **WANTED URGENTLY** **WANTED URGENTLY**

Herons, 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.

RAVINGS FROM THE REGISTRAR

* We hear that congratulations are in order for Queenslanders John and Christine McKeown, proud parents of twin boys. That's what I call family planning. There won't be any squabble over crew for JAWS and PURPLEXER, they've got one each!
* Congratulations to Steven Kemp, one of 24 sailors from South Australia being nurtured by the newly formed Advanced Sailing Association of S.A. Steven will be sailing in a Soling, but we feel that his eight years in Herons contributed greatly to his current success.
* If ever we needed proof that our "return your membership card when boat sold" system works, we had it just the other day. Former President, Secretary, Editor and all-round Heron promoter, Bill Youll, had one of these cards returned to him by the boat's new owner. The card was dated 1969 and had been faithfully retained by the original owner for eventual return to the Association.
* The Heron transom stickers are intended to serve two purposes. The prime one is to promote the class, the other is a visible indication of financial status with the Association, the fact that the boat is currently on register.

  If a fellow club member is not sporting a transom sticker, we are losing out on both counts.
* Have you got your new I.Y.R.U. Rule Book?
* Easter time is traditionally Balmoral Regatta time and for all those Sydney skippers looking for a most enjoyable way to spend Easter, why not take up Balmoral Sailing Club's invitation to sail with them? Four races, $1.50 per race, contact Box 20 P.O., Spit Junction, N.S.W., 2088.
* Finally, if you haven't entered for the 23rd Nationals by now, then you are too late, but to all who are sailing in this series, we wish them a most enjoyable and successful week.

  It's time to start planning the family holiday to coincide with the 24th National Titles to be hosted by the Lake Bonney Yacht Club in Barmera, S.A. I would especially urge the new members of the Heron fraternity, if they have not already participated in a Nationals, to give serious thought to entering. Apart from a wonderful sailing experience, in a week packed with talk, talk, talk on Herons, the friendship derived from such a gathering will be the highlight of the event and you will understand better why some Heron families have been meeting this way for years.

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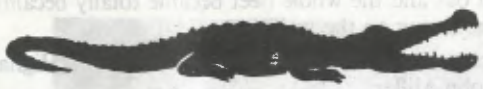

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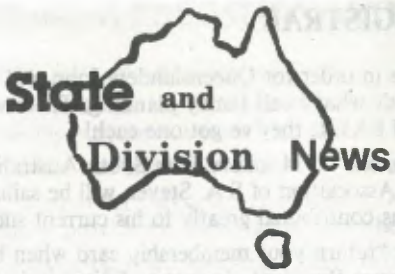
PLYWOOD HERON BUILDING KITS

Page 8 of the September *Heron Newsletter* carried the great news that timber kits were now being supplied by Laurie Menogue of 25 Sonia St., Ringwood, Vic. 3134 (Phone (03) 897 2820).

Most members rubbed their eyes when they saw the prices being quoted by Laurie and, as a result, he has had many inquiries and several buyers but, like everything else, fresh supplies of timber have brought with them the need to increase (by only a small amount) the price of the Standard Kit from $850 to $920.

Now that's still cheap by anyone's standards (pardon the pun) and we hope that you will avail yourselves of this terrific offer and help promote the greatest centreboard Class sailing today in Australia.

M.C.



CENTRAL QUEENSLAND — TITLES: MACKAY SAILING CLUB

The Mackay Heroners held their C.Q. Titles on the Queen's Birthday weekend, 6th and 7th July, 1981. This title is held for all Classes at the Mackay Sailing Club each year.

In the first event, prevailing winds were only 5 to 10 knots from the south west. Tim Higham and crew, Chris Tiezel, in (EST) from Kurrimine, was almost late for the start because he had lost his rudder in Bowen, and frantic Mackay Heroners loaned him one. Keith Reading sailing HARMONY was late for the start, after turning over in the Harbour (how?) and then proceeded to sail under the Breast Wharf. When finally free, he was most disturbed to see Tim arrive at the start by being towed at full speed by the pick up boat.

Des Quinn and Myra Quinn (TERRI LOU) came first, followed by Fred and Tony Burns (TIRA VENTO), Tim Higham and Ron Williams (TORO).

