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24TH ANNUAL GENERAL MEETING

MONDAY 3RD MAY, 1982

HERON NEWSLETTER

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COVER PHOTO
S.A. President, George Richardson, (9174) looks for clear wind by tacking to port after the start of Heat 2 of the 23rd National Championships at Speers Pt.

NEXT ISSUE
Deadline May 10th, 1982

BACK PAGE

START OF CHAMPIONSHIP HEAT 3

23rd NATIONAL CHAMPIONSHIP REPORT—by Mary Clarke

It seemed that, overnight, the quiet spot nestling at the top of Lake Macquarie and the home of the Speers Point Amateur Sailing Club was transformed into HERON CITY when many of the 96 competitors and their families made camp, positioned caravans and generally prepared for the week to come.

All those months of preparation were now reality, made possible by many meetings between Club and Association officials and boosted by most generous sponsorship of Plough Pty.Ltd. (COPPERTONE) and NBN Channel 3. Alan and Marilyn Sutton representing SPASC, genially welcomed the many Heroners who had undertaken the long and arduous journey to be part of the fleet sailing for the SILVER HERON.

With the business of registration, sail checking and boat inspection out of the way, it was all systems go for the bus trip to the famous HUNTER VALLEY and, specifically, to the Wyndham Estate and the Hungerford Hill Wine Village. Even the one-eyed South Australians were won over with the choice of wines tasted along the way and all agreed that it was a great way to start a series by getting to know each other over a friendly glass of grape.

29th December, 1981 — a big day in the Titles calendar; a day for briefing by the Club President, Sam Field and starter, Greg Radecki followed by the official welcome and opening by Mayor Geoff Pasterfield amid the colourful spectacle of Yellow and Brown COPPERTONE T-shirts generously supplied to each skipper and crew by the sponsor and joint raising of the State and National Heron Class Flags by Mary Clarke and Alan Sutton combined with Heron flags from Queensland, Victoria, South Australia and New South Wales.

Then the mad rush to change into sailing gear, apply liberal coats of the sponsor's product and move on to the lake for the dress rehearsal of all Titles:

THE INVITATION RACE: A threatening, dark sky to the south met the competitors as they followed the M.V. 'ILLAWONG' under the control of owner, Tony Bennett, to the starting line. A shifting 5/8 knot breeze, roughly from the east nor' east, didn't make Greg Radecki's job any easier and the first start resulted in a General Recall when one keen Heroner (who shall remain nameless) drew half the fleet over the line with him with 30 seconds to go. With one exception (yes, you've guessed it, the same fella) the second start was much more orderly, and, by the end of the first work, there was a good sprinkling of State representation vying for the lead.

ABRACADABRA (Don Jameison, NSW) lead the fleet around the first mark but Sid Dyer opened up all stops on HORNET to reach past him on the second leg and there he stayed to the finish, sometimes 2 minutes ahead of his nearest rival. The challenge finally came from Craig McPhee of S.A. who moved EIGEN VECTOR into second place, giving an indication of what was to come in the series proper.

The NBN T.V. Helicopter provided great entertainment for the younger members of the crew by sweeping below mast height for same real "close up" shots.

The threatening weather created horrible windshifts with some crazy gains and losses of position and thunderous black clouds and lightening accompanied the fleet on its way to the finishing line. The squall which followed them back to the clubhouse gave most skippers the fastest ride they'd had all day.

RESULTS:

1. 9179 HORNET, Sid Dyer, NSW
2. 8998 EIGEN VECTOR, Craig McPhee, SA
3. 9691 ELUSIVE, Peter Macleod, NSW
4. 9525 ABRACADABRA, Don Jameison, NSW
5. 9620 BEJUGARAWAY, Ray Hale, VIC
6. 9601 REVENGE, Andrew Palfreyman, TAS

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)

HEAT ONE, 30th December, 1981. The Lake is always a popular venue for National Titles and this year was no exception with the neighbouring Club, Teralba, hosting the Skate Class. To avoid any confusion SPASC officials decided to keep the two fleets separated during their heats and this meant that the Heron course was set well away from the shores of Speers Point. Unfortunately, many skippers did not take this into account when heading our for the 2.30 start, a good start with only one individual recall, but missed by 20 or more Herons still working to get to the line.

Local skipper, Robert Champness had THE PHOENIX leading the fleet around the first mark closely followed by Tasmanian, Anthony Morgan in DYNAMITE JACK with last year's winner, Jim Armitage in hot pursuit in OUTCAST. Dyer, winner of the Invitation Race was well back in the pack but McPhee had broken away. ABRACADABRA came from seventh to third while THE PHOENIX slowly dropped out of contention. Most skippers enjoyed the 12 to 15 knot wind and many personal battles were taking place with a real tacking duel developing between Robert Black's TEST TUBE and Robert Drogemuller's CONFUSION. New Zealander, Colleen Worters was having difficult moving ANONYMOUS through the fleet.

RESULTS:

1. 8998 EIGEN VECTOR, Craig McPhee, SA
2. 9282 OUTCAST, Jim Armitage, SA
3. 9525 ABRACADABRA, Don Jamieson, NSW
4. 9620 BEJUGARAWAY, Ray Hale, VIC
5. 9746 MAGNUM FORCE, Alex Hayter, SA
6. 9753 DYNAMITE JACK, Anthony Morgan, TAS

A truly National series with four states represented in the first six placings.

HEAT TWO, 31st December, 1981. The last day of the year, a morning heat and little wind confronted the competitors. Having been caught the previous afternoon, most skippers were on the water by 9.30 for the 10.30 start, heading off down the lake in search of the 'ILLAWONG'. This time, however, the starter favoured the "close to home" course and managed to set a line in a shifting 3/5 knot zephyr.

With 94 Herons manoevering on a starting line, all hoping for the perfect start, it is inevitable that some will beging their run too early, with the inevitable result — A General Recall. ANTIPODES and WIND DANCER paid the penalty of disqualification for breaching the one minute rule.

From the beginning this was McPhee's race and he was never headed. Warwick Jacobsen's TICKLED PINK was an early second but this place was soon forfeited to the wily Armitage who used the fickle wind to perfection quickly moving OUTCAST into second position. Queensland junior, Chris Carey was improving LITTLE AUSSIE'S position on every leg. Apart from the consistency of EIGEN VECTOR and OUTCAST, the light conditions saw a complete change in the next four placings, the New South Wales skippers coming to the fore.

RESULTS:

1. 8998 EIGEN VECTOR, Craig McPhee, SA
2. 9282 OUTCAST, Jim Armitage, SA
3. 9580 TICKLED PINK, Warwick, Jocobsen, NSW
4. 9750 DAEMON, Ian Cook, NSW
5. 9745 KOALA, Michael Groves, NSW
6. 9569 NAUTICS, Harold Melzer, NSW

NEW YEARS EVE and the ARGENTON Community Hall was packed to the rafters with families, many totally unrecognisable in their country and western get up. Kenn Lenton, funnyman of the strong Narrabeen sailing group, led the festivities and square dancing was the order of the night. Mel and Viv Picman were a real Ma and Pa Kettle duo and Bill Tucker of S.A. had to reassure many a parent whose offspring developed instant missing teeth due to Bill's little pot of tooth blackener. Sailing was forgotten as the country disco got into full swing and, as midnight approached, the corks popped, the whistles blew, the balloons and streamers flew and it really was a HAPPY NEW YEAR in the true Heron tradition.

NEW YEAR'S DAY, 1st January, 1982. And all was quiet in the camp! The celebrations of the night before had taken their toll and, with the heat of the day, most Heroners sat quietly in the shade of tent awnings, or headed across the road for several dips in the Olympic Pool. Any thought of playing cricket led to reaching for another drink and it was close to 5 p.m. before the match finally got under way.

THE REST was sent in to bat and what they lacked in numbers they made up for in skullduggery. Arthur Bullock gave many questionable decisions against the N.S.W. Batsman and the final blow came when, N.S.W., having cleverly batted to equal the score at 96, THE REST left the field refusing to continue. Rumor has it that N.S.W. defector, Brad Tallis, stumper of many N.S.W. wickets will have alot to answer for during the N.S.W. Titles to be held later this month. The eventual winner was declared by the toss of a coin at the Presentation Dinner. THE REST having to fight for possession next year.

HEAT THREE, 2nd January, 1982. Again the course was sailed well away from the clubhouse requiring families to jump in the car and head for Warner's Bay for a better view of Dad's expertise at the helm. And again it took a General Recall to achieve a perfect start. His previous third placing had given Warwick Jacobsen a real charge and much to the delight of his wife and in-laws following the race in their cruiser, TICKLED PINK led the fleet around the first mark. Macleod's ELUSIVE and Hayter's MAGNUM FORCE were improving on every leg and Hayter took the lead, held it on the windward/return and lost it, dramatically, on the next beat.

