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HERON NEWSLETTER

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COVER PHOTO

EIGEN VECTOR (8998) sailed flat and fast by the Title winner, Craig McPhee.

RETIRING/PRESIDENT'S REPORT to the 24th Annual General Meeting. General Meeting.

Tonight we bring to a close another year in the life in Australia of the Heron and gear up for what I am sure we all hope will be a very memorable 25th year. Very few other sailing classes can boast such a long existence and still have suffficient strength of numbers to warrant a great deal of significance. However, when I look back at previous years membership, I become very concerned at the continual falling off in numbers. From the inception of the Heron Class in Australia membership grew year by year until in 1970/71 it proudly passed the 2000 mark but since then there has been a gradual falling off to the present 1008 members. Many members have come forward throughout the year with reasons for this falling off, such as the popularity of the Hobie Cat or the Windsurfer or some other class or that the National Association is too stringent with its ONE DESIGN policy or the need for spinnakers, etc. Very few have contributed any sound, constructive way of increasing our numbers even to the extent of each member accepting the responsibility of recruiting one new member, as I have mentioned several times before.

In fact, in almost every club in Australia there are Herons sailing which are not registered and are owned by unfinancial members of our Association. If we could only gain these extra numbers we would have a significant increase in membership. To all members and State Associations we appeal to your strongest efforts to have these Herons registered with the National Association.

The time has now arrived when something positive must be done to stop this constant erosion and the best and most effective method is through the 'word of mouth.' The few members who started this Association followed this policy and the fact that we have existed for 24 long years proves the point that if each member spreads the word we can still continue to remain one of Australia's strongest classes, because, without a doubt, we have a boat that, if properly promoted, will still be capable of providing enjoyable and competitive sailing 25 years hence. To those members who are always tinkering or wanting radical changes made I pass on a word of warning as the popularity of the Heron is what it is, and always was, a family sailing dinghy. I thing too much emphasis is placed today on racing and whilst most of us want the fastest Heron on the water we must realise that there is a limit mainly because of the hull shape and sail are. It is my belief that we have arrived at the ultimate, with our permitted modification. To those who must spend hours studying the plans, etc. looking for loopholes by which they can make some alterations which in most cases gains them nothing, I suggest they would be much better off studying books on sailing instruction, tactics and rules to improve their sailing skills rather than expecting the 'poor old Heron' to win for them.

During the year we have been kept very busy, as you can imagine, with the normal duties plus the added work involved from the large volume of incoming correspondence, 1666 letters, etc. and 2586 pieces of correspondence going out. Several controversial problems have been dealt with and I can assure you that each was given the deepest consideration before any decision was made. We had a very good Committee, always well attended and very few Committee members missed more than one meeting throughout the year. As is normal our Measurement Committee was kept extremely busy with problems and suggestions from several members requesting permision to modify something or other. I am proud to state that the Measurement Committee always supplied sound and reasonable answers for the problems and at all times retained the policy that has kept us on top all these years. strong insistence for ONE DESIGN.

We are very fortunate in the fact that in every State there are at least one or two conscientious officers who continue to work hard both for their own State and the Heron in general and without these willing workers it would be a sorry state of affairs. I will refrain from mentioning names as sometimes an innocent omission can be misconstrued, however, to all those members throughout Australia, I wish to convey my thanks.

Regarding our regular monthly meetings, we are lacking a constant flow of communication from all States and it must not be forgotten that our Association is managed by officers from every State, not just those who are able to attend meetings. Every month we call for State reports and it is rare if we ever get more than three replies. This is just not good enough and I implore every State Secretary to put this on his Agenda each month.

It would appear that there is a great deal of genuine interest in a swing back to the timber Heron, mainly because of the continual rise in price of the GRP Heron and also some members now believe they can use the permitted tolerances to build a faster boat. To these people I say very clearly that over the years every possible variation has been tried either deliberately or innocently without any marked immprovements. If they think they can outsmart the Measurement Committee with some secret scheme I again repeat we have seen it all before and they should check before spoiling a good boat which might only be accepted as "B" class. It is very pleasing to see that Laurie Menogue from Victoria is producing plywood building kits at reasonable prices.

My Committee this year has worked very well and all have given a great deal of their time to Association business and to all members I offer my sincere thanks. As has been the case for many years now, our Registrar and Asssistant Secretary, Mary Clarke, has been the backbone of our Committee and in fact the whole Association and I am sure I do not have to explain just how much time and effort she puts behind her position in this Association. Mary, thanks for all your help and support throughout the past year and I trust you will be able to continue for many years to come.

Thanks must go to Ron Hughes, our Newsletter Editor, for obtaining the good sponsorship from Plough Aust and NBN Channel 3 for the last Nationals. It is hoped that we can continue to hold this sponsorship as without sponsors I really cannot imagine how we could continue to conduct these series each year in the form that we have become accustomed to.

I apologise for this long report but as I will not be standing for re-election I had so much which I felt I had to convey. Since joining the Association in 1962 I have been connected in one office or another with both the N.S.W. Heron Association and the National Association. During these 20 years I am proud to say that my family and I developed many friendships right across Australia and I can assure you that the Heron will always hold a high place in our thoughts. I do not intend to abandon the Association completely but I find now that the pressures of business are taking too much of my time for me to give as much effort as I should. Thanks to all members for the long association and terrific memories which I will always cherish.

Allan Crane
3/5/82.

THE PRESIDENT WRITES

As the incoming President of our Association, I stated at the recent Annual General Meeting that I propose to continue with the policies of my more experienced predecesesor — but this can only be achieved with the co-operation and support of the members. Our numbers are now just over 1000 and we should all encourage more Heroners to rejoin this Association.

I note that there is practically no age limit to those who participate and enjoy sailing Herons — at my club, Connels Point, we have skippers from teenage to mid sixties and some very young regular and keen forward hands.

It took me several seasons since I acquired my first Heron in 1975 (and many capsizes!) to realise and accept the benefits of club sailing and I recommend to all new Heroners to persevere, read and follow the recommendations of experienced skippers — as with all achievements, good advice and practice pays off.

I recall Alan Crane's comment in 1980 that continued promotion of the Heron is a must and every member can assist by motivating others to join in our sailing activities — and joining our Association.

The Newsletter Editor will always appreciate interesting articles and he includes most material received by the deadline for each quarterly issue.

Express your views and let our management committee know your opnions for maintaining a stronger Association — constructive comments are welcome.

I look forward to your support in making this a memorable and progressive year of advancing promotion of the Heron, including a well attended and successful 24th National Titles.

Noel Hill 9498

LETTERS TO THE EDITOR

Bill Youll's recent article (published March, 82 Newsletter) has brought forth this response from Bill Dickson from South Australia:

"The article "Wither the Heron" by Mr. Youll in the March Newsletter interested me and he succeeded in making the reader think about the future of the Class. It seems to me that the reasons for the success of the Heron in the past are much more than he stated . . . . is the strong Class Association which has worked hard to promote the class and has made wise decision regarding the One-Design concept. But there are other factors too. Because the boat does not require great physical strength or fitness to sail well, and its size and weight make it easy to launch and retrieve in various beach/sea/river conditions, the boat can be handled by people over a wide spectum of ages. How many classes have had a grandfather as National Champion?

I believe another significant factor is that the design is well suited to southern Australian coastal conditions where we sail in predominantly moderate to strong conditions and usualy with significant waves. Off the wind, it is exhilarating to sail in fresh conditions. Various factors of its design combine to make it a safe sea boat, and it is also suitable to launch and retrieve in surf.

I would suggest taht a full analysis of thse factors has to be taken into account in the way we promote the Clas relative to competing classes. The Heron is suitable for family fun and adventure too, yet how often have we promoted this? It could be with sailing/camping trips, e.g. along the Murray River. Perhaps this is something the new Management Committee can take on."

A SUMMARY OF THE 24TH ANNUAL GENERAL MEETING

Held at the Middle Harbour Yacht Club, Mosman on Monday 3rd May, 1982. Twenty seven members attended with a further 86 apologies, mostly from interstate members.