In similar conditions next morning (Sunday) Des Quinn was again successful, but this time John Miller and Rochelle Reading (JOVALIE) got up for second place followed by Fred Burn and Tim Higham.

Once again Keith Reading turned Harmony over on the wind mark reach of the first triangle. Good sailing Keith?

By now, Des Quinn had the championship in the bag, but took out the triple in the third and final race, (or was it a race?).

After a postponed start the wind dropped out and the whole fleet became totally becalmed. Did I hear someone singing "Ten green bottles, sitting on the wall"?

However those who read the water and current, found the finish line earlier. Tim Higham came in second, followed by Fred Burn and John Miller.

FINAL RESULTS WERE AS FOLLOWS

LINE HONOURS	HANDICAP HONOURS
First: TERRI LOU	EVERGREEN: JAMES ROBERTS
Second: TIRA VENTO	KERRIE LEA: CHRISTINE READING
Third: EST	DABIN: GEORGE TREHANE

A most enjoyable social was held after the last race and the trophy presentation was a huge success.

A MESSAGE TO ALL VOTING MEMBERS

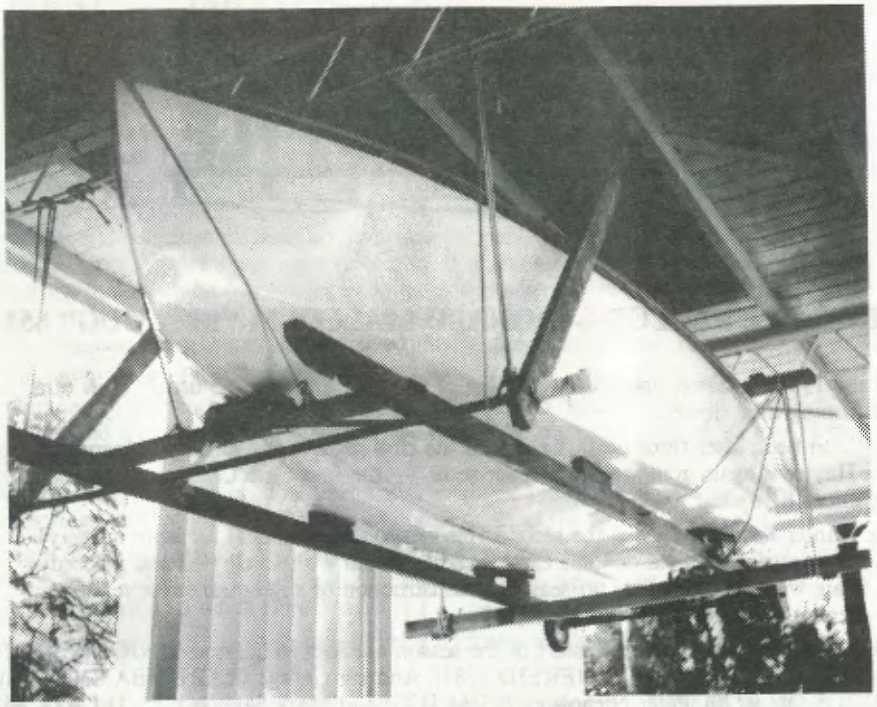
This issue of the Newsletter contains Notices on Motion proposing certain changes and/or additions to be made to the Constitution. To assist your understanding of these proposals and to encourage your partcipation in the democratic processes of YOUR Association, you will need to refer to the Constitution.