A slight altercation at the beginning of the race had been dismissed lightly by Ray Hale of Victoria but as the race progressed and BEJUGARAWAY got slower and slower be became concerned. A quick inspection showed a bow tank full of water which had entered through a 2cm. hole in the nose of his boat. He was very happy to drop his 28th placing.

ELUSIVE had forged ahead with MAGNUM FORCE hot on her heels and TICKLED PINK, ABRACADABRA and EIGEN VECTOR were making their own race just metres behind. The minor placings constantly changed on the work to the finish.

RESULTS:

1. 9691 ELUSIVE, Peter Macleod, NSW
2. 9580 TICKLED PINK, Warwick Jacobsen, NSW
3. 9525 ABRACADABRA, Don Jamieson, NSW
4. 8998 EIGEN VECTOR, Craig McPhee, SA
5. 9746 MAGNUM FORCE, Alex Hayter, SA
6. 9601 REVENGE, Andrew Palfreyman, TAS

HEAT FOUR, 3rd January, 1982. The closest the fleet ever got to sailing nor'easter course but the wind was still flukey and shifting. Another general recall and this time several disqualifications for breaching the one minute rule. It took OUTCAST only 14 minutes to complete the first work, it lead narrowly around the second mark and then the familiar EIGEN VECTOR made its move annd took the lead. Tacking duels were the order of the day with HORNET (Dyer) annd HELANA (A. Dobson) crossing tack for tack. Palfreyman's REVENGE moved into third place and Macleod came, dramatically, from tenth to fourth.

RESULTS:

1. 8998 EIGEN VECTOR, Craig McPhee, SA
2. 9282 OUTCAST, Jim Armitage, SA
3. 9601 REVENGE, Andrew Palfreyman, TAS
4. 9691 ELUSIVE, Peter Macleod, NSW
5. 9746 MAGNUM FORCE, Alex Hayter, SA
6. 9671 LITTLE AUSSIE, Chris Carey, QLD

While the men were dominating the front of the field there was a very close battle raging between two lady competitors, Julie Owens in DING HO (9592) and Ann Robertson in MALUNA (9416). They were never more than 6 or 7 places apart in any of the five heats.

HEAT FIVE, 4th January, 1982. It was obvious that the SILVER HERON was going to adorn the McPhee mantel for the coming year but it would only take one mistake from those in the minor placings to seriously change the outcome of the final six. This being the final heat, there was a charge by many for the best start, with the usual result — A General Recall. (There's no truth in the rumour that SPASC took up a collection to cover the cost of ammunition used during this series.)

Maurie and Carol Altman (Coppertone representatives) witnessed the last heat from the M.V. 'IL-LAWONG' and were entertained by some very exciting sailing. Just 10 minutes after the start EIGEN VEC-TOR was in top gear and racing around the windward buoy with Grove's KOALA second and Macleod's ELUSIVE third. Armitage had been hemmed in at the start and was never able to better 8th place, a position he couldn't maintain, finishing 10th.

RESULTS:

1. 8998 EIGEN VECTOR, Craig McPhee, SA
2. 9691 ELUSIVE, Peter Macleod, NSW
3. 9745 KOALA, Michael Groves, NSW
4. 9525 ABRACADABRA, Don Jamieson, NSW
5. 9569 NAUTICS, Harould Melzer, NSW
6. 8244 PAX DOMINI, John Stannard, QLD

PRESENTATION DINNER. All roads led to the Cardiff Workers Club for the grand finale, the presentation dinner. 280 Heroners gathered to hear NBN 3's General Manager, Mr. Des Hart and Coppertone's Sales Director Mr. Maurie Altmann express absolute delight with their association and sponsorship of the 23rd Heron Nationals. Spontaneous applause followed the announcement by both gentlemen that this sponsorship would continue when the South Australian Heron Association conducted the 24th Series at Lake Bonney.

National President, Allan Crane, expressed thanks on behalf of the Association to the sponsors, to the officers of the Speers Point Sailing Club and the N.S.W. Heron Association for all that had been done by those bodies to make this event the highlight of the Heron Sailing Year.

With any National Titles there has to be a great deal of work done behind the scenes to make the event a success. Not the least being the magnificent job done by the ladies of the canteen (supplemented by help from many of the Narrabeen ladies) who prepared breakfasts, lunches and dinners and never ending pots of tea for the always hungry, thirsty sailors.

To the ILLAWONG skipper, Tony Bennett and first mate, Arthur Vogt who made the daily excursion from Marks Point to Speers Point; to the recorders Wendy, Marj, and Ian and trusty rifleman, Sam Pierce who kept his powder dry at all times, go sincere thanks for a job very well done.

It's great to find a champion and our congratulations must go to Craig just two years out of the junior ranks, for an almost perfect score. It's also great to renew friendships and make new friends, something which many of us achieved at the 23rd Nationals. If you attended Speers Point you'll know what I mean, if you didn't why not join in the fun and accept Lake Bonney's invitation to be part of the 24th Heron Nationals next December.

FINAL PLACINGS:

1.	8998	EIGEN VECTOR	Craig McPhee (SA)	3 pts.
2.	9282	OUT CAST	Jim Armitage (SA)	14 pts.
3.	9691	ELUSIVE	Peter Macleod (NSW)	14.75 pts.
4.	9525	ABRACADABRA	Don Jamieson (NSW)	19 pts.
5.	9580	TICKLED PINK	Warwick Jacobsen (NNNSW)	24 pts.
6.	9746	MAGNUM FORCE	Alex Hayter (SA)	25 pts.

Junior Champion	9671	LITTLE AUSSIE	Chris Carey (QLD)
Lady Champion	9592	DING-HO	Mrs. Julie Owens (NSW)