The meeting was memorable for two reasons, the lowest ever number to attent an Annual General Meeting and the need to defer resolution of the Motions on Notice tabled on the Agenda to be dealt with that evening.

This decision has the unamimous support of those present when it was explained that the state of South Australia, the second largest membership within the Association, had been deprived of recording votes to the mootions due to the very late delviery of the March Newsletter. Something like three weeks elapsed form the time they were despatched by the Mailing Service to the first delivery, only two days before the expiry date.

The Chairman dealt with each motion and those present were able to vote by a show of hands, these numbers being added to the postal votes received from other States and tallied by scrutineers, Youll and Mealey. The results were then placed in a sealed envelope to be opened at the Management meeting held on May 25th.

Retiring President, Allan Crane, not seeking re-election, took the opportunity to express some very frank and candid comment on the Heron as it is today and for the need for each and everyone of us to show our regard for the Class by maitaining the designer's ONE DESIGN concept, by contributing to the effort required to organise events and, generally, to spread the word on the benefits of belonging to the Heron family.

As stated previously Allan did not seek re-election and was delighted to nominate as his successor, Noel Hill, Vice President and previous Treasurer.

Vice Presidents, John Coen (Vic) and George Richardson (SA) were re-elected for a further term of office and, with the elevation of Noel to the Presidents chair, the third Vice Presidency went to enthusiastic committeeman, David Smith from New South Wales.

Rodney Watts, Barry Friere and Mary Clarke continue to serve as Hon. Gen. Secretary, Treasurer and Asst. Sec/Registrar, respectively.

During the year previously elected Newsletter Editor, Bruce Morrissey reluctantly resigned from that office due to pressure of business and Ron Hughes from the Narrabeen Lakes Sailing Club was persuaded to take on this role. He has p;roduced the December and March issues and has been officially elected.

Our thanks to Lance Barret for his continued service as Association Auditor and his re-election was applauded.

To those officers throughout Australia who have served and retired or who are continuing in office, we say 'thank you' for your time, effort and interests.

To the incoming officers we say 'welcome' and hope that your term of office will be informative, productive and, most of all, satisfying .

STOP PRESS:

As explained elsewhere in this issue all motions on notice were deferred for resolution to the next meeting of management held on 25th May, 1982.

We can now report that all motions were carried gaining the required 2/3 majority.

We further congratulate John Coen and Len Ralph on their election to Life Membersip of the Association.

STOP PRESS

After much deliberation and national investigation the measurement committee successfully moved to have the following measurements added to the measurement form to become effective on and after the 1st September, 1982.

Water line measurement	max. 3490 mm
Stem measurement	max. 400 mm
"V" at frame 2 measurement	min. 115 mm max. 135 mm

Measurers have been advised on the method of measurement.

24TH NATIONAL HERON CHAMPIONSHIPS

Some facts about the Lake Bonney Yacht Club. The Club was established in 1946 in an old "Powerhouse" which had been built in the early 1920's. Our first Commodore was the late Eb Farmer who led the Club from its humble beginnings to become the biggest inland Yacht Club in Australia in the late 1950's.

The Club is situated on the Southern shore of the 4,000 acre Lake which has an average depth of 12'. The lawns and sandy beaches with a caravan park and motel adjacent to the Yacht Club makes Lake Bonney one of the most popular sailing venues in Australia. At the Annual East Regatta which has been held for many years some 200 to 250 boats enjoy Barmera sunshine and hospitality.

The Club's original fleet comprised of heavyweight Sharpies, V.S's and V.J's. Over the years the Club has seen many classes come and go, the current fleet consists of trailer sailers, many types of catamarans, Holdfast Trainers for the juniors, a 125 Class and the long standing Heron.

THe Club has hosted many State Titles over the years, plus three National Titles one being the 420 class and the others the RL 24 and TS 16 Trailer Sailer Classes. These titles were highly successful being held in December-January time of the year, with a wide range of weather conditions testing the ability of skippers and crews.

ACCOMMODATION:	Barmera Hotel Motor Inn, Barwell Ave., Ph. (085) 88 2111 Lake Bonney Resort Motel, Lakeside Dr., Ph. (085) 88 2555 Kingston Bridge Motel, Sturt Highway Ph. (085) 83 0211
Caravan Park & Holiday Flats:	Lake Bonney Caravan Reserve Ph. (085) 88 2234 (please note caravan and tent sites only availalbe. Please advise that you will be attending the Heron Titles when booking. Lakeside Holiday Flats, Nookamka Tce., Ph. (085) 2466 Lake Vista Holiday Units, Barmers Ph. (085) 2326 Cobdogla Caravan Park, Cobdogla Ph. (085) 88 7164

DATES: 28th Dec., 82	1000-1600 Registration
29th Dec., 82	0900-1100 Registration 1300 Opening & Flat Raising 1430 Invitation Race.
30th Dec., 82	1430 Heat One
31st Dec., 82	1030 Heat Two 1430 Resail (if necessary)
1st Jan., 83	LAY DAY — Cricket Match Barmera Town Oval
2nd Jan., 83	1030 Resail (if necessary) 1430 Heat Three
3rd Jan., 83	1030 Resail (if necessary) 1430 Heat Four
4th Jan., 83	LAY DAY — Winery Tour & Grant's Monash Playground visit (Plus Berri Fruit Juices)
5th Jan., 83	1030 Heat Five 1430 Resail (if necessary).

ALEGAYTER SAILS

8 DEVONSHIRE AVE, FULHAM GARDENS. 5024

WE SPECIALIZE IN HERON SAILS AND WOULD ONLY BE TOO PLEASED TO TALK SAILS — PHONE: 08-356-1326

COMPETITIVE PRICES

SPARS ALSO AVAILABLE

MEASURERS PAGE by the Measurement Committee Secretary.

The task of the Measurement Committee doesn't become any easier. There is always, it seems questions to answer concerning what is or what is not permitted. Some of these are very contentious to say the least. While there is a general adherance to the One Design Concept by most members, there is on the one hand, those wanting us to be more strict in its interpretation of that Concept, and on the other hand, those who want us to be less strict. The latter group still claim to want to stick to the One Design Concept, but offer various reasons or ideas about how it should be implemented. For example:

1. The Concept should only apply to what affects the speed of the boat. The appearance is therefore of little consequence. So width of the thwarts, for example, is not important!
2. The Concept is OK but you should be allowed to alter any part of your boat which the measurements on the measurement form don't cover. For example, the slope of the transom and stem!
3. You should be allowed to exploit the tolerances to the limit so as to incorporate you own ideas as to how the boat should be constructed. For example, maximum spring tolerances and minimum depth of transom!
4. You should be allowed to do anything as long as nobody protests or too many know about your "idea".!

Well, what I have said maybe controversial, but it has become evident to me that there are some in the Association who want "a bit each way." That is, racing on as equal terms as possible, but freedom to alter their boats (while building or after) so as to gain an advantage over other Heroners. What do you think?

The Measurement Committee has made the following decisions and has had them ratified by Management.

1. It is permissible to round the edges of the boom to a manimum of 6 mm raduis.
2. It is permissible to taper the boom along its length as long as it is within tolerances.
3. A Barber-hauler arrangement whereby the jib lead is pulled closer to the deck by a ring and rope, in NOT permissible.
4. The skeg, at its leading edge, may be faired into the keel in a similar manner to G.R.P. boats.
5. The leach of the jib must be either straight or concave.

The Management Committee ruled on the following matters.

Is it permissible to drill holes in the thwarts, side seats and flooring? NO.

Is it permissible to use a stainless steel telescoping boom vang? NO.

THe Measurement Committee wish to remind the members of the Association of the following matters.

1. The jib halyard strop should be attached to the mast head at a single point only and not exceed 191 mm in length.
2. The width of the side deck at frame 2 should not exceed 254 mm, measured from outside the skin to the inside of the carlin.

Measurers are requested to keep an eye open for departures form the above.

In closing this article just a thought. Remember, Heron sailing is also fun!

CONNELS POINT CLUB

ANY OLD SAILS!