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

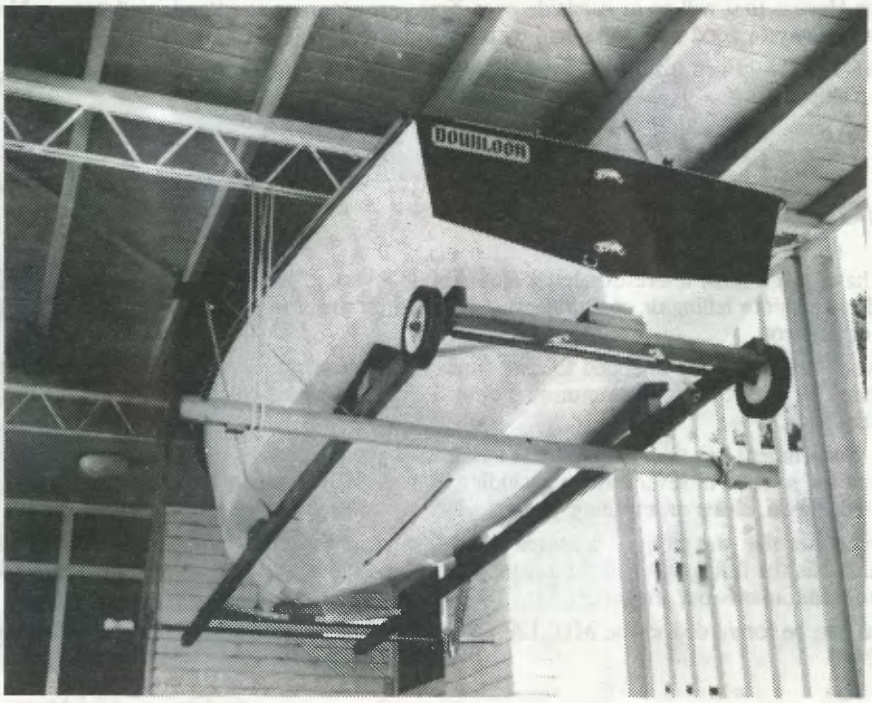
Please forward a copy of the Constitution and Sailing Rules of the National Heron Sailing Association of Australia to me at the address shown below:

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

ADDRESS.....



You may be interested to see how one Heron owner stores his craft mid-week -
Strong garage or carport beams help and it becomes very easy to lower the boat directly on to car or box trailer.



HENLEY SAILING CLUB — DONALD MALCOLM "RUM JUG" 8521

Well the 1981-82 season opened for the Henley Sailing Club with the usual "blow outs" — is the world turning over slowly?

The Heron fleet, after three races, has 25 on the club register and already "Magnum Force" 9746 Alex Hayter is again going to be the pace setter — the first Club Championship ended up with Alex ahead by a clear mile.

Craig Hunter Kiamata 8568 is the second Heroner to enter hospital for heart surgery — probably one way of getting rid of some extra weight. We all wish Craig well and a speedy recovery. Craig was a leader in the off season in construction of a new trailer for rescue 6. Heroners aren't all idle during the winter lay-off.

Those to show some form at the start of the season are Kerryn Salmon (ANJOUPE 8382), Colin Steel-Scott (STEELER 9610), (NEREID 9281), Andrew George (KARUMBA 8302), Ray Salmon (ODDS ON 9720), Peter Nicholson, (RUM JUG) and Mark Salmon (SEE U LATA 9621) will probably find all sorts of excuses before they get their acts together.

At least two Henley Heroners will be making the annual voyage to the National Championships — Alex Hayter and Andrew George. We wish them well and a safe return home. If RUM JUG can get accommodation he should be there as well.

Ian James (RIPPER ROO 9563) was seen going around the course with his rudder up. Not the way to win races Ian. Whilst Doug Sabey (UNK 9499) races around the course with his boom-vang not connected. Tut! Tut! Bill Dickson (VIRGINIA 9442) usually starts well but then loses concentration and takes to wandering all over the course.

Those Herons that will be in Adelaide over Xmas are planning to attend Wallaroo on New Year's Day, always a good time to be had by all.

"WANTED" — Forward hands, lightweight, strength of Tarzan with computer brains — see any Heron skipper.

CAN YOU HELP?

We have had a most interesting letter from David Avery of the MULLAWARRA YOUTH CENTRE at Lismore telling us of a project undertaken by unemployed youth in the district in the building of a Heron.

This self-help project is intended to raise funds for administration of the centre. The group was being funded by the C.Y.S.S. (Community Youth Support Scheme) which funds were withdrawn a few months back.

The Government has now restored this system but the group is anxious to complete the project and are in need of several items including a mast, gaff, boom, tiller, rudder, stays, centreboard, sheets, cleats or anything you may have lying around and able to be used on a Heron.

David states that the group is prepared to repair and renovate any equipment which might be sent to it. It has the full support of the Lismore Council and is a reliable, on-going organisation which, we think, merits our support.