IT'S FUN WINNING WITH
SCHRAMM SAILS

JEFF SCHRAMM SAILMAKER
91 LONDON ST., PT. LINCOLN 5606
086 82024 A.H. 086 823152

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

JOIN THE SCHRAMM WINNERS NOW

23RD NATIONAL CHAMPIONSHIPS - FINAL RESULTS

Pos.	No.	Boat Name	Skipper	Heat Placings 1	2	3	4	5	Total Points
1	8998	EIGEN VECTOR	C.McPhee, SA	1	1	4	1	1	3
2	9282	OUTCAST	J.Armitage, SA	2	2	8	2	10	14
3	9691	ELUSIVE	P.Macleod,NSW	11	8	1	4	2	14.75
4	9525	ABRACADABRA	D.Jamieson, NSW	3	11	3	9	4	19
5	9580	TICKLED PINK	W. Jacobsen, NSW	10	3	2	11	9	24
6	9746	MAGNUM FORCE	A. Hayter, SA	5	10	5	5	16	25
7	9745	KOALA	M. Groves, NSW	12	5	13	DNF	3	33
8	9671	LITTLE AUSSIE	C. Carey, Q(J)	9	9	10	6	23	34
9	9179	HORNET	S. Dyer, NSW	18	7	11	10	7	35
=9	9576	RASTUS	D. Llewellyn, NSW	8	13	7	7	14	35
11	9569	NAUTICS	H. Melzer, NSW	22	6	9	17	5	37
=11	9620	BEJUGARAWAY	R. Hale, V	4	12	28	8	13	37
13	9601	REVENGE	A. Palfreyman, T	20	16	6	3	18	43
14	9750	DAEMON	I. Cook,NSW	14	4	12	19	21	49
15	9255	CZECHMATE	M. Picman, NSW	17	20	14	16	15	62
16	8575	ZENITH	C.Grimwood, NSW	15	18	15	21	17	65
=16	9753	DYNAMITE JACK	A. Morgan, T	6	17	17	31	11	65
18	8311	THE PHOENIX	R. Champness, NSW	7	22	27	12	32	68
19	9643	CATHO-O	A. Timmins, Q	23	19	18	13	19	69
20	9628	TIME PASSAGES	R. Lock, NSW	21	14	25	23	12	70
21	8244	PAX DOMINI	J.Stannard, Q	13	37	33	24	6	76
22	8585	JID	S., Dose, NSW	32	21	22	15	8	77
23	9506	CAREW	P. Carey, Q	27	21	16	22	26	85
=23	9751	BARTLE FRERE	M. Higham, NSW	16	35	20	25	24	85
25	9215	LEMON JUICE	W. Ward, NSW	19	27	32	14	DNS	92
26	9704	A.D.	A. Davidson, NSW	28	17	37	DNS	22	104
27	9118	ADONIS	B. Tallis (NSW(J)	39	58	19	20	30	108
28	8312	PANACHE	P. Bingham, T	24	33	29	32	31	116
29	9749	ODDIE	M. Gray, NSW	37	31	23	26	39	117
30	8521	RUM JUG	D. Malcolm, SA	35	41	31	18	43	**125**
31	9287	DABALAMANZI	D. Urban, NSW	DNF	23	26	43	34	126
32	9489	RAPAD	R. Watts, NSW	26	44	21	DNS	46	137
33	9741	PADDY	J. McManus, NSW	74	25	47	39	27	~~138~~
34	9592	DING HO	Mrs. J.Owens, NSW(L)	36	32	48	30	42	140
35	8726	LIL LIZA JANE	R. Lewis, V	30	46	24	57	41	141
=35	9476	PAKAJAZ	P.Gilchrist, SA	29	30	71	44	38	141
37	9705	CIRRUS	E.Moors, NSW	40	74	36	37	29	142
38	9234	CONFUSION	R. Drogemuller, SA	45	15	50	64	40	150
39	8560	CASTAWAY	R. Young, NSW	53	24	59	27	47	151
40	9416	MALUNA	A. Robertson,SQ(L)	31	45	42	47	37	155
41	9605	SHILO	M. Tallis, NSW	25	43	56	41	49	158
42	9523	DYNAMITE	P. Owens, NSW	46	DNS	35	48	33	162
=42	9692	REPRISE	P. Robinson, Q	50	73	41	51	20	162
44	9479	ZINFANDEL	B. Burdon, SA	43	34	88	58	36	171
45	9754	MAN THE PUMPS	G. Clifford, Q	33	38	61	45	56	172
46	9720	ODDS ON	P. Nicholson, SA	30	40	53	DSQ	45	176
47	9728	KERMIE	B.Morrissey, NSW	62	DNF	39	33	44	178
48	9724	LUFF AFFAIR	L. Ralph, V	63	48	34	36	71	181
49	7685	COLUMBIA	M. Jahn, SA	59	51	55	28	50	184
50	9740	TEST TUBE	R. Black, NSW	48	DNF	45	34	60	187
51	9608	WILD DANCER	T. Robertson, Q	87	DSQ	44	35	25	191
52	9606	FIREBIRD	A. Timmins, Q (LJ)	42	61	40	52	64	195
=52	9696	SONAL	S. Swindells, NSW(L)	54	42	86	71	28	195
=52	9669	HELANA	A. Dobson, NSW	DNF	26	43	29	DNF	195
55	9171	BULLJOE	R. Burgers, NSW	77	28	67	50	58	203
=55	9656	TAKARI	B. Timmins, Q	47	DNF	54	54	48	203
57	9544	CHRISANDA	C. Booth, NSW	56	29	63	59	63	207
58	9281	NEREID	A. George, SA	64	39	74	40	66	209
59	9213	BAYNET	L. O'Riordan, NSW	65	49	64	49	51	213
60	8738	ONEDIN	R. Pearce, NSW (J)	44	63	77	55	54	216
61	6413	RHUMB LINE	P. Carrick, NSW	55	52	49	62	61	217
=61	9587	FARDON ME	M. Bullock, Q(LJ)	68	64	58	42	53	217
63	7451	BUNABAROO	A. McIntosh, NSW	67	55	30	69	80	221
64	9222	ANONYMOUS	C. Worters, NZ(L)	49	57	70	53	67	226
65	9703	GRAND ROUGE	A. Sutton, NSW	72	54	75	46	55	227
66	9162	WOT NOT	D. Lane, NSW	69	DSQ	57	68	35	229
67	8977	TOMAS	R. Haselgrove, V	57	56	80	60	59	232

68	7652	KULANDA	R. Skelton, NSW	51	59	62	61	59	233
69	9644	JUSTUS	M.Robertson,Q(L)	86	50	69	38	89	243
70	5394	JUBILEE	B. Waterman, NSW	70	36	65	DSQ	73	244
=70	9584	DRIFT ALONG	A. Bullock, Q	66	70	51	DNF	57	244
72	9514	PLUMBARIUS	A. Dyer, NSW (J)	52	DNF	46	DSQ	52	247
73	9462	KRISCA	K. Schulten, NSW	75	67	52	56	DNS	250
74	9174	ESTRA TEW	G. Richardson, SA	58	DNF	66	63	72	259
75	9187	DELIVERANCE	M. Burgers, NSW (LJ)	61	53	76	70	76	260
76	9498	TAMARAG	N. Hill, NSW	34	DNF	38	DNS	DNS	266
77	4102	NANGI	F. Seckold, NSW	89	65	73	67	62	267
78	6410	SPRITE	R. Lewis, V (J)	41	68	85	DNS	74	268
79	9737	HOT DOG	W. Fowler, NSW	60	72	78	74	65	271
=80	9583	RISING DAMP	T. Rowan, NSW	73	DNF	72	72	68	285
=80	9597	CU-TOP	A. Sim, NSW (J)	71	69	79	66	79	285
82	8016	YILLIONS	G. Brunton, NSW	79	DNF	68	73	75	295
83	9634	JIGSAW	W. Tucker, SA	78	62	81	76	84	297
84	8288	BESSIE B	M. Gray, NSW (J)	82	75	83	65	81	303
85	9415	SEA EAGLE	D. Rogers, NSW	83	66	82	78	82	308
86	9175	STORM	R. Gilholme, NSW	91	60	91	82	85	318
87	9264	PIPPA PIM	R. Sim, NSW	76	DNF	87	80	78	321
88	7973	SIROCCO	J. Hall, V	DNS	DNS	60	DSQ	70	324
89	9685	LAKE FLYER	G. Wilson, NSW	81	DNF	89	77	83	330
90	8716	MUZZ'N'BULL	R. Hughes, NSW	85	DNF	84	79	86	334
91	8777	CLARISSA	G. Higham, Q(L)	80	DNF	DSQ	81	77	335
92	4696	GHOST RIDER	D. Morgan, T(J)	84	DNF	90	75	DNF	346
93	9542	RAZZAMATAZZ	K. Lenton, NSW	88	DNF	93	83	87	351
94	8045	PEARLY	P. Knoepfli, V	DNF	DNF	94	84	90	365
95	6647	ANTIPODES	D. Knoepfli, V (LJ)	90	DSQ	92	DNF	88	367
96	4075	ASSASSIN	A. Grimwood, NSW(J)	DNS	DNS	DNS	DNS	DNS	388

THOUGHTS OF A SOUTH AUSTRALIAN HERONER

By the time this goes to print our club sailing season will be over and we will be into that long winter recess. How different that is from some of the interstate clubs which still have half a program to complete. I am surprised that more members especially those who are unable to sail in the national and state titles don't complain about how short our sailing season is. Even for those who do sail at every chance there is still an awful lot of wasted days.

I don't want to suggest that we ask our club officials to work any more because we already ask an enormous lot of them.

Perhaps this year we could do something about this situation and do some winter sailing! We have an ideal venue in the West Lakes complex. The waters are protected, shallow in some areas and surrounded by land, so rescue boats are not necessary. It is easy to locate buoys because of the flat water and clear points of reference of the shore (an orange juice container tied to a brick by a long cord would do). Starts and finishes can all be controlled from the shore and if we couldn't find spectators willing to act as officials we would just have to roster it out between those racing regularly. Since the aim would be mainly to get in some extra sailing,experiment a little and improve techniques we would not need any recording of results (or trophies) because the sailing would be its own reward. Two or three short races than one long one would be best.

I know this is not my original idea because Alex Hayter and the boys from Henley have been talking about it but I'd be happy to hear from any one interested on (356 3546 at home). I am sure that we could also use the time to help any new skippers get some racing experience by inviting them to take part. If we couldn't get experienced skippers to help by going out as crew occasionally with a new Heroner then my boat name is not PAKAJAS (9476).

Peter Gilchrist

REGISTRAR'S RAVINGS

* DID YOU HEAR THE ONE ABOUT the Heron that has been living up to the oft used description of the Class as being "versatile"?
  It seems that FAUST was recently discovered in Canberra performing a most useful function, that of a chicken coop, complete with chooks, eggs, feathers, ETC!
  The plywood skin had succumbed, in places, to the ravages of time (and other things) but the new owner found the frame completely sound and with some very careful restoration, Heron No. 1800 will be back in service as good as new.
* NEW BABY DEPARTMENT — Our congratulations go to Roger and Heather Goldfinch of South Australia on the birth of beautiful NICOLE. Looks like Grandad, Jim Armitage, will be in Herons for a long time, this being his third grand-daughter.
* Merv. Tallis of the Botany Bay Club might be pretty good in the sailing department but not so hot in caravan towing. When visiting his Mum on the way to the Nationals at Speers Point, he parked the van in the shade of a tree which, he found, had some pretty solid LOW branches — instant ventilation to the van!
* Another National story — Tom Rowan of the Narrabeen Club wins the award for the most colourful Heron, on and off the water. A true-blue Pom, Tom has covered his white hull with a painted Union Jack, seen at its best when the boat is upside down! Not only that, but every day she was dressed in bunting from bow to gaff tip to stern.
* Aftermath to the Nationals — Sorry to hear from Helen Carey that husband, Peter, very popular Queensland competitor at Speers Point and the friend of many, had some "ticker" problems on his return to Hervey Bay. You can't keep a good man down and a few weeks rest will, I'm sure, see Peter up and about again and rearin' to go.