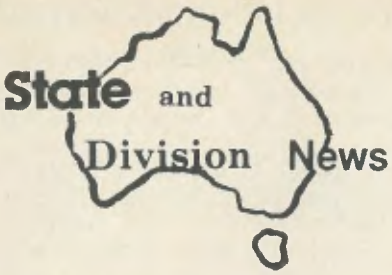
In Mortlake there is a Girl Guide group who have two elderly Herons with **very very** old sails in fact, in tatters. The good experienced sailor who is teaching them the rudiments of sailing has sent out a plea for two less old mainsails and two jibs. Consider this a very strong Heron promotion and maybe the acquisition of future Heron sailors. If you have any old sails would you please contact Mel Picman on 88 45344. Your donation would be much appreciated.

MANA MANA, George Mayhew ranges alongside 9746 MAGNUM FORCE, Alex Hayter for the tricky rounding of the windward mark.

WANTED WANTED WANTED WANTED WANTED
URGENTLY URGENTLY URGENTLY URGENTLY 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.



WHAT'S HAPPENING AROUND THE STATES.

There's a pretty keen building scheme available for those Heroners or prospective boat builders in Brisbane under the guiding hand of Arthur Bullock. We recently received our copy of the occasional Journal of the Queensland Heron Association — THE HERON HERALD — and were most intersted to read the following:

THE GRP COMPOSITE HULL — This consists of buying a fibreglass hull complete with built in flotation tanks and centreboard case. The owner then makes and installs the timber decks, thwarts, centreboard, rudder and spars.

A detailed plan and a set of instructions which gives a blow by blow description on how to build is available. This boat complete with sails and minimum fittings can be put on the water ready to sail for about $1,300, ex. trailer. A boat can be transported on a box trailer. A cradle to support the boat can be built for about $30.00.

THE GRP HULL AND DECK — This hull is bought complete with a fibregalss deck and built-in flotation tanks and centreboard case. The owner then completes the boat as described for the GRP Composite Hull above. THis boat will cost about $1,450 on the water ready to sail, ex. trailer.

THE TIMBER HULL — A timber kit can be bought from Melbourne (L. Menogue, 25 Sonia St. Ringwood). Alternatively the Q.H.S.A. will organise the timber and plywood locally. Costs for the timber hull using local materials will be slightly cheaper than the other types of hulls.

A PROFESSIONALLY BUILT BOAT — Complete and ready to sail will cost about $2,000.

GENERAL — 1. The above costs are approximate and on reference to last years costs would be maximum. A more detailed and accurate cost will be obtained before anyone commits themselves to joining the programme.

2. These programmes have been organised very successfully in the past and at costs that are the cheapest in Australia. The Q.H.S.A. will organise the supply of the hulls and all materials. If the prospective owner-builder wants a GRP hull or timber kit from Melbourne he must pay a deposit of $900.00 to join the building programme, he then makes further payments in advance as we purchase the other materials.

Alternatively the owner-builder can organise and buy the hulls and materials himself. In this case, we will give him all the advice he asks for; costs will probably be about $200.00 to $300.00 higher in this case.

If the owner-builder wants us to organise local materials for a timber hull then the payments in advance will be much smaller, you can pay as you build the hull, details of costs have yet to be worked out.

3. All monies wil be received and accounts paid by a qualified Accountant who also organises the purchase and transportation of the hulls from Mackay or interstate.

4. More details, information can be obtained from the following:-

Peter Robinson Ph. Brisbane 370 8775
Tom Robertson Ph. Brisbane 378 5549
Arthur Bullock Ph. Brisbane 263 1051

These people will form part of the organising Committee and are experienced boat builders who can give advice on the building of boats.

Having read that, there is no excuse why several Brisbane members cannot start the 82/83 sailing season in a brand new boat, be it timber or g.r.p.

WESTERN AUSTRALIA — Ann Gaunt, sailing ANNACONDA successfully defended her State Title and, indeed, never looked like relinquishing it. Ann crossed the line first in all five heats. The contest for the minor places was indeed intense with only one race to sail. The next three boats VAT 70, John Hill, WESTERN COMFORT, Ron Stone and CICONIA, Rod McGregor being separated by only one point.

TASMANIA — Andrew Palfreyman's REVENGE was successful in the 25th Tasmanian Heron Championships with three wins from four races. It was a series memorable for lack of wind and much frustration. Runner up was Anthony Morgan in DYNAMITE JACK with SHARA, third skippered by John Lock.

Having read that, there is no excuse why several Brisbane members cannot start the a82/83 sailing season in a brand new boat, be it timber or g.r.p.

THE "GRAND SLAM" OF QUEENSLAND HERON RACING

Queensland has a rather unique State wide "Grand Slam" with their five major titles. It all kicks off at Hervey Bay with the "Hervey Bay Heron Shield", held each January long weekend.

Second event is the "South Queensland titles", usually held at Lake Cootharaba on the May long weekend.

Then we have the Central Queensland title held at Mackay during the long weekend in June. The final event is the famous Kurrimine Regatta (last week in September and first week of October), for the North Queensland title and the coveted Harold Holt Memorial trophy. All events are open to both Queensland and visiting other state Heroners, several Harold Holt trophy winners have hailed from Sydney including past National President, John Shipton.

No boat or skipper has won the clean sweep of 5 events (Grand Slam) although several have won two or three, including "Carew" (Peter Carey — Hervey Bay) and "Tiro Vento" (Des Quinn — Mackay).

This year "Little Aussie" (Hervey Bay) has the first two events behind him and it will be interesting to see if a Junior can perform better than his teachers.

1982 also sees the introduction of the "Queensland Title". This event will be held on rotation as part of one of the existing titles. Mackay and the Central Queensland event will also contain the Queensland title this year.

See you all at the venues.

"LITTLE AUSSIE" DOES IT AGAIN

The South Queensland Heron Championship held at Lake Cootharaba on the May long weekend, was a win to a junior for the first time. Current National Junior Champion, Chris Carey in "Little Aussie" (Hervey Bay) proved a little too conistent in a packed field, his placings were 1, 2, 2.

Second in a close result was old hand, and new Daddy of twins, John McKeown in his new boat "Jaws" (Brisbane) with a great 4, 1, 1.

Twice past champion, Alan Timmins in "Cathyo" (South Brisbane) came in overall third with 2, 5, 4, result.

The first Lady and also Junior home was Nicole Carey in "Carew" with a 3, 4, 11 result. This was a complete boilover as Nicole was skippering a Heron for the first time and in so doing defeated current National Lady Champion, Julie Owens from Newcastle. Nicole normally acts as forward hand for her Dad, Peter, (currently recovering from illness) or brother Chris in "Little Aussie".

The Handicap results run in conjunction were:-

1st — "Pardon Me" (Brisbane) — Meredith Bulloch
2nd — "Easy Living" (Hervey Bay) — Jackie Burridge
3rd — "At Last" (Sth. Brisbane) — John Deshon.

Associated trophies were:-
"Hardest to catch" — Tom Robertson in "Windancer" and bst family participation trophy to "Hakatere" (Hervey Bay) — Robert and Jean Kerr.

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Overall it was a great series with close racing throughout. Old hand John Stannard showed he had lost none of his skill when he came home 6th in the last heat with a borrowed 15 year old boat. (John did not sail the whole series).

The final days sailing, following the competition, saw the just under 30 boats participate in both "fun" and "learn to sail" activities conducted by coach John Stannard — a great idea.

CHAMPIONSHIP RESULTS

1st — "Little Aussie" (Chris Carey) — Hervey Bay	— Sailmart jib (Qld.) North main (N.S.W.)
2nd — "Jaws" (John McKeown) — Brisbane	Schramm jib (S.A.) Elvstrom main (N.S.W.)
3rd — "Cathyo" (Alan Timmins) — Sth. Brisbane	Walker jib (Tas.) Walker main (Tas.)

It seems only Vic. & W.A. were not represented in sails on the top three boats.!

From
"Saw and Enjoyed it all".

SOUTH AUSTRALIAN NEWS

17TH STATE TITLE RESULTS — Colin Gurr 8085

During the holiday weekend in January the State Titles were held at Wallaroo Sailing Club with 57 starters.