Items can be forwarded to the MULLAWARRA YOUTH CENTRE, P.O. Box 525, Lismore. N.S.W. 2480.

M.C.

* * * * *

CONNELS POINT SAILING CLUB—by Wags.

With the season underway the Heroners now have a membership of 19, with a possible increase yet to come, giving us a substantial roll-up each week.

The "Champagne Stakes" which was mentioned in the previous issue of the Heron Newsletter, where the pairing of the lowest and the highest handicap boats together as a team, and so on was sailed on 17th October in moderate conditions. Due to the highest handicapped boat having to round all bouys before his lower handicapped partner, it resulted in some very congested sailing around the bouys. Several collisions resulted with various skippers, who shall be unnamed, showing their different interpretations of who was right or wrong. If nothing else, a lot of the less experienced sailors learnt something from their team-mates and after all this was the intention of holding this type of event. Noel Hill (TAMARAG) and Keith Damant (EMU) and their respective jib hands were the eventual winners and duly received their champagne reward. It is proposed to run a further two events of this nature during this season.

A special mention must go to new member Phil Hallworth who has taken an old Heron belonging to the club and is repairing same and will use it until he obtains a boat of his own later. It is proposed to register this boat a "Clubby".

George Early (MISCHIEF) will no doubt sail faster when he recovers from his recent overseas holiday and at this stage there is going to be a lot of competition at the top.

Our association delegate, John Griffin, carried out a lot of work on his boat, JOULE, a first class finish of paint, varnish being the result and no doubt his handicap will be reduced in the future as he will now be sailing a much drier boat.

Many of our Herons are sporting new sails and this indicates the interest of our members in faster sailing.

Although the club has not got an invitation day this season we would still like to see any visitors that may find time to sail with us some Saturday.

With reference to side bouyancy in wood-built Herons, I have carried out this modification in my own boat but, it being an old boat, some difficulty has been experienced in maintaining water tightness.

To any Heroner contemplating to do this I would suggest that it is not such an easy job and I wonder if the effort really justifies the benefits gained, particularly if the Heroner is not prone to capsizing regularly. Obviously to someone making a new wooden Heron, it would certainly be worth the effort as side bouyancy construction makes for a stronger boat.

A truly versatile craft to be rowed, motored and, of course, sailed.

KURRIMINE 1981

For the past fourteen years Herons have been gathering at Kurrimine, North Queensland, to contest the Harold Holt Memorial Regatta, an event decided over three heats.

Eighteen Herons from as far away as Hervey Bay and Mackay competed against a strong contingent of local boats.

The Regatta coincided with the opening of the new King Reef Hotel which provided the venue for the Presentation Dinner and the now traditional Beard Judging. Kurrimine is a very popular resort during school holidays and most Dads and lads put away their razors for the holiday period in the hope of winning this renowned competition which, this year, went to Ken Hudson.

The social programme would be envied by any sporting event organisers with trips (by Heron) to the South Barnard Islands, cricket on the beach, snorkling, fishing, oystering and picnicing, Commodore's Cocktail Party and, finally, the Yachtsman Ball.

A diversion was created during the running of the series when a baby sperm whale joined the fleet. Earlier in the day, two whales had been sighted, blowing outside the King Reef. However, the baby — about seven metres long — came into the channel, and later became caught on a coral bombora. The sailing fleet's pick-up boat ensured sailors kept well clear of the whale and the second heat was successfully completed.

During the afternoon, the small sperm whale lost a large quantity of blood but that night was able to free itself on the high tide.

With Kevin Guttler having won the first heat and Peter Carey, the second, the series was wide open when 20 Herons left the beach to compete in the third and final heat.

Des Quinn of Mackay had been consistent throughout the event and a win in the third heat clinched the result for him, winning the Harold Holt Memorial Trophy. Peter Carey was second and Tim Higham, the local lad from Kurrimine, was third.

Tim Higham also won the King Reef Hotel Trophy. The Innisfail Advocate trophy went to I. Hope of Townsville and the Hogan & Halpin trophy to junior Chris Carey from Hervey Bay. Best novice was Leah Dickson of Kurrimine and the most improved was Ken Hudson sailing BAMI.

The weather was fine, the company convivial and the atmosphere relaxed. Why not join in next September/October for the 15th annual Kurrimine/Harold Holt Memorial Regatta?