A MESSAGE FROM THE PRESIDENT

Because of the late delivery of the December Newsletter in which was set out the various Motions on Notice which will be presented at the Annual General Meeting in May, I feel I must offer may apology and also that of the Management Committee.

Whilst I realise it is hard to really offer a convincing excuse the facts are that this was the first Newsletter for our new Editor, Ron Hughes, and he was naturally feeling his way. Then, when the copy finally went to press, the printers went on strike and did not resume until just prior to Christmas. The printer then went on his annual holidays and to top it off we experienced problems with the mail.

Unfortunately the late delivery has made it almost impossible for members to submit their support or objections for publication in this Newsletter. The Management Committee, at its last meeting, realised the position and extended the closing date for copy by 10 days with the hope that we would get some opinions published. All motions have the support of most of the Committee and you can be assured that each will be discussed fully before being voted upon, and if any interstate members wish to submit their views these will also be read and considered at the Annual General Meeting.

As I do not intend to stand for re-election this year I would like to extend my thanks for the privilege of serving on this Committee for the past 20 years and to all I hope that you continue to be members of the Heron family for many years and enjoy countless days of social and competitive sailing.

Allan Crane
President.

PERSONALITY CORNER

NAME: Craig Vaughan McPhee (S.A.)

AGE: 20 years

HERON: EIGEN VECTOR (a past champion Heron under the helm of Andrew Payne of Tasmania.)

RECORD: Craig joined the Association in March, 1976 when his family was living at Port Lincoln. At that time he sailed MARAMA (8985) and showed considerable promise as a junior helmsman.

After Andrew Payne won his third National Title in as many Herons, South Australian Phil Bessell purchased EIGEN VECTOR and took her back to Whyalla with him. Phil successfully raced her, particularly in very heavy weather (he is a big boy) and handed her over to Craig for the State Titles in 1979/80 (Phil and Judy Bessell departing to the Pacific Islands in their home built steel yacht).

From there on Craig hasn't looked back and has capped a most successful year winning the National Title with the loss of only 3 points and the recent S.A. Title with nil points lost.

A true champion of today and the future.

M.C.

Manfred Curry makes the point that rarely in sailing can defeat be attributed to bad luck. If your mast falls down, your rudder comes adrift or some other mishap occurs it is your fault for not ensuring that your craft is well rigged. The same goes for attributing defeat to the whims of the wind. You know, it's strange that the good skippers never seem to fall into so-called 'holes'.

Mr. Des Hart (NBN3), Craig McPhee and Mr. Maurie Altman (Coppertone).

MEASURERS PAGE by the Measurement Committee Secretary.

First of all, a word to Measurers. As the recipient of many measurement forms for classification and filing, I would like to emphasise the following points. Boat owners)can also take note.

1. Please read your Measurement Manual carefully. Also read the extra sheets that are sent to you from time to time. While I appreciate the voluntary nature of the task you undertake, it would be appreciated if the task was carried out in the right manner.

2. When a boat is given a "B" classification, it must be taken back to the same Measurer who measured it the first time. That is, the original Measurer should check that the faults that led to the "B" classificaiton have been rectified, if "A" classification is desired.

3. Only new sails need to have a measurement form (sails only form) sent in for filing with the original measurement form for the boat. Sails being rechecked for National and State Titles do not need a measurement form.

4. Check that the measurement form you are using is up to date. That is, it has the new transom measurement on it, and a slip of paper glued to it with the new jib measurements on it. Note, the profile method of measuring a jib is no longer applicable.

The following questions have been asked of the Measurement Committee and answered as follows:-

1. Is it permissible for the jib sheet to pass through the side deck and be cleated below deck? Yes.

2. Is it permissible to fibreglass the mast, gaff or boom for repair purposes or for protection at wear points? Yes, provided that it is not used for extensive sheathing of the spar.

3. Is is permissible to fix the boom end of the vang to a track under the boom? No, the requirement being a single attachment point.

4. Is it permissible to have a jib pole with 2 or more attachment points or other device to alter the distance the jib is poled out from the mast? Yes.

5. Is a stem fitting which protrudes beyond the stem or foredeck so as the jib is fixed beyond the stem of the boat, permissable. Yes, provided the whole of the stem fitting is within the maximum overall length.

The following is a recommendation to management. "The leach of the jib must either be straight or concave."

David Llewellyn has resigned from the Measurement Committee and I'm sure the Association would wish me to thank him for his valuable assistance over the last two years. However, I would plead with Heroners in the Sydney Area to consider joining the Measurement Committee as his replacement. The main requirements for the position are an eagerness to uphold the One Design concept and to have built a boat. A volunteer would be much appreciated.

Happy sailing for the rest of the season!

Craig McPhee and Michelle Jahn cross the line in EIGEN VICTOR.

Traditional Flag raising ceremony presided over by G. Pasterfield, S. Field and A. Sutton.

COMMENTS to the Motions of Notice

Re Motion A) Par Two Clause 4.4.3. "The tiller shall be constructed of timber, the tiller extension may be of timber or any suitable material".

As the tiller extension has no effect on the speed or performance of the boat other than individual choice for the comfort of the skipper concerned, I believe the skipper should have the choice of selecting, for example, a section of plastic electrical conduit, if he considers this to be more beneficial to this needs.

Re Motions B and C — I suport without comment, also Motion E.

Re Motion D) I must congratulate David Llewellyn on a well worded article in the December Newsletter. I agree with the philosophy that the "One Design" concept must be rigidly upheld on shape, dimensions and weight of the Yacht and its Spars, as defined in the plans and Constitution. However, the task of policing this policy is becoming more difficult with every permitted modification allowed, in good faith, by the management, because, unfortunately, human nature being what it is, there is always someone ready to try and beat the system.

Some of our most recent problems have derived from the introduction of the G.R.P. Heron. The majority of us thought this would be good for the Class as it was advancing with the times, and this would be a "maintainance free" and robust boat. We all know now this is not so. What options do we have to remedy the situation?

a) Discontinue the present method of G.R.P. Construction.
b) Advance with the latest methods in plastic moulding, improve the product, and keep the Heron as we all love it, ALIVE.

I favour the second option, but, please let us be guided by the pitfalls of other Class experiences, and not be influenced by the inexperienced Boat Builder who is only interested in making a quick easy dollar. If a **reputable** Builder of GRP products considers he has the answers to our current problems and requirements, he will surely submit a proto-type for testing and approval.

I think this is the only way we will be able to pass on genuine advice to potential Heron owners and keep our Class alive, and , as David Llewellyn put it in his concluding paragraph — "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."

The main complaint from other Classes using GRP construction is the Osmosis problem, when the gel. coat cracks, salt water soaks into the balsa or coremat and the boat increases in weight until it becomes a non-competitive boat. I have had a report from a 470 owner that his particular boat became 16 Kg heavier after only two seasons of competitive sailing.

George Richardson (Heron 9174)

Peter Gilchrist, S.A. (Heron No. 9476) comments on the addendum to Clause 4.4.3.

"The idea of allowing alternative materials for Tiller extensions is fine but surely the motion should not restrict them to "wood" or "aluminium". Why are materials such as P.V.C. (conduit) or even strainless steel (thin section tube) not acceptable P.V.C. is, in my view, the best because in the event of it jamming under the deck it can bend and is thus a safety feature because it can be freed more easily than a rigid one."

David Sangster, NSW (Heron No. 4123) comments on the same Clause.

"The proposed amendment is too restrictive on tiller extension materials despite the word "may". There are many existing examples of use of stainless steel fittings, plastic (rigid P.V.C.) and even nylon cord in an emergency. None of these confer speed advantage only convenience, availability or cheapness. Preferred wording is "the tiller extension may be of any material".

Rodney Watts, mover of the motion and recipient of the above correspondence replies

"A word of clarification on this Motion on Notice. The prime object of the motion is to ensure that the **TILLER** is of timber construction as designated in the official plans. It has become evident that this requirement has been misinterpreted by some owners who have used material other than timber for the TILLER. Hence the mandatory wording for the first part of the motion "The TILLER **shall** be constructed of timber.

Timber or aluminium were just two examples of materials which MAY be used for a tiller **extension** which has no designation on the official plans."

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COMPETITIVE PRICES

SPARS ALSO AVAILABLE

National Champion Craig McPhee and his crew for the series Michelle and Anthony Jahn (South Australia).

Runner up, Jim Armitage and crew, Jimmy Guy (South Australia).