The S.A. Heron Association and its members first of all thank the Wallaroo Club for its hospitality and the excellent way the Title races were conducted, also the canteen ladies, and helpers at the 'drinks' counter. The food spread for all meals was second to none, in other words "top of the class" once again, a big thank you.

Now for the programme:—

1st Heat — Saturday 30th p.m.

Wind speed 15 to 20 knots S to SW. As expected in heavy weather Craig McPhee in Eigen Vector headed the fleet with Jim Armitage in Outcast. Third was Roger Goldfinch in Dees Yah.

The seas were a short chop and most sailors handled the conditions quite well.

2nd Heat — Sunday 31st a.m.

Wind speed 25 knots (fairly heavy sea) S to SW.

At the start the fleet was hit by a squall which made the start rather interesting with a few boats ponding.

The breeze settled down to a steady 20 to 25 knots and the race was sailed without much trouble.

Once again our National Champion Craig McPhee won, followed by Jim Armitage, and third was Alex Hayter in Magnum Force.

3rd Heat — Sunday p.m.

Wind speed 25 to 30 knots (blowing hard and heavy seas) S to SW. This heat proved to be a real 'boomer' with 13 retirements due to the heavy conditions, the boats that stayed out enjoyed the race but most skippers and crews were rather tired at the B.B.Q. after their endurance test.

Craig also took out this heat to continue his unbroken record of wins, for a 0 points score; the other placings were Jim Armitage, and third was Peter Nicholson in Odds On.

4th Heat — Monday 1st a.m.

Wind speed 10 to gusting 18 knots S.E. This was a race for lighter weather sailors with very tricky conditions, playing with wind shifts across the water caused by land breezes being broken up by the famous Wallaroo wharf and silos.

Jim Armitage in Outcast won this heat and also won a special Australia Day medal 'struck' for the occasion. The other placings were Dees Yah and Eigen Vector.

Overall the series was good for the heavy weather sailors, and the results show what a true champion we have in Craig McPhee and his crew Michelle John added to that Jim Armitage and crew James Guy was second, Roger Goldfinch and crew Rachael Power third were also there to push the winner to his utmost. The fourth place was taken by Alex Hayter and crew Michelle Hayter and also Alex was first visiting skipper.

The veterans trophy (over 50) was won by Don Malcolm and crew Barbara Malcom sailing Rum Jug.

The first lady, Ann Robinson and crew Jo Robinson in Maluna and the first Junior, Mark Salmon and crew Kerryn Salmon shared with Craig Young up front (weather dependent) sailing See-U-Lata, completed all the placings.

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) **$6.50**

NEWS AND VIEWS FROM ALONG THE SHORELINE AT LAKE BONNEY

From "Henry Pelican"

With the closing day being held at Lake Bonney on April 24th, another successful season has concluded at Lake Bonney. This season, Club champion is Robert Drogemuller sailing CONFUSION, Glyn 'Butch' Waler sailing NONKLA was runner up and Brian Caddy in STORM BOY was third.

The Heron class, although being a little down in numbers this season, provided probably the closest racing of all the Classes sailed on the Lake. Lake Bonney Club again entered in the Annual Teams Race conducted at the Port River Sailing Club this year finishing third. Congratulations to the winners, Port River, and also to the runners up Henley Sailing Club.

With the National Championships to be held on Lake Bonney next season, interest in the Herons has already shown that the club will have quite a few entries in the Nationals. A few Herons that have not been seen on the Lake for a season or so will once again be spruced up and be raced next season.

The Club members have commenced more improvements on the clubhouse with the major project being to build a floor over the back section of the clubhouse which will more than double the size of the upper deck. With the recent completion of the new toilet and shower block, visitors will be entertained in probably the best facilities of any inland sailing club in Australia.

On the labour Day long weekend, in October 9th to 11th the club's official opening will be held on the Sunday, Oct. 10th at 2 p.m. The Lake Bonney Heroners will be conducting the Riverland Heron Regatta with races on Saturday, Sunday and Monday morning as a warm up to the Nationals. The major trophy to the winner is a four gallon oak keg filled with port, donated by two former Heroners Roger and Graeme Kassebaum. So if you feel that a nice pleasant weekend's sailing at Lake Bonney takes your fancy, come up in October and you may be the winner of the Keg of Port.

We assure you of a warm welcome at any time at Lake Bonney.

DOBROYD AQUATIC CLUB

There is a strong move afoot instigated by a red Heron skipper to re-establish Herons at Dobroyd Aquatic Club on Saturday afternoons for the 1982/83 season.

Interest is keen amongst numerous skippers who feel that they could enjoy some exciting racing in idyllic surroundings in Iron Cove.

Dobroyd Aquatic Club is a two storey building commanding outstanding views, of the sailing waters and birdlife. It is boasted that from the top floor of the clubhouse all buoys of the course can be seen. Hot showers, a canteen and soothing music all contribute to happy sailors and spectators and rescue boats with radio contact to the clubhouse ensure safety. Ample free parking is available.

We aim to limit the size of the fleet to 50 Herons so get your application in early by phoning Mel Picman on 88 3548 for further details.

The calm before the storm as part of the fleet sail into the western sun.

MIDDLE HARBOUR HERON SAILING CLUB.

Perhaps because of our article in the last newsletter we had a very good attendance at this season's marathon on 25th April, 1982.

The offered challenge was taken and for the first time the trophy went to a club other than M.H.H.S.C., although the crew, Derek Urban, won this event one year when he was a member of M.H.H.S.C. The result was very interesting. The first three places were taken out by juniors.

1st — Nigel Strahan	Narrabeen Lakes
2nd — Peter McManus	Narrabeen Lakes
3rd — Anthony Dyer	M.H.H.S.C.

How about a try for a senior result next year?

Inter club sailing is one of the best ways to promote the Heron type atmosphere of sailing. Proven by the number of boats that turn up for all events such as the Jax Trophy, Travellers Trophy and of course the NSW Titles. I don't think any other class can boast such large numbers. Maybe because that special feeling of comradeship is missing. When mishaps ocur during any of the Heron meetings all club rivalry is forgotten and assistance in loaning gear, tools, manual power is unbelievable. All this because you are a felllow Heroner inn distress. As one prominent V S skipper told us "The Heroners are the church people of sailing".

Getting back to our Marathon, Ron Hughes vowed he would be first to start (from 40 minutes handicap) and last to finish. He states an untruth he did not finish last. I believe it was because he had a light crew.

BRIGHTON & SEACLIFF YACHT CLUB

Well what a great season, our Class had this year. Good, close and exciting racing, several excellent functions and good fellowship after racing. Fastest Mike Witty (5), Adrian Pimlott (4), John Rugless (3), Iraj Afnan (2) and Peter Beaumont and Max Rugless, one each.

Mike Witty's TOUCH OF CLASS excelled in the light conditions this season to make it two in a row for the Club Championship. Bill Tucker sailed his best ever season to narrowly win our Consistency Trophy.

RESULTS: CLUB CHAMPIONSHIP

1.	Mike Witty — TOUCH OF CLASS — 8981	1.4.1.4.2.1	11 pts
2.	John Rugless — SENTINA — 9541	D.1.10.1.1.2	19 pts.
3.	Adrian Pimlott — WINKY DINK — 8087	2.2.3.2.3.4.	20.4 pts.

CONSISTENCY TROPHY

1.	Bill Tucker — JIGSAW — 9634	99.7 pts.
2.	Peter Beaumont — TEKIN — 7651	105.1 pts.
3.	Iraj Afnan — SPIRIT OF '76 — 9285	108.1 pts.

The most talked about social function was our weekend away staying at the Clayton Bay Flats for our annual Heron Picnic Day. Ten families occupied 6 Flats. A little bird told me there was a mad scramble to buy pyjamas and nighties for the weekend.

B.B.Q's/Happy Hours, Happy Hours/B.B.Q's were the order over the weekend with Saturday nights dinner at Yabby City Restaurant for a meal of Yabbies. Unfortunately we towed our Herons there for nothing as the wind was gusting all weekend.