M.C.

MISSING HERONS ** MISSING HERONS ** MISSING HERONS ** MISSING HERONS

Over many years a number of Herons have been notified as sold, never to return to the register. Do you recognise any of the numbers listed below as sailing with your club?

753	3893	4498	4964	5719	6244	7096	8216	9407
759	3896	4532	4969	5740	6354	7159	8234	9424
1583	3908	4548	4973	5743	6379	7161	8241	9430
1586	3909	4551	4981	5786	6382	7167	8259	9493
1688	3910	4552	5036	5790	6391	7175	8261	9497
1689	3918	4560	5044	5795	6394	7177	8277	9515
2051	3919	4570	5047	5830	6395	7263	7281	9529
2716	3927	4577	5052	5836	6421	7273	7287	9553
2787	3983	4581	5069	5841	6425	7275	8289	9566
2978	3988	4589	5071	5856	6432	7277	8296	9575
3022	3994	4593	5076	5863	6443	7278	8301	9633
3024	3997	4594	5080	5875	6454	7281	8317	7938
3072	4065	4595	5099	5880	6459	7361	8350	
3076	4072	4655	5101	5885	6463	7372	8376	
3096	4074	4669	5107	5906	6510	7385	8382	
3213	4081	4670	5108	5910	6535	7440	8397	
3216	4084	4688	5124	5911	6545	7499	8504	
3218	4088	4691	5127	5913	6558	7628	8509	
3255	4115	4692	5141	5922	6568	7633	8513	
3256	4142	4738	5145	5929	6578	7642	8522	
3353	4189	4739	5154	5937	6596	7643	8527	
3360	4201	4751	5157	5940	6599	7669	8531	
3366	4202	4754	5181	5946	6630	7673	8547	
3371	4207	4758	5182	5961	6634	7692	8561	
3374	4217	4771	5312	5975	6635	7802	8577	
3376	4218	4778	5317	5986	6633	7806	8586	
3387	4276	4784	5363	5992	6713	7809	8587	
3526	4292	4797	5366	6111	6718	7813	8705	
3538	4293	4805	5367	6114	6724	7827	8747	
3541	4298	4813	5379	6116	6734	7834	8752	
3542	4313	4816	5381	6120	6746	7839	8762	
3545	4317	4817	5382	6122	6781	7852	8775	
3547	4336	4829	5391	6125	6789	7873	8786	
3594	4345	4841	5501	6129	6856	7878	8906	
3597	4346	4846	5506	6130	6867	7882	8911	
3608	4348	4850	5507	6141	6883	7887	8925	
3615	4354	4860	5512	6142	6899	7902	8932	
3627	4362	4861	5513	6145	6959	7921	8943	
3641	4367	4868	5532	6155	6968	7923	8954	
3645	4376	4873	5602	6176	6973	7940	8966	
3656	4379	4877	5608	6184	6975	7947	8972	
3754	4421	4888	5609	6186	6982	7948	9117	
3755	4427	4890	5625	6187	6991	7951	9127	
3756	4428	4892	5634	6198	6992	7978	9138	
3760	4435	4932	5639	6210	6993	8001	9166	
3764	4436	4938	5655	6211	7004	8003	9201	
3767	4438	4939	5674	6212	7026	8046	9217	
3772	4462	4944	5694	6220	7029	8092	9265	
3816	4477	4946	5695	6227	7051	8100	9299	
3823	4478	4948	5709	6237	7058	8205	9403	
3825	4493	4949	5716	6238	7095	8208	9406	

SOUTH AUSTRALIA continued

T.J.Watkins (6166)
R.J.White (9652)
G.R.Wilson (8286)
M.A.Witty (8981)

A.C.T.