3rd, Peter and Stephen Macleod (New South Wales).

4th, Don and Scott Jamieson (New South Wales).

5th, Warwick and Jacobsen (NSW).

6th, Alex and David Hayter (South Australia).

Junior Heron Champion, Chris Carey and sister Nicole (Qld.).

Runner up — Lady Championship, Anne Robertson and crew, Jacki Nobbs (S.A.).

Some of the 96 Herons "running the line" with only seconds to go.

All eyes were on the Flag ceremony.

Back row: Maurie Altman, Greg Rudecki, Arthur Vogt, Tony Bennett and Speers Pt. President, Sam Field. Front row: Mrs. Carol Altman.

They're away!

Bruce Morrissey (NSW) and Nicole Carey (Qld.) participate in the CRICKET MATCH of the year.

Ken Lenton Tom Rowan of the Narrabeen Sailing Club off to the Cricket Match.

The inevitable, when Dad moves 'up front' to let junior have a go Peter Carey gets a view from the front seat.

Mayor, Geoff Pasterfield, President, Sam Field and SPASC Heron Captain, Alan Sutton.

WHITHER THE HERON?
WITHER THE HERON?

Twelve years ago I quit the Office of President of the Y.W. Heron Sailing Association of Australia, so terminating a decade of promotion of the Heron Class.

When it first appeared the Heron was unique in the Australian Yachting Scene — it was:-

a simple boat;
a cheap boat;
a strong boat;
a boat capable of being built by the average bloke;
a boat *in* which an adult and a child (or even two adults) could sail;
a boat which was ideal for family use — for pottering, for *learning* to sail.

The boat could also be raced, providing good competition (even though it was slow) because it was a One Design — as nearly as this might be achieved within the abilities of the amateur builders (who made up almost all the the Class membership) to follow the detailed plans.

I believed, and still believe, that these fundamental factors were largely responsible for the success of the Class, since they could be, and were preached, incessantly, with missionary zeal, by those who had had a season or two at the helm of a Heron.

My decision not to attempt to retain the position of President stemmed from disenchantment with the increasing pressure of a minor, but vocal, proportion of the membership to make the Heron primarily a racing boat.

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Racing, I believed, and still believe to be a secondary function of the versatile design.

Despite my disenchantment I have retained an interest in the Class (as behooves a Life Member of the Association) and have recently accepted the position of Trustee — in place of my friend of many years, John Keen.

One of the potential duties of the Trustees is to oversee the winding up of the Association and the dispersal of its assets — a task which I would not relish but which I perceive to be looming *unless* the Membership makes up its mind and states clearly to the Executive, the Management Committee and the Measurement Committee the objectives which those bodies should be seeking.

What remains of the Heron's halcyon days?

It is still a relatively simple boat — at least its rig is not complicated by a spinnaker;

It can be a relatively cheap boat — if it is amateur built; it is not inexpensive when professionally built in timber or in glass reinforced plastics compared to designs intended for professional construction on jigs or in moulds.

It is not now as durable as it was — particularly in the G.R.P. versions for which materials the hull shape is far from ideal.

It is still capable of being built by the average handyman — but how often is this point stressed?

It is not now unique in the Australian Yachting Scene for family pottering or as a training boat, being under pressure from an increasing number of other classes which are cheaper, professionally built, not a amenable to amateur construction and which approach more closely the One Design idea than the Heron now does.

Thus my question:-

WHITHER THE HERON?

Does the Membership wish to concentrate on the good features of the design and return again to the ground on which the Heron excelled:-

Amateur construction — as nearly as may be to the plans,
Emphasis on the Class for learning to sail,
Use of the Class for fair competition where the boats are not loaded with "go fast" gimmicks but follow the One Design idea?

Or does the Membership wish to turn its back on the Heron's strengths and abandon all attempts to use it as it should be used?

Does it wish to concentrate on racing the Class, to the exclusion of all else?

Will it condone palpable departures, by amateur and professional builders alike, from, for instance, the basic hull shape, in their endeavours to produce an intrinsically faster boat?

Should it not abandon the gaff rig — a Bermudan rig would be more efficient and faster?

Should it not embrace the use of spinnakers — that would improve the down wind performance of the boat no end (and frighten off potential members)?

A larger working sail area might be seen by the Membership as a good thing — making for a faster boat (and one which would be more difficult to handle).

Perhaps the membership sees that the hull should be made longer — after all does not hull speed increse as the hull length increases?

It seems to me, viewing the Class and the Association at arms length, but with concern, that time may be running out for them.

I am aware that the Management Committee and the Measurement Committee spend long hours on the administration of the Class but, in the absence of a restatement by Membership sees as the current purpose of the Association, most of this effort is being frittered away.

It is certainly not building the numerical strength of the Class.

I am convinced that it is still possible for the Association to get its act back together, to decide that it really wants to be a "One Design" Class and not a development Class, to stamp on the palpable cheats — particularly the ones who are in a position to influence the route the Association is following and thereby assure itself of continued life and growth.

If it does not, my second question becomes merely a statement of the inevitable:-

Wither the Heron.

W.J. Youll

UNUSUAL ARTICLE ABOUT PROTESTS

"Psychologist Jean Piaget vividly remembered an attempt to kidnap him from his baby carriage along the Champs Elysees. He recalled the gathered crowd, the scratches on the face of the heroic nurse who saved him, the policeman's white baton, the assailant running away. However vivid, Paiget's recollections were false. Years later the nurse confessed that she made up the entire story."

SOME POINTS

Most childhood memories are dreamlike constructions of stories told by parents and friends. Often resembling fiction as much as fact.

A problem with memory is that people do not observe well in the first place. Surprisingly people often fail simple tests e.g. What colour and shape were the buoys at the National and State titles?

More important, people forget some facts and refabricate the gaps between the ones they remember accurately. They tend to adjust memory to suit their picture.

Our biases, expectations and past knowledge are all used in the filling-in process leading to distortions in what we remember.

Suggestibility is also another thing. People may remember events that never occured.

Also people can lie competently, garble facts and invent stories to please their questioners.

Hearing, apparently is stronger in humans than touch, sight or smell memories.

Slight stess improves memory. Heavy stress erodes it.

Any severe shock can produce memory loss.

Booze and pot: Memory may work well at the time but some things can occur, while a person is under the influence that may not be recalled.

After you have read this abridged extract form Time Magazine January 5 1981, where Psychologists, neurosurgeons and other Doctors tested their findings, perhaps it would be wise to consider the consequences of protests which are not dealt with promptly after infringements.

Most members in the family club atmosphere do not like to protest, it amy bring a bad feeling, (and after you have read this article,) it could be because the facts have become blurred.

MEL PICMAN 9255

WESTERN AUSTRALIA

State Secretary, Rod McGregor, reports that several Heroners sailed in the Cockburn Sound Regatta over Christmas in a mixed fleet with the championship being decided on Victorian yardstick. John Hill sailing VAT 70 took out the trophy after some fierce competition with several G.P.14's

At the recent Lady Skippers Regatta Heron sailors took out first and second place on yardstick in the mixed dinghy class. The event was won by Ann Gaunt sailing ANNACONDA with Hilary Arber sailing WILDFIRE taking second place.

Anne Gaunt is having a particularly successful season having already won the first three heats of the State Championship decided. The first heat, sailed at Maylands Yacht Club in December was sailed in light to moderate variable breezes and was contested by 22 boats. A fierce three-way tussle for the lead involving ANNACONDA (A. Gaunt), VAT 70 (J. Hill) and WESTERN COMFORT (R. Stone) continued throughout the race with ANNACONDA crossing the line a narrow winner from WESTERN COMFORT and VAT 70 third.

The second heat, sailed at the Perth Dinghy Club in 20-22 knots and lumpy seas, was convincingly won by ANNACONDA from CICONIA (R. McGregor) second and PLASTIC MAC (J. Scott) third. The heavy conditions saw the demise of several of the more fancied competitors with John Hill in VAT 70 failing to reach the start line intact.

A.C.T. DIVISION

Division Secretary, Alistair Stewart, reports that winds on Lake Burley Griffin have been extremely light and fickle since the New Year and the heavy weather specialist, Stewart McGilvray, has had to watch a few transoms go past from time to time.

The A.C.T. Junior Heron Championship was a successful event and, once again, patronised by the boys from SEA CEBS, Gordon. The series was won by Mark Warner, from Rohan Bainbridge and Andrew Smith.

Astrid Littlewood and Karen Pinkerton, originally intending to crew, decided to join forces in Arvid L:ejin's LAIRA and really shook the boys up, being first to the windward mark in the second heat. Unfortunately lack of team experience prevented them from going on to a win.