Our final social event was Tennis, Swimming and B.B.Q. day at the home of David and Pen. Rugless. You should have seen those tiller arms wielding a tennis racquet. Some of the Heroners showing their racquet skills were ROCKET Rugless, SUPERBRAT Tucker, JIMBO Johnson, PANCHO Pimoltt, MUSCLES Thompson, NASTY Hood and HOP Holland.

Now its time to get out the sandpaper and paint to pass the boring winter away.

WEE WILLY WINKY (8087)

HENLEY SAILING CLUB — by Donald Malcolm

Alas, the 1981-82 sailing season has come to an end. Our congratulations again go to Alex Hayter "Magnum Force" 9746 for taking out yet another Club Championship Title. Next year Alex is joining the 505 Class and is to contest the World Titles which are to be held at Brighton — we all wish him well.

Other place getters were Roy Salmon "Karumba" 8302 2nd and Kerryn Salmon "Anjope" 8382 3rd.

There were 22 Herons that crossed the line at one time or another. The highest number being 17, the average 15 in the Club Championship Rales. Mainly the weather has favoured the light weather skippers. Racing has on numerous occasions was cancelled, or courses shortened because of lack of wind, or just the opposite — blown out. The result was a mad scramble to complete the season's programme.

Saturday 27th March was a black day on the beach — cold, rain, blustery, 7th club heat — not one Heron ventured out to the start line — what do we all need — wet suits?

On the season's handicap events honours have been spread around the fleet.

Kerryn Salmon "Anjope" 8382 sailed consistently well all season. Over the last couple of years she has been a big improver. Later this year she is to join the old marrieds, and we all wish her and her future skipper all the best for the years ahead. Unfortunately for the Henley Herons she is giving up the tiller for a tennis racket and no doubt she will make a success on the court as she did at sailing.

Closing Day came all too quickly, however the H.S.C. hosted an April Series for all clubs, over three week-ends. This was well attended by many classes and should prove an annual event. Mark Salmon sailing "Anjope" took out one of the $15 cash prizes. Don Malcolm "Rum Jug" (with lightweight crew Michael Sabey) was 'robbed' in the final rale by a holdfast trainer.

It is now out with the wet and dry for the winter maintenance — do it now not a week before next season.

"Rum Jug" 8521

CONVICT BAY REGATTA — W.A.

Mon 1st. March saw the sailing of the Convict Bay Regatta at Shelley. After some disorganisation and delay the first race got under way in a light, shifting easterly breeze. Sailing was close, with only two minutes separatng first from last at the finish. Mid way through the race, Bill Baker, sailing Plad managed to get his Port and Starboard mixed up and tried to claim overlap on the wrong side of the mark. After some minor confused jostling the matter was amicably resolved, and the race continued. First over the line was Vat 70 (J. Hill), followed by Rukijemito (R. Tiessen) and Ciconia (R. McGregor) with handicap points going to Ingrid's Present (E. Horne) from Nonsuch (C. Mumme) and Rukijemito.

Race 2. was also sailed in an easterly breeze, and was also marred by an unfortunate accident. Vat 70 was having a luffing match with Rukijemito when a post stepped out of line from the convict fence and holed the boat below the waterline. Rukijemito led them home from Plad (W. Baker) and Vat 70, despite the hole. Handicap points were 1st. Rukijemito (R. Tiessen) from Galeni (M. Levissiano) and Koodo (R. Davies).

Race 3 was sailed over a shortened course in a dying breeze and without mishap. Rob Davies led the fleet around the course in Koodo and was closely followed by Plod and Rukijemito. Handicap points were 1st. Koodo, 2nd. Plad and 3rd. Adroit (Ian Jarvis).

Overall the regatta proved successful for Rudi Tiessen who seems to almost hold a mortgage on the event. Final placings were:

1st. Rukijemito	R. Tiessen
2 n d Koodo	R. Davies
3 r d Plod	W. Baker
4 t h Nonsuch	C. Mumme
5 t h Ingrid's Present	E. Horne

Heronymous

LAKE BOGA YACHT CLUB, VICTORIA

This is really a story in two parts, the first of the Club itself, the second of the Annual Easter Regatta which is growing in popularity every year.

Where is Lake Boga? Situated some 16km down the Murray Valley Highway from Swan Hill which nestles against the Murray River in the north west corner of Victoria and about 499 km from Melbourne.

The Lake is almost circular and approximately three miles across. The surroundng area is extremely flat, the only wind disturbances created by two large wheat silos located at the south-west end of the Lake.

It was 1935 when Mr. R. Davey moved from Melbourne to the town of Boga and launched his Williamstown Punt, a narrow and most unstable craft. It caught the imagination and enthusiasm of the locals who to that time, had not realised the potential of the lake as a sailing venue.

Just one year later, in September, 1936, a public meeting was called and the LAKE BOGA YACHT CLUB was formed, the annual subscription for men being 5/- and for ladies, 2/6d. The clubhouse was a tin shed transported from the local dog racing track which proved ideal for racking and a bargain at 5/- per annum.

By 1937 it had become mandatory for sailors to wear life jackets on the lake and these sold like hot cakes at 7/6d. each. The Committee of the day also decided to purchase a first-aid kit complete with BRANDY, the minutes reporting that the brandy was to ward off the icy chill sustained after the consistenly heavy westerlies had upturned those sailing on the lake.

Membership continued to grow and in 1938 the first State Title to be hosted by the club, the Victorian Moth Class Championship Pennant was won, appropriately enough by a local sailor, Len Morris, who had done much to encourage the growth of the Moth Class in the district. The lake was ideal for Moth sailing and for many years the Club concentrated on promoting this Class. Many current well known title holders got their start on the Lake, e.g. Mike Fletcher being mentioned by the club officers.

On the 18th June, 1940, active membership of the club ceased for the duration of the war and the lake was taken over by the Australian Air Force as a base for Catalinas and Martin Mariners. During this time the 'tin shed' was moved from place to place from one end of the lake to the other end, on the reformation of the club in 1960, it was decided to build something more substantial as a permanent base.

Debentures were issued to members to raise the capital for this program and were repaid in 1971. In 1973 tenders were called for the two storey brick/fibro clubhouse which stands today on the shores of Lake Boga. It has become a very popular country venue for deciding State and National events and is particularly suited to all classes of Catamarans.

Retiring President, Norm Ogden, is justifiably proud of the club and the fact that the Easter Regatta has gone from strength to strength over the past seven years is certainly evidence of the regard in which he and his officers are held by those who travel many miles to compete.

For example, Easter 1982 saw 225 entries from all parts of Victoria, South Australia and New South Wales. The Sailfish and Solo 16' Cats held their State Titles in conjunction with the Regatta with more than 50 entries. Fourteen Herons contributed to the colourful spectacle.

The competitors revelled in the warm, sunny Easter weather which the locals take very much for granted (apparently it's the same each year), the southern Victorians in particular having their final summer fling before the onset of a long, cold winter.

The non-sailing members of the family equally enjoyed the fine weather and were more than adequately catered for by the number of interesting things to do from browsing through the War Museum to cruising the Murray on a Paddle Steamer.

Lake Boga Yacht Club has achieved much in its 36 years and for great hospitality and fine sportsmanship circle EASTER 1983 on your calendar and head for the LAKE BOGFA YACHT CLUB.

Mary Clarke

CONNELS POINT SAILING CLUB — By Wags.

It is with some regret that the season has now concluded, our last event being our annual Bridge to Bridge sail on Georges River, paddles once again being the order of the day on the upper section of the course. Even so Dave Sangster and Neil Walker decided to capsize and my own jib hand fell overboard while attempting to paddle. Truly a fitting end to the season. This now leaves the once a month Winter Series to be contested by the few hardy souls who may be prepared to keep their sailing ability in form for next season.

Of the 18 skippers in the club an average number of 13 were starters over the season's races, which was very commendable, and all would agree with the good comradeship that has developed. Eight skippers had the honour of crossing the line first in a race this season with 14 winning a race on handicap.