N.T.Dore (5117)
M.T.Elford (7606)
1st Lake Burley Griffin Sea Scouts (9716/6238)
C.S.Robertson (6157)
W.A.Smither (9687)
J.& B.Turner (6513)
D.Waller (9549)
R.W.Wyers (7892)
I.Zadoroznyj (7092)

TASMANIA

P.Bingham (8312)
H.Elliott (9641)
I.T.Johnston (8025)
J.B.Lock (8753)
D.Morgan (4696)
A.A.Perry (8257)
R.H.Seymour (8933)

WESTERN AUSTRALIA

W.J.Baker (5359)
M.S.Birch (7952)
R.Bootsma (9667g)
P.& H.Cockburn (nbo)
G.W.Fairclough (8582)
K.& H.Gammie (8315)
Miss A.Gaunt (9511g)
D.,S.,M.,R.& I.Gollaher (6438)
J.L.Hill (8074)
E.C.Horne (5672)
H.,E.,C.,T.& S.Lingius (9463/9682)
J.Livingstone (8394)
P.& C.McAuley (8960)
R.D.McGregor (9672)
J.& J.Muir (9642g)
F.Scholmann (8922)
R.E.Scott (9252)
N.R.Stephens (5546)
M.A.Taylor (5656)
K.& R.Wegman (5152)
R.Whitehead (9474g)
J.Woods/P.Hargraves (9274)

SOUTH QUEENSLAND

A.Burridge (9430g)
C.J.Carey (9671g)
Mrs.H.Carey (nbo)
P.J.Carey (9560g)
W.& G.Clifford (nbo)
G.& M.Docwra (5543/9712g)
Mrs. E.Fleming (9423g)
L.C.Holborow (7165)
T.Jackson (nbo)
B.& M.Mealey (9593g)
R.,M.,S.& J.Robertson (9181/9608g/9644g)
L.Sainsbury (9424g)
B.W.Tranter (8011)
D.Whisson (5797

NORTH QUEENSLAND

P.,H.,K.,C.& M.Broadhurst (9526g)
D.& H.Cresswell (9690g)
Miss L.Dickson (8007)
I.& P.Dorward (nbo)
G.T.Hermann(9686)
G.Higham (8300)
J.Higham (7634)

FINANCIAL MEMBERS FOR THE 1981/82 SEASON - new members and renewals FROM 1/8/81 to 31/10/81

NEW SOUTH WALES

J.M.Aitkenhead (9725g)
E.P.Ambler (5687)
B.Archbold (6188)
H. & L.Bailey (3784)
P.A.Barnes (5772)
J.R.Bate (7287)
L.Ball (7693)
K. Beumann (9235g)
J.Beverley, H.& K.Persson and Mr.Howard (3612)
G. Bonsall (3914)
C.A.Brandon (9221)
D. & P.Brandon (5904)
J.D.Brennan(6359)
K.R. Brooks (7666)
L.L. Budge (5350)
A.G. Bull (9501g)
J.,S.,R.M.Burgers (9171/9187)
B. Burn (6161)
C.W.A.Burns (7660)
E. Campaign (4372)
J.D.Channon (9258)
P.C.Church (9244)
C.W.Clarke (5115)
K.Clinch(5714)
D. J. Cooper (6889)
D.Crawford (4271)
K. Damant (9000)
A.& J.Davidson (9680g/9704g)
J.S.Davidson (8386)
S. Dose (8585)
G.C.Early (7366)
J.Fisher (8923)
L.A.George (8749)
R.L.Griffin (8529)
M.W.Groves (8088/9745g)
M.Hamaty/J.Henshaw (6600)
J.E.Hamilton (5078)
G.Hatfield (9612)
R.C.Hayward (6401)
M.Higham (8777)
V.Hillig (8795)
Mrs. S.Holden (4695)
R. Holmes (9220g)
R. L.Hughes (8716)
C.W.Hutchings (7838)
L.Hutchinson (6516)
W.A.Jacobson (9580g)
H.M.Jackson (9228g)
K.R.Johnson (9619g)
P.D.Jones (7491)
V.J.King (5982)
B.& M.Kinsella (8275)
H.,M.,D.,A.,K.Konig (9666g/9573g)
D. J.Lane (9162)
L.A.Lawrence (6738)
J.Lee and L.McDonald (8073)
K.D.Lenton (9542)
B.J.Loudon (7252)
D.F.Lovely (4110)
K.W.McDonald (9565)
F.R.McGrath (5962)
A. McIntosh (7451)
T.McKern (6371)
F.J.Mahoney (3261)
K.G.Miller (7469)
R.C.Mills (5505)
G.I.Moffatt (7036)
D.J.Morrow (7603)
J.H.Niessen (4130)
N. Oake (8284)
J.,J.,S.& F.O'Connor (8720)
A.J.Orange (8988)
S. & R.Pearce (8738)
R.A.Pender (4068)
D.N.Pike (6762)
G.Ramsay-Stewart (9198g)
E. Reynolds (6958)
D.Rose (9589g)
R.N.Rosevear (5079)
Miss L.Rousso (3630)
G.C.Ryman (8934)
P.A.Scruton (7351)
Sea Sebs Gordon (8751 8924/8794/9208/9214)
J.G.Sim (5620)
R.J.Simpson (5750)
R. Smith (7816)
I.Stathers (9178)
J.,N.& D.Strahan (9637g)
M.,B.,N.& B.Tallis (5977/9118)
C.J.Thompson (4205)
J.& E.Towe (9596g)
R.& I.Traise (9658)
P.Travers (5503)
R.Vane-Tempest (8210)
R.N.Walker (3123)
B.Weitkuhn (8077)
K.L.Wholohan (4966)
N.& C.Windeatt (7192)
A.R.Wrench (9419g)