VICTORIA

Our correspondent writes that the Heron/Mirror Challenge rage (race) was held at the Beaumaris Yacht Club in winds varying form zero to 30+ knots. From no wind at the beginning of the race the competitors had more than enough halfway through the event. Somehow in the excitement, the front runners managed to turn on the wrong mark, resulting in disqualification and leaving the back-end of the Mirror fleet (who were apparently better navigators) to take out the winning places. Ironically, as there were no slow Herons, the rear half of the fleet were all Mirrors and it was a case of the slower boats winning!

THE OFF-SEASON

With the advent of winter, the over haul of boats is in full swing and many members are in the throes of rigging new craft. Perhaps the most annoying thing to occur during a race is for gear to fail. Not only is it annoying, but it can also be dangerous. Now is the time to check all your gear and ensure a trouble free season ahead.

a) **Rudder fittings:** These are the cause of much trouble and should be carefully checked. Use bolts for fastening whenever possible as screws work loose.

b) **Rigging:** Check stays and shrouds for undue rust and if in any doubt, replace them. Remember, rusty gear marks sails and a loose strand can give a nasty cut. Wire halyards frequently suffer metal fatigue, especially Heron main halyards.

c) **General:** In rough weather you must be able to slide about all over the boat without fear of injury. The most common injuries consist of cuts on sharp projections in the cockpit. The villian of the piece is often a screw-head not countersunk sufficiently or the use of countersunk screws where raised head or round head should have been employed. Scrutinize (pun intended) all fittings and make sure there are no sharp projections.

d) **Wear and tear:** Have a really good look at your sails, check for stitching failure, small tears, etc. And don't forget to have a good look at the bottom of your boat, if trailed on a trailer, for rub spots or perishing rubber on support arms.

Manfred Curry makes the point that rarely in sailing can defeat be attributed to bad luck. If your mast falls down, your rudder comes adrift or some other mishap occurs it is your fault for not ensuring that your craft is well rigged. lThe same goes for attributing defeat to the whims of the wind. You know, it's strange that the good skippers never seem to fall into so-called 'holes'.

WALLAROO SAILING CLUB. — TREVOR KOCH

This year the State Titles were held at Wallaroo from the 30th January to 1st February. Local boats finished well up in the first race, but after that they slowly lost ground, with the exception of Bill Bollmeyer who sailed consistently to finish 11th.

Congratulations to Craig McPhee in taking out the State Championship this year.

May I say thank you to the State Association Committee for their help and support during the series, to Mary Clarke, for her assistance on the committee boat and to all visitors who supported us and the association by attending these championships.

REPORT ON PRESENTATION DINNER AND TEAMS' RACE.

The Presentation Dinner for 1982 was held at the Waymouth Tavern, Adelaide, with 30 adults and 6 children attending to pay tribute to our new State Champion, Craig McPhee, also to witness the 6 other placegetters to receive their trophies. This Dinner was held on Saturday, 20th February, 1982.

The annual interclub Teams' Race was conducted by the Port River Sailing Club on Sunday, 21st February, 1982, in favourable weather conditions of S.E. to S.W. winds varying from 5 to 15 knots.

Six Teams were represented — 3 from the country and 3 from Metropolitan clubs.

The keeness of the country members is reflected in the fact that they start travelling to Adelaide at 4 a.m. to be ready for a 9 a.m. start.

The results of the Event were:

1st Port River Sailing Club (for the 2nd consecutive year)
2nd Henley Sailing Club
3rd Lake Bonney Yacht Club
4th Royal Port Pirie Yacht Club
5th Wallaroo Sailing Club
6th Brighton & Seacliff Yacht Club

THE TASMAN CUP — 1981 IN NEW ZEALAND

Talk about news in a roundabout way — This report appeared in the U.K. Heron Newsletter No.1 for 1982 and it's all about the New Zealand/Australian Challenge.

"Fourteen crews entered including four from Australia who sailed borrowed boats. All the Australian visitors and families and many of the N.Z. contingent camped for the holiday period in the Lake Pupuke rowing club premises.

On Good Friday morning boats and sails were measured and the Australian skippers drew for boats and ex-Heroners and Australians took part in a tune-up race. In the evening crews and families became acquainted at a lakeside barbecue.

The invitation/Race on Saturday morning saw 20 knot winds gusting to 30 and vicious swirling eddies at the eastern end of the lake. Fourteen boats started but the eddying winds took their toll with six heading for the shore. Most boats capsized, two broke masts and N.Z. emerged the winner with Australia placed second and third. Heat One sailed in the afternoon saw more of the same blustery conditions with several skippers and crew taking a swim (some waited until after the crossing the line). Indeed the fondness of some for bathing suggested toilet soap for boat gear. Heat one went to Australia.

On Sunday the wind backed to the south, strenght 15-20 knots promising pleasant sailing. The first boat built up a very big lead for N.Z. and was 7 mins. ahead of 2nd place for Australia. The 3rd race was won by the same boat for N.Z. and Race 4 was again won by Colleen Worters for N.Z. in a dry, comfortable 1]-15 knot wind.

The last day, Easter Monday, was calm, the leading boats sailed backwards and by the end of the race several boats had swapped first place for last and back again. The final few minutes were a cliff hanger as a breeze suddenly sprung up, four boats picked it and raced for the line, seven finishing within 30 seconds. Another win for N.Z.

Altogether the series encountered extremes of weather form 20-30 knots on Saturday to calm light airs on Monday, all ages participated, the youngest crew was nine and the oldest skippers admitted to at least a half a century! The winning boat on Monday's light airs carred 22 stone and the winner of the stormiest race carried 16 stone!!!

Colleen Worter upheld the honour for N.Z. with an overall win, with John Hornabrook of Australia second and John Flemaing N.Z. third. The winner and her crew received a ceremonial baptism in the lake.

ATTENTION QUEENSLANDERS

Don't miss your opportunity of competing in the 1982 Queensland Championships this year to be held outside South Queensland.

The Mackay Sailing Club will host the series during the long weekend in June — 12th and 13th.

A wide range of activities and visits can be undertaken for those who are planning to stay a while (school vacation in this period will commence on June 28th and extend for two weeks).

This is a great opportunity to not only witness and compete in your own State Titles, but also to enjoy the richest attractions North Queensland has to offer.

A brief outline of the Title programme is as follows:

Saturday Afternoon	Heat 1	1 p.m.
Sunday Morning	Heat 2	10 a.m.
Sunday Afternoon	Heat 3	2 p.m.
Monday Morning	Resail if necessary	10 a.m.

Presentation of Trophies and social evening Sunday Night 7.30 p.m.

Registration is $15 if received by April 30th, 1982. Please request your forms from either Keith Reading, 8 Green St., North Mackay (57 3312), or Des Quinn, 11 Peaty St., Andergrove (55 1887).

The Heron Class is growing rapidly in North Queensland and your participation will ensure keen competition and a most enjoyable sailing series.

ANNUAL HERVEY BAY SHIELD

The Annual Hervey Bay Heron Shield was again contested over the Anniversary long weekend regatta in January. Although the event was robbed of a little interest by the illness and withdrawal of Peter Carey in "Carew" the annual event nevertheless brought out the best in all sailers.

The winner this year was "Little Aussie", Chris Carey, the National Junior Champion, who continued his fine form from the recent Nationals by easily winning each of the three heats. Second was Boyd Timmins in "Takari" (Brisbane) and third Greg Clifford in "Man the Pumps" (Hervey Bay).

The Handicap event held in conjunction was won by two rapid improvers in Robert Kerr skippering "Hakatere" (Hervey Bay) from Jacki Burridge in "Easy Living" (Hervey Bay). Consistent Peter Robinson in "Purplexer" (Brisbane) was a good third.

Hervey Bay Shield winners to date are — 1978 "Annaconda" (Brisbane) — Alan Timmins; 1979 "Annaconda" (Brisbane) — Allan Timmins; 1980 "Carew" (Hervey Bay) — Peter Carey; 1981 "Ding-Ho" (Brisbane) — Julie Owens; 1982 "Little Aussie" (H.B.) — Chris Carey.

The Hervey Bay Club Championship has now been won by "Little Aussie" (Chris Carey) with a further win in heat four. Chris can't be beaten but a good race is developing between "Man the Pumps" (Greg Clifford) and "Hakatere" (Robert Kerr) for second place. The Handicap is much closer with handicaps favouring "Andeve" (Graham Gattaker) and "Easy Living" (Jacki Burridge). Carew is now out of this event.

LIGHT WEATHER READING

The **Heron Newsletter** is read far and wide across the nation — and in offshore waters as well.

PeterMacLeod's article on light weather rigging and sailing (Heron Newsletter, December 1981) has no doubt been widely read and carefully considered by keen Heroners across the land. The crew of a rescue boat on Moreton Bay in Queensland, however, were surprised and amused to observe the article being read and re-read far out to sea — and this during two successive races!