The Club Championship over 5 races was again taken out by Stan Dose (Jid 8585) with a younger member Keith Damant (Emu 9000) taking 2nd place and thereby throwing out a challenge to the veterans. Rod Watts (Rapad 9489), Tony Dobson (Helena 9669) and George Early (Mischief 7366) following in that order.

The Point Score for the season based on handicap positions resulted in:-

1	Emu 9000	Keith Damant	65 points
2	Tamarag 9448	Noel Hill	74 points
3	Mermaid Mistress 9645	Ivan Mackay	90 points
4	Helena 9669	Tony Dobson	97 points
4	Rapad 9489	Rod Watts	97 points

A vote of thanks to all members of the Club for their assistance in making the season so enjoyable and smooth running, and I feel sure we are looking forward to the next summer.

Extracted from the March issue of YAP (Yachting Association Proceedings)

EYESIGHT IS PRECIOUS — A warning to all members of the boating fraternity.

At a recent safety conference, an eye specialist described a hazard that could affect each of us and our families. That hazard is the catalyst or the hardener added to fibreglass resin before the resin is applied. The eye specialist stated that a drop of this catalyst in the eye will progressively destroy the tissue of the eye and result in blindness. This will occur even though an attempt is made to wash the catalyst from the eye. Furthermore, once the chemical has started to destroy the eye, there is no known way of stopping the destruction or repairing the damage.

The specific toxic agent involved is methyl-ethylketone peroxide, "MEKP". In laboratory tests MEKP in solutions of varying concentrations was found to cause eye problems ranging from 'irritation to severe damage'. The maximum concentration producing no appreciable irritation was a solution containing only 0.6% MEKP. Material published on the subject idicates that washing an affected eye within four seconds after contamination prevented injuries in all cases, but no known chemical neutralizer has been discovered. Suggested precautions for catalyst users are eye-protective spectacles and for the immediate availability of a course of bland fluid such as water for thorough washing of ocular tissues.

One disastrous experience was described. While fibreglassing a chair at home a victim had both eyes contaminated by MEKP. Though he made an effort to wash his eyes out, several minutes apparently elapsed before he found water. The sight of an eye was lost immediately; the other was lost gradually over a period of eight years. Its deterioration was described as resembling that resulting from mustard gas burns during World War 1.

This fibreglass resin danger was previously unknown to those attending the conference, though many had used fibreglass resin at work or at home. The hazard may be unknown to readers also — and to wives and children who may use a similar kind of resin and catalyst when working with fibreglass or hardeners used in liquid casting plastic.

So before using any of these catalysts, check their chemical composition and take appropriate precautions. **The cost of a pair of safety goggles is a small price to pay for the protection of eyesight.**

CONNELS POINT CLUB

FOOD FOR THOUGHT

From time to time, and for varied reasons, the suggestion is canvassed around the Association that spinnakers should be added to the sail plan for the Heron. As you know our boat was designed by the eminent British yact designer, Jack Holt, M.B.E. as a result of a design competition sponsored by "Yachting World" (the well established English magazine) for a car-top, general purpose, one-design dinghy.

It was to be a manageable craft ideal for introducing the novice to sailing and, with this in mind, Mr. Holt opted for a gunter rig, a pivoting centreboard and a mainsail and a jib which could be poled out when running. In other words it was a design to meet a specific purpose.

This design, however, is seen by some to be inadequate and without challenge being without spinnaker and when the suggestion was, yet again, raised at a recent management meeting we received a most intersting response from a young man (22 or 23 I think) who does his sailing in Hobart.

Now the Hobartians are very proud of the fact that theirs was the FIRST Heron Association in Australia, the boat being introduced to those waters around 1956. At that time there was also a very successful, locally designed dinghy known as the Tamar sailing in Tasmanian waters which flew a spinnaker. To be competitive with the Tamar, the Hobart Herons were also rigged with a spinnaker and carry them today ONLY for Regatta and Handicap events and NEVER for championship events when strict "A" classification is required.

The point of this is to give you some background to Andrew Palfreyman's comments on spinnakers which, I'm sure, you'll find most interesting:

"Here in Tasmania, the spinnaker has been part of the Heron ever since the Association's conception (the first in Australia). The use of the spinnaker has been and always will be entirely up to the individual. Those who want to use it do, and those who don't, don't. It is interesting to note that those who do carry spinnakers usually find it hard to recruit a young crew on blustery days. Most young crews (6 - 10 years) aren't physically strong enough or willing enough to manhandle a seven foot spinnaker pole with 50 sq. ft. of 'kite' flapping around on the end of it.

For those who don't carry spinnakers and are serious sailors, their crews are kept busy, constant jib sheet tensioning, centreboard adjustment, watching for other boats, leaning. If the skipper was serious about his racing then his crew wouldn't be bored!

Our experience has shown that most teenage crews (helmsman and crew both teenagers) prefer not to carry spinnakers. When they do get confident enough to carry spinnakers they generally move into another Class of dinghy like the Rainbows, Fireballs, Cherubs, etc.

We should try and consolidate on the membership we have now (they must all like the Heron as it is, or they wouldn't have one) because, if drastic changes are made, we may lose more than we gain.

All Class Associations have taken a dive in membership. This could be due to the phenomenal growth of Lasers and Windsurfers, the easy to rig, low maintenance ONE MAN dinghies. We shouldn't try to change our boat to meet these needs, but should keep our boat as it is, ONE DESIGN.

The need for a craft like the Heron is real and shouldn't be changed. A lot of rapid change in the Heron will only bring harm to the Association. Measurement should be firm, but again, a lot of change or addition to the detail of measurement is unnecessary. The Management Committee should be able to trust its measurers to the job of fair measurement to the **existing** rules and, if queries arise from these measurers then they should forward their queries to the Committee for discussion."

REGISTRAR'S RAVINGS

*It's winter time and those skippers who were successful in National, State and Club Shampionships are, no doubt, able to look with pride at their respective trophies and remember how they did it. I wonder will they share some of their secrets with the rest of us. Come on, winners, spare a thought for your battling brothers and sisters. If you each contribute just 'one' secret then the performance of many will improve quite dramatically.

FIRST CHAMPION TO CONTRIBUTE WILL RECEIVE A FABULOUS HERON T-SHIRT!

* Gleaned from the pages of the Balmoral Sailing Club's Nor'Easter.

A WORD (OR TWO) FROM THE STARTER'S BOAT

The person credited with the original statement that "Life wasn't meant to be easy" must have, at some time, been a starter of sailing boat races. Between counting the seconds, raising and lowering the flags and shapes (and when short handed this is often done with halyards clamped betwen teeth) skippers circle the boat asking things like "Is this our start?", "Have we started yet?", "What's the course?" and "Where's the first mark?" AND THESE ARE ONLY THE POLITE QUESTION?

No doubt, the starter's job is a sweet cop — out on a comfy boat, soaking up the sun with a chance to get off a few shots and then drop the anchor to satisfy the thirst with copious cups of coffee or (in some clubs) something stronger. If you really believe that, then don't ever volunteer to help out.

THe routine generally goes something like this. If the equipment can't be left on the boat it has to be carried from clubhouse to craft (e.g. shotgun, ammunition, starting sheets, anchors, buoys, flags, etc. etc.) Having checked the gear and gathered up the crew, it's then out into the middle to satisfy yourself that the course decison made by the sailing committee on shore is the correct one. Next step is to lay the line, not easy with a shifting wind and NEVER satisfactory to every competitor.

A good starting team will always make a determined effort ot get the races away according to the programmed starting times and one never ceases to be amazed at the number of stragglers, usually the first to rig but always the last to leave the beach.

Let's take a good day, well laid line, no recalls, all classes away. When starting a club which sails several classes and after upanchoring, the starting crew then go searching for the leading boats in each class (not always easy when they sail several different courses). Why, you might ask? Because with one only common rounding mark for all classes on all courses it is essential, in the event of a shortened course, to now where those leaders are placed.

Weather conditions usually dictate the amount of patrolling time permitted to the committee boat before it is time to lay a finishing line; if the weather is bad it can be involved in several tows to safety before it can go "on station".