VICTORIA

J.Botterill (9752g)
R.S.Brenton (5526)
R.F.Davies (9632)
T.A.Enevoldson (9141)
P.M.Hehir (5513)
C.D.Knoepfli (6647)
L. LaGruta (7068)
A. Lewis (8790)
P.& A.Lewis (6410)
F.W.McCormich (6487)
C.McLean (6483)
R.A.Mitchell (6623)
P.,G.,L.,R. & K.Oldridge (5393/6196)
B.Petersen (6900)
R.J.Provis (6386)
R.Tannahill (6193)
Miss J.Williams (8067)
W.G.Wiseman (8285)

SOUTH AUSTRALIA

B.N.Adams(8510)
I.R.Afnan (9285g)
B.S.Archer (9471)
P.W.Beaumont (7651)
D.R.Beck (8704)
C.,J.,A.& R.Blenkle (6629)
W.J.Bollmeyer (9225)
W.& S.Bowie (8354)
R.A.Boyce (9655)
R.W.Bradshaw (6791)
D.K.Butt (6708)
V.& G.Butt (8306)
R.G.Butt (8506)
B.& S.Caddy (9490g)
R.J.Clisby (6175/9747)
K.C.Crout (8212)
D.P.Dineen (5193)
Miss S.Dodds (7823)
M.F.Fails (5057)
J.,K.& L.Fawcett (nbo)
R.W.Frost (4065)
Miss M.Gale (7455)
P.R.Gilchrist (9476)
I.H.Glasson (6716)
R.K.Harvey (9289g)
A.A.Hayter (9746)
G.& S.Hewitt (6627)
D.& C.Hood (9729)
W.C.Hunter (8568)
P.J.Hurrell (6648)
M.A.Jahn (7685)
I. James (9563)
F.A.Jewell (7836)
R.D.Johnson (9435)
C.Jones (9515)
I.W.Jones (9521)
R.A.Kassebaum (nbo)
G.R.Knight (6511)
I.& B.Koch (9538)
S.Koch (8985)
T.G.Koch (9277g)
G.Lazenby (7964)
G. Lock (5918)
C.V.McPhee (8998)
T.& P.Matthews (7395/9469g)
D.C.Maxwell (6522)
B.Moore (nbo)
H.J.Moritz (6634)
A.H.Murfett (8325)
D.Patterson (8030)
R.W.Paynter (8768)
A.Ratcliffe (8531)
H.& P.Reimers (5531)
R.J.Rice (8571)
D.J.Riedel (5095)
Mrs. D.Roberts (8062)
D.A.Ross (7897)
D.Sabey (9499g)
A.H.Scoot (9469g)
D.J.Short (8042)
B.D.Smallacombe (9286g)
B.F.Stacey (9602)
C.M.Steele-Scott (9610g)
M.Sumerling (9574)
J.F.Tanner (6590)
C.Tarran (9668)
R.C.Tarran (9528)
N. & K.Thompson (8959)
G.C.Thorn (5979)
K.J.Turnbull (7690)
P.B.Turner (8781)
A.& H.VanPelt (nbo)

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.

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

Contact us NOW

General Accident

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