The occasion was a double race day conducted by the Cleveland Yacht Club and the reader was an old-time Heroner, Fred Hughes (Aries 8706). In the morning race, there was a breeze of about 5 knots and Fred was acting as crew for a 10 year old he had installed as skipper (Derek Cordwell). After a port-tack start before the gun, and a re-rounding for a second start, the action slowed down and Fred brought out his **Heron Newsletter.** Peter MacLeod's article was read aloud to the young skipper, punctuated by a steady stream of comments from Fred — "a load of rubbish", "fancy that", "let's try that" . . .

Despite the stretched and worn, ancient sails, ARIES performed better than it has done in years and convincingly beat the Mirror dinghies which formed the opposition. Flushed with success and armed again with his **Newsletter**, Fred repeated the performance (including the fiasco at the start) in the afternoon race.

Fred Hughes doesn't often put his Heron in the water these days, but when he does he sails with a lot of flair and a great deal of enjoyment. Fred is one of the real personalities of the Heron fraternity.He believes that sailing is for relaxation, and the young skippers who take the helm of his boat certainly learn that sailing is fun.

I wonder if a keen Heroner might like to write an article on starting technique. I am sure it will be read on Moreton Bay one day and a lot of fellow members of the Cleveland Yacht Club would be extremely grateful.

An amused observer

CLUB PROFILE

NARRABEEN LAKES SAILING CLUB

This season our fleet has increased to 26 Herons and a regular 16 boats face the starter each Sunday.

Although two races remain to be sailed our championship series has been decided as follows:—

1st ELUSIVE — PETER McLEOD
2nd RASTUS — DAVID LLEWELLYN
3rd ENTERPRISE — BILL PARRY
4th DABULAMANZI — DEREK URBAN

The handicap series is a real cliff hanger with several boats in contention.

The ten families that travelled to Speers Point for the National Titles had a great time and surely would have won the title of the "Social Entertainers" of the series.

And talking of travel — of which the Narrabeeners are fond — the club has been very well represented at all inter club events this season with a regular entry of 10-12 boats. The experience gained by sailing at venues other than your own can only help you to improve and this has become very evident in our club handicap results.

It was a pleasure to assist Jean Welch and Bob Young host the N.S.W. State Titles at B.Y.R.A. and several members gave up the chance to sail to ensure that every assistance was available to B.Y.R.A.

Congratulations to two of our members on an outstanding season

Peter MacLeod
— 3rd National Titles
— 2nd N.S.W. State Titles
— 1st Travellers Trophy Series
— Club Champion

and David Llewellyn
— 9th National Titles
— 6th N.S.W. State Titles
— Runner up — Club Championship

The final race of the Duffield Plaque between Narrabeen, Hawkesbury River and B.Y.R.A. will be held at the end of the month and it looks like remaining with us — well done chaps & Nola McManus.

Sightings by Hawk-Eye:

— A prominent heroner from a neighbouring club "skinny" sailing mid week in a Black Boat — guess who?

— A couple of local "heavyweights" altering course to assist a topless windsurfer — well that's their excuse.

A message to the ladies . . . WHY NOT? When RAZZA was in the STORM at the MORS and RISING DAMP it appeared that PHAR LAP wanted to SLIP-A-LONG and become ELUSIVE when RASTAS accompanied by LEISEL saw PADDY who wanted to remain ANONYMOUS at the MUZZ 'N BULL inn. DABULAMANZI showing ENTERPRISE sighted a BLIZZARD on the RADAR and settled for a HOT DOG.

Author - 8716

FROM MIDDLE HARBOUR HERON SAILING CLUB

If you look at your N.S.W. Heron sailing program you will notice that M.H.H.S.C. holds a marathon race towards the end of each season.

THIS RACE IS A CLASSIC. A gentleman by the name of Bill Elliot (a very early member of M.H.H.S.C.) instigated the marathon approximately 16 years agoand it was the first race of it's kind in Australia and the Heron class was the first to enjoy the rigours of such an event. Over 70 boats entered in those days. This race a little like the America's Cup in as much as it has only been won by Middle Harbour boats. The trophy for this epic race is a biscuit barrell made from the timbers of the battleship H.M.A.S. Sydney. This is a perpetual trophy and Middle Harbour Herons issue an invitation and challenge to all comers. Come and get it. We also hold a very illegal sweep stake.

MEL PICMAN 9255

HENLEY SAILING CLUB — DONALD MALCOLM "RUM JUG" 8521

Seems as if the sailing season is nearly over, however only three championship races have been sailed so far. The last two races are yet to be re-sailed on account of lack of wind — or too much wind — isn't there ever a happy medium!

Alex Hayter "Hagnum Force" 9746 has sailed as usual — at the front of the fleet and looks like he will be in line to take out another club championship. The weather has favoured the light weather skippers with some very close racing among the leading boats, in fact the whole fleet is starting to be quite competitive.

Good to see Craig Hunter "Kiamata" 8568 back sailing after his operation. Light weather sailing for a start and slowly work up to the heavy stuff — like about a week. Bill McKeough "10 Lanthe" 7659 is also consistent and sailing well considering the weight he is carting around the course. For attendance and consistency the Salmon family would have to be way out in front. Daughter Kerryn "Anjope" 8382 is always near the leader, Veteran Dad (Roy) and Mum Marlene as crew "Karumba" 8302 are always a danger (in more ways than one), whilst son Mark "See-u-Lata" 9621 is having his best season yet. Andrew George "Nereid" 9281 and Don Malcolm "Rum Jug" 8521 have had flashes of potential — think they must both get to the beach earlier. Colin Steel-Scott "Steeler" 9610 is another in the lead group and is always hard to beat and with more consistent appearances could well be in line for major contentions, and when daughter Janet has taken over the tiller from Dad (now do you get a leave pass Colin?) has sailed well. Have to tell Dad to buy another Heron Janet.

Big improver is Ian James "Ripper Roo" 9563 who also went well in the state titles — could be his approaching marriage to Lynn that is so good for him — All the best from the Henly Heronners Ian & Lynn. Peter Nicholson "Odds On" 9720 is constantly at the front and shows great delight when overtaking other boats. Peter Smith "Mercury" 9689 like Bill Dickson "Virginia" 9442 show flashes of form and will improve. Remember to concentrate for the whole race fellows.

Doug Sabey "Unk" 9499 is also another who performs well in light weather and with experience will improve, whilst Ross Fletcher armed with "Tinny" and Janet Sabey as crew has as much fun as any judging by the hilarity that comes from "Wirruna" — certainly stays out on the course as long as he can.

Well done to Alex Hayter who finished a creditable 6th in the nationals at Lake Macquarie. Don Malcolm was awarded "Best S.A. Skipper", Peter Nicholson was unfortunate in being on S.A. Summer Time, and Andrew George just decided that swimming was best.

Peter had trailer trouble on the road to N.S.W. and "Rum Jug" broke an axle and lost a wheel of his trailer (hasn't found it yet — which way does a wheel go when it parts company — any suggestions?)

Look for a wheel 8 km west of Grenfell. All in all a good time was had by all. Thanks to the Speers Point Club for hosting such a good show. How about those Pokies!

The state titles held at Wallaroo over the long weekend in January resulted in Alex Hayter finishing 4th, Peter Nicholson (with super crew Rod Walker) 5th and Don Malcolm 9th (equal) and taking out the Veteran's trophy (shouldn't advertise that).

The Henley and Grange Cup at last returns to Henley (largely due to the Herons effort, 1, 2, 4, 3 in front of National Mirror Champ) well done skippers.

The Henley Team did well to finish second to Port River at the Annual Teams race held at P.T. River S.C. The geriatrics Ron and Don are both licking wounds are are visiting the opticians (fancy being rammed by a team mate TUT! TUT!).

With four club championship heats to go the remainder of the season is assured of success. This year the H.S.C. is to run a three race series, open to all classes, after the official closing day, Members of the club are welcome.

RUM JUG
8521

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.

CONNELS POINT SAILING CLUB — WAGS 7191

With the season well under way the Club is having well patronised races each Saturday afternoon. With 18 Herons on the register the attendance has been averaging 14 to 15 boats. The weather for sailing in our area has been very good this season.

Stan Dose in Jid has not had it all his own way this season and on handicap the winners have been well distributed over the other members. Point score leader at this stage being Keith Damant — Emu.

The club was well represented at the National Championships with 6 boats competing. Stan Dose managed an 8th in the 5th heat and in view of the fact he was improving in each heat it was unfortunate the heats ran out. The reports given by our attending members made many of us very disappointed that we also had not made the effort to attend such a good Championship.

Several members also went to the N.S.W. Titles. Bruce Morrissey with a third in Kermie and Keith Damant in Emu being the best of our competing members.

Our club has had a single handed race for those wishing to partake, the reaction to same was not over enthusiastic, most members agreeing it is much easier to have a jib hand even if he or she does only sit there, at least it is someone for the skippers to abuse for their own mistakes.