The line then crossed in ones and twos or a great clutch of different class boats in one or two seconds. Well nearly all of the starters cross the line, some retire without letting the committee know and this results in an unnecessary search because most times those skippers are back on shore enjoying a hot cuppa!

Some classes are faster than others and while the faster boats have completed their race, and in some cases packed up and gone home, your cold, cramped team is patiently waiting for "tail-end-Charlie" to reach the finish.

No, we do not want you to reach for the violins or the Kleenex but would ask that you remember the following points:

1. Personal safety means wearing a life jacket — IYRU RULE, NO JACKET, NO RACE.
2. Please try to be in the starting area at least five minutes before your scheduled starting time. Apart from giving yourself a much better chance in the race you won't interfere with the class starting behind you.
3. Collect a course sheet AND KEEP IT IN A PLASTIC FOLDER.
4. Fit your boat with a good size towing ring, proper bailing bucket and a paddle. Each can be of tremendous assistance when the need arises.
5. If you have to retire make every attempt to TELL A BOAT CREW, Not necessarily the Committee/starting boat. It is a courtesy.
6. If you've got a gripe about anything, take it to the person who can do something about it — your class captain — he has direct line to the committee.
7. Finally, if we work as a team we will enjoy our chosen sport and it makes a starting team feel that their work is worthwhile when a skipper, crossing the line, shouts, "Thanks a lot".

Mary Clarke

NATIONAL HERON SAILING ASSOCIATION OF AUSTRALIA

FORM OF APPLICATION FOR *CONTINUATION OF MEMBERSHIP*

PLEASE USE BLOCK LETTERS:

Please note that I/we ..... (SURNAME) .....

hereby apply for renewal of my/our membership in the National Sailing Association of Australia for the year 1982/83.

as ☐ sole owner) ☐ part owner) ☐ joint owner) ☐ non boat owner)

(Please tick appropriate box)

of boat No .....

which is called .....

classification ..... (ply/gpr/gpr/composite)

I/We intend to sail with the ..... Club during the 1982/83 season.

My/our occupation(s) is/are .....

and my/our address(es) for Association correspondence is/are

Street .....

Town .....

State ..... Postcode ..... Phone .....

(Please tick this box if either address or Phone No. should be changed from that shown on Association records ☐ *)*

My/our remittance enclosed is made up as follows:-

Subscription	$12.00	**Form of Remittance**
Donation to Trophy Fund	$	Cheque
Other Payments	$_____	Postal Order
Total	$	

Details of other payments are

..... Signed: .....

Date: ..... '82

FORM OR RESIGNATION

Please note that I/We ..... of ..... (STATE)

have disposed of my/our Heron No. ..... called .....

to Mr ..... of ..... (FULL ADDRESS)

and do not wish to renew membership in the National Heron Sailing Association of Australia.

TO: Hon. General Secretary
National Heron Sailing Association
of Australia
C/- 1 Ethel Street
Balgowlah, N.S.W. 2093

Signed: .....

Date: ..... '82

ANNUAL SUBSCRIPTION IS NOW DUE

If you have paid then you will be proudly displaying the 82/83 sticker which appears opposite and your Heron is registered for another year.

If you have not then we look forward to receiving your payment in the very near future. Failure to complete the the sub.form over the page will mean that this June Newsletter will be the last sent to you.

Get right behind your Association and at the same time maintain the value of your Heron by keeping her on register.

FINANCIAL MEMBERS FOR THE 1982/83 SEASON - new members and renewals to 30th April, 1982.

NEW SOUTH WALES

D.Allen (9698)
R.S.Amos (3929)
M.J.Anderson (8238)
A.& E.Barrett (L/m)
G.Baumgartl (8517)
A.S.Binns (3993)
R.& K.Black (9726/9740)
N.Blacker (6452)
D. Blamires (9202)
C.Boland (6978)
C.A.Booth (9544)
J.Bowden (9659)
D. Brandon (5904)
N.Brown (5827)
R. Burwood (9678)
M.Carr (7191)
P.Carrick (6413)
A. Cawsey (5731)
R.Champness (8311)
G.Chapple (9211)
W.& M.Clarke (9449)
N.Coady (6576)
G.Coates (5369)
J. Cole (9414)
T. Connor (4229)
W. Conolly (6422)
I.,R.& A.Cook (9750)
K.Coombes & J.Martin (7400)
N.Corvisy (L/M)
B.Coy (9186)
J.Daley (4826)
K.Dane (L/M)
C.& A. Day (6618)
S.Dearnley (L/M)
S.Drake (7811)
E.Duncan (5350)
P.Dunlop (6509)
W.Eccles (6464)
E.Elliott (4681)
M.Elliott (8535)
R.J.Elliott (9125)
K.Elton (9635)
D.Farrell (3127)
S.Finsten (5835)
G.Fowler (9737)
L.George (8749)
R.Gilholme (9175)
R.Godwin (4837)
R.L.Grant (9736)
R.Gray (4148)
J.M.Green (8542)
W.,F.& T.Grounds (5783)
J.Gwiliams (5846)
P.Hallworth (9759)
J.Harvey (8973)
A.J.Heeley (6871)
N.& G.Hill (9498)
A.Hunt (9546)
D.Jamieson (9525)
D.Jeffery (6472)
M.Jennings (7818)
J.A.Lee (4752)
B.Leonard (4162)
D.Llewelyn (9576)
V. Llewellyn (9598)
R. Lock (9628)
B.Loudon (7252)
F.R.McGrath (5962)
I. McKay (9645)
P.Macleod (9691)
P.Manning (nbo)
E.& K.Mealey (9290)
H.Merlino (4845)
C.Milner (9203)
P.Moate (7413)
D.Monk (9455)
G.Moody (6580)
E.Moors (9705)
D.Murray (4971)
Mrs.R.Neumann (4497)
J.Niessen (4130)
P.& J.Owens (9523/9592)
J.Pagett (8902)
M.Payne (9710)
J.Plowman (9229)
J.& P.Ranger (7689)
A.Rathbone (5361)
E.Rice (4482)
K.Richardson (9197)
N.Royle (9677)
J.C.Rudd (8035)
D.Sangster (4123)
C.Sharp (6109)
G.Sharp (4425)
I.Saunders (6508)
J.Shipton (L/M)
L.Smith (3667)
H.Spencer (5618)
G.Steel (9254)
I.Stewart (9662)
D.Stonehouse (8288)
E.Stutchbury (3812)
K.& P.Treven (6419)
P.& L.Tunnicliff (9120)
J.Turnbull (3584)
L.& W.Twyford-Thomas
D.& I.Urban (9287)
F.Virant (5995)
R. Watts (9489)
B.Waterman (5394)
Mrs. J.Welsh (9533)
F.& C.Whitehouse (9532)
C.Willetts (7365)
A.Wood (8307)
J.Woolfson (3380)
W.Youll (L/M)
R.Zimmerman (8919)

TASMANIA

J. Adkins (4433)
D.McDougall (8365/9504)
Miss F.Roberts (8555)
Miss T.Roberts (nbo)

VICTORIA

R.Alexander (3126)
J.Archibald (6980)
B.Baird (7899)
R.Burgess (6187)
J.Caporn (8515)
J.Coen (5396 L/M)
N.Cooke (6515)
G.Dittloff (3350)
B.Crosbie (8012)
E.& J.Day (4803)
G.East (7152)
J.,P.& A.Erlandsen
R. Hale (9620)
G.Hambridge (7662)
A.Harper (9707)
M.Hawes (L/M)
J.Horner (8982)
K.Inchley (9760)
B.Jordan (7299)
C.D.Knoepfli (6647)
H. Knoepfli (8045)
R.& A.Lewis (6410/8726)
A.McClure (L/M)
A.McIntyre (8047)
W.Macfarlane (nbo)
S.Mackereth (7065)
R.Maddocks (4429)
D.Martin (9578)
L.Nangle (L/M)
D.Oswell (nbo)
R.Parkinson (6715)
B.Proctor (7446)
B.Provan (6501)
Mrs..M.Rothery (7040)
A.Shortis (7013)
G.Vincent (5739)
N.Wright (4083)

SOUTH AUSTRALIA

Mrs. J.Arbon (7187)
N.Clark (7432)
A. Elstob (6636)

S.A. continued

A.Hendriks (9706)
L.& K.Jaensch (9183)
J.Keen (L/M)
J.Klerck (7873)
K.Knott (9188)
Miss K.McCarthy (8901)
R.Mathers (7154)
B.Messenger (8567)
T.Naige (6719)
B.Rehn (9420)
R.Robertson (8050)
R.Rofe (6706)
J.Russell (7498)

A.C.T.