Our Kurnell Cup, an annual event of about 14 miles, from our club, across Botany Bay to Kurnell and return, although only having 7 Herons as starters, was raced on 7th February, Arch Orange — Auntie Jack having a well deserved win.

Phil Halworth who was sailing the club Heron has now acquired his own Heron calling same Scrooge.

Happy sailing to all.

BRIGHTON AND SEACLIFF YACHT CLUB

Once again we conducted our Annual "Doug Short Old Heronerss Regatta" with the fleet double of last years event. All the Oldies came out and sailed superbly in the 25 — 30 knot winds. Some of our new Heroners crewed and really had their eyes opened what their Herons were capable of in the hands of the Old experts. Ex National Champ Peter "Kumale" Sievewright once again led the way in three different Herons to take out the title from John "Jellybean" Macpherson second and ex Club Champ Bill "Columbus" O'Brien in close third. Mrs Margaret Short once again presented the Trophies. "You should have heard the tales at the Mariners Bar afterwards."

Club racing is extremely close with new faces getting the gun. Brothers Max and John Rugless "Sentina" have each recorded a fastest time with Iraj Afnan scoring two fastest times as well.

Our Handicap Races are also very close with a different skipper winning each week so far (10 Races), thus making our Consistency Trophy very close. Also the battle for Club Champion is really hotting up at the half way mark. Trophy Leaders are:

Club Championship

Mike Witty	Touch of Class	8981	01.04.1	0 pts
Adrian Pintott	Winky Dink	8087	02.02.2	6 pts
Iraj Afnan	Spirit of 76	9285	10.03.3	11-4
Jim Hopkins	Tiok	6133	03.11.4	13-7

Consistency Trophy

Iraj Afnan	Spirit of 76	9285	70-1
Geoff Thompson	Pepmint	9485	71-7
Peter Beaumont	Tekin	7651	81-4
Bill Tucker	Jigsaw	9634	81-7

This season we have 8 new Heroners competing so a big welcome to Michael Day "Fuji II", Caroline Hood "Xiphias", Sandy Dodds "Lincoln Imp", John Holland "Finally", Tony Kuss "To Be Free", , Tony Hooper "Jamcar", Ron Robertson "Flirt", Dean Millard "Aquatic".

Carlone Hood and John Holland have already scored a handicap win each while Tony Russ has recorded 2 seconds.

Most B and SYC Heroners will be staying at Clayton Bay late March for the Annual Heron Picnic Day. Sneaky tales next issue.

FINANCIAL MEMBERS FOR THE 1981/82 SEASON - new members and renewals from 1/11/81 to 28/2/82

NEW SOUTH WALES

L.A.Aked (9177)
C. & R.Allon (5536)
G.Apps (9709)
R.R.Baker (9212g)
B.Bryan (9426g)
D.Berkelman (3881)
C.Boland (6978)
F. Bonner (4089)
J.Bowden (9659)
R.& K.Brand (7672)
M.Briggs (9120)
R. & C.Candy(7684)
O.Carter (4196)
A.Cawsey (5731)
G.Chapple (9221)
G.Coates (5369)
A.Cohen (9600g)
E.Cooney (8734)
M.Counter (9603)
P.Cowle (7261)
J.& B.Craven (7418)
C.Crundwell (4870)
J.Dawkins (3758)
C.,D.& P.Day (6618)
E.Duncan (5350)
R.Elliott (9125)
E.Farley (7158)
E.Ferguson (7271)
D.Freer (5121)
L.Garrett (9629)
R.Godwin (4837)
D.Gordon (4310)
A.Gough (5118/9483g)
A.,M.& G.Gray (9749g)
R.Gray (4148)
J.Green (8542)
P.Hallworth (9759)
T.Harris (8783)
I.Harrison (9558)
J.Harvey (8973)
D.Henderson (7929)
D.Hepworth (nbo)
G.Hjorth (9243)
B.Hoad (6420)
S.Imlay (8559)
D.Jeffery (6472)
K.Jenkins (8719)
A.Judd (6586)
Miss L.Kennedy (9500g)
J.Lee (4752)
G.Lowe (7829)
G.McDonald (4474)
N.McDonald (8986)
P.Manning (5995)
E.Marshman (8630)
H. Merlino (4845)
L.Merrifield (2781)
R.Milligan (4158)
N. Mitchell (6773)
D. Monk (9455)
G. Moody (6580)
M. Mooy (7966)
Mrs. R.Neumann (4497)
J.North (9419g)
M.Pennington (7812)
P.& J.Ffahl (6503)
C. Poor (9755)
A.Rathbone (5361)
K.Richardson (9197g)
K.& C.Robinson (6223)
I.& A.Robson (nbo)
J.Sammut (8525)
G.Sharp (4425)
R.Silverton and
D.Golovsky (9253g)
M.Southam and
T.Cooke (6855)
R.Steel (6767)
R.Stevens (8596)
W.Stevenson (8793)
D.Stonehouse (8288)
J.Stonier (3581)
A.Swift (7385)
K.& P.Treven (6419)
J.Turnbull (3584)
W.Vukoder (5360)
K.Warburton (5345)
R.Westwood (4434)
C.Willetts (7365)
T.Wrench (8514)
W.& I.Wymer (7687)

VICTORIA

R.Alexander (3126)
R.Brown (5723)
F.Burke (8524)
S.Buttery (8953)
A.Buykz (7179)
F.Clutton (6397)
G.Davidson (7377)
G.Dunstan (6375)
I.Elston (5116)
J.,P.& A.Erlandsen (9647)
R.Friday (3805)
B.Girling (9733)
P.Hall (7262)
R.Hanslow (4897)
A.Harper (9707)
A.Hawkins (5766)
H.Hertz (9711)
K.Incbley (9760)
J.Lines/J.Hall (5996)
K.Luke (8544)
W.Macfarlane (nbo)
R.Maddocks (4429)
A.Muller (6800)
A.Nolan (9731)
A.Parsons (6582)
B.Passlow (8587)
J.Pollock (8791)
B.Provam (6501)
W.Quirk (7405)
R.Roberts (7939)
N.Rogers (5712)
J.Skinner (7411)
R.Snidson (9421)
L. Stewart (6633)
R.Symonds (5666)
M.& P.Wadsley (4082)
N.Wright (4083)

SOUTH AUSTRALIA

L. Baxter (8304)
F. Coad (7264)
B.Conry (8068)
J.& M.Dinham (7284)
C.Donald (8245)
R.Durant (9577g)
J.Fenoghty (7915)
H.Fletcher (8096)
L.Furgan (7275)
C.Foster (9531)
R.Fredericks (6117)
G.Fullerton (9182)
Miss J.Furnell (8586)
R.Gardner (6963)
R.Harris (5950)
R.Humphris (7835)
J.Klerck (7873)
A.Kuss (5965)
LeFevre H,S.(9536)
J.McGrath (9617)
S.Nobbs (6131)
D.Ollerenshaw (9192)
D.& L.Parker (9588g)
K.Pile (8950)
B.Rehn (9420g)
D. Rehn (9594)
J.Richards (5898)
R.Robertson (8050)
J.Seidl (9448)
W. Seith (9447g)
B.,S.& T.Telford (6176)
R.& G.Walker (6710)
B.West (5675)
S.Wilson (6556)
P. Wise (7265)
T.Yeatman (9432)

A.C.T.

R.Carnall (7258)
R.Dunster (9687)
J.Lombard (3356)
D.Merz (5964)
A.Nichols (7408)
Page family (4856)

WESTERN AUSTRALIA

R.Ewin (8394)
P.& R.Gay (6583)
D.Hartley (nbo)
D.Hunter (9401g)
C.Jackson (7458)
I.Jarvis (7664)
B.& N.Larson (7847)
A.Metropolis (8718)
M.& W.Naylor (7905)
J.Scott (9567g)
R.Walker (7030)
K.Wood (9757g)

TASMANIA

K.Burrows (7814)
C.Docherty (7883)
S.& C.Gumley (8750)
D.Hopkins (759)
Miss C.Lawrie (766)
K.Lawrie (8970)
Miss T.Roberts (nbo)

SOUTH QUEENSLAND

C.Bower (7049)
K.Crellin (9545)
F.Fielding (9607g)
C.Gillam (4656)

SOUTH QUEENSLAND, cntng.

P.& F.Herrington (7694)
R.Kerr (9230g)
R.Knowles (8938)
F.& D.Lachmund (5151)
A.,M.& A.Reed (9606g)
D. Straker (9646)

NORTH QUEENSLAND

B. Farley (8379)
D.,S.,M.& A.Foster (9271g)
D.Hogan (8381)
R.Reichardt (7477)
M.Vandeleur (8369)

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