D.Cameron (7892)
J.Koek (1880)
F.& K.McGilvray (8318)
A.Nichols (7408)
D.Page (4856)
C.Robertson (5167)
A.& A.Stewart (6376)

W.A.

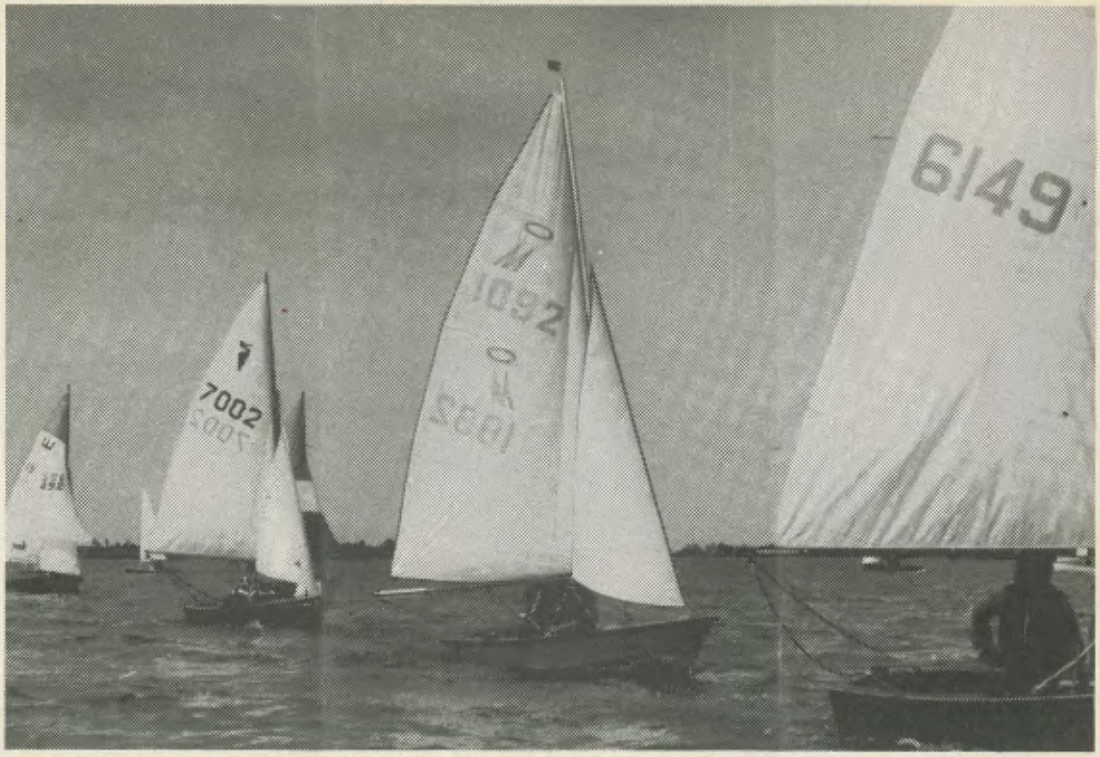
I.,N.,B.J.Arber (8774)
H.,A.& J.Arber (7474)
W.Baker (5359)
A.Bell (7605)
S.Demchenko (7088)
B.Dvorak (8766)
R.Ewin (8394)
R.& P.Gay (6583)
E.Horne (9758)
G.Larkins (4488)
B.& N.Larson (7847)
N.Main (8778)
A.Metropolis (8718)
H.W.Oram (L/M)
R.T.Yachts (nbo)
Miss J.Tiessen (nbo)
R.Tiessen (9657)
R.Walker (7030)
K.Wood (9757)

SOUTH QUEENSLAND

G. Birch (7653)
C.Bower (7049)
A.& M.Bullock (9584/87)
I.Hunter (9210)
R.Kerr (9230)
R.Knowles (8938)
F.& D.Lachmund (5151)
C.McKeown (9699)
J. McKeown (9700)
A.Price-White (8987)
A.& A.Timmins (9643)
Mrs. J.Vogel (8745)

NORTH QUEENSLAND

B.Farley (8379)
D.,S.,M.& A.FOster (9271)
D.Hogan (8381)
K.,C.,L.,K.,R.& B. Reading (9648/9761)
R.& J.Reichardt (7477)
B.,M.,A.,J.Trehane (7629)
M.Vandeleur (8389)



A Heron leads the way in a heat of the Easter Regatta at Lake Boga.

For a moment David Sutton thought CAROB (7025) had sailed over a whale, whatever it was Bill Dickson's VIRGINIA (9442) seemed to miss it.

DEES YAH (8976) is first to be windward mark with Roger Goldfinch at the helm.

MANA MANA drops into a trough as they reach away.

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Douglas Street,
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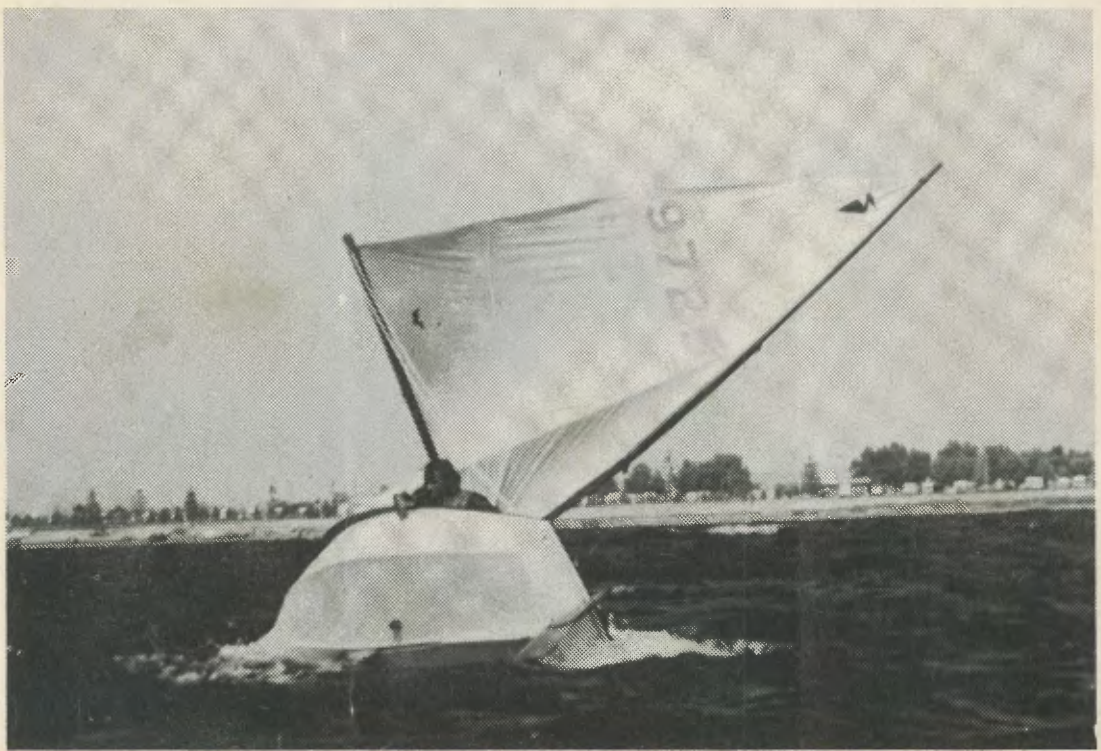

"Duck, Don, that boom is about to fall" as XIPHIAS (9729) decides to go its own way.