PRICE 70 cents

HERON NEWSLETTER

DECEMBER, 1982 VOLUME 20, NO.4

REGISTERED FOR POSTING AS A PERIODICAL CATEGORY (B)
NBH0280

HERON NEWSLETTER

Published by

National Heron Sailing Association of Australia

1 Ethel St., Balgowlah. N.S.W. 2093

OFFICERS OF THE ASSOCIATION

PRESIDENT	GEN. SECRETARY	ASST. SEC/REGISTRAR	TREASURER
N. Hill, 19 Illawong St., LUGARNO. N.S.W. 2210 (533 1590)	R. L. Watts, 36 Third Avenue, MACQUARIE FIELDS. 2564 (605 5057)	Mrs. M. Clarke, 1 Ethel St., BALGOWLAH. N.S.W. 2093 (948 8142)	B. E. Friere, 157 Copeland Rd., BEECROFT. N.S.W 2119 (84 1642)

IMMEDIATE PAST PRESIDENT A. B. Crane

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

EDITOR HERON NEWSLETTER
Acting Editor – Mary Clarke

STATE HERON ASSOCIATION AND DIVISION SECRETARIES

Sth. Queensland:	D. Straker, 87 Bywong St., Toowong, 4066 (371 4076)
Nth. Queensland:	D. Quinn, 11 Peaty St., North Mackay, 4740
New South Wales:	H. Mills, 6 Gladys Ave., Frenchs Forest, 2086 (451 5963)
Victoria:	L. Menogue, 25 Sonia St., Ringwood, 3134 (870 0598)
South Australia:	W. Tucker, 2 Stimson Street, O'Halloran Hill, 5158 (381 1867)
Tasmania:	S. Camm, 4 Shannuk Drive, West Hobart, 7000 (34 3854)
A.C.T.:	A. J. Stewart, 23 Vasey Cr., Campbell, 2601 (49 6753)
Western Australia:	R. McGregor, 7 Bessell Ave., Como, 6152 (367 4534)

COVER PHOTO –
"They're off and racing in the tropical waters of North Queensland."

INSIDE BACK COVER PHOTOS –

(top) "Bill Bollmeyer after being presented with his Life Membership and colour photo of his Heron ONEDIN (see story page 11)."

(bottom) "Herons at rest during last years National Titles at Speers Pt. N.S.W.
(photo – Sue Robertson)

"Deadline for State Championship Reports (to appear in the March Newsletter) must be sent to Acting Editor no later than February 6th, 1983. Any received after that date will appear in the June issue."

THE PRESIDENT WRITES

It was my pleasure to be one of the 42 skippers to sign on at a New South Wales Association Travellers Trophy Race at Botany Bay recently with boats from Narrabeen to Connels Point, from the North to the South of Sydney, including several clubs inbetween; an indication of the interest and keenness of those present.

I urge all State Associations to promote this type of event to give Heroners an opportunity to sail on and enjoy courses other than their own, thus promoting both the Class and good fellowship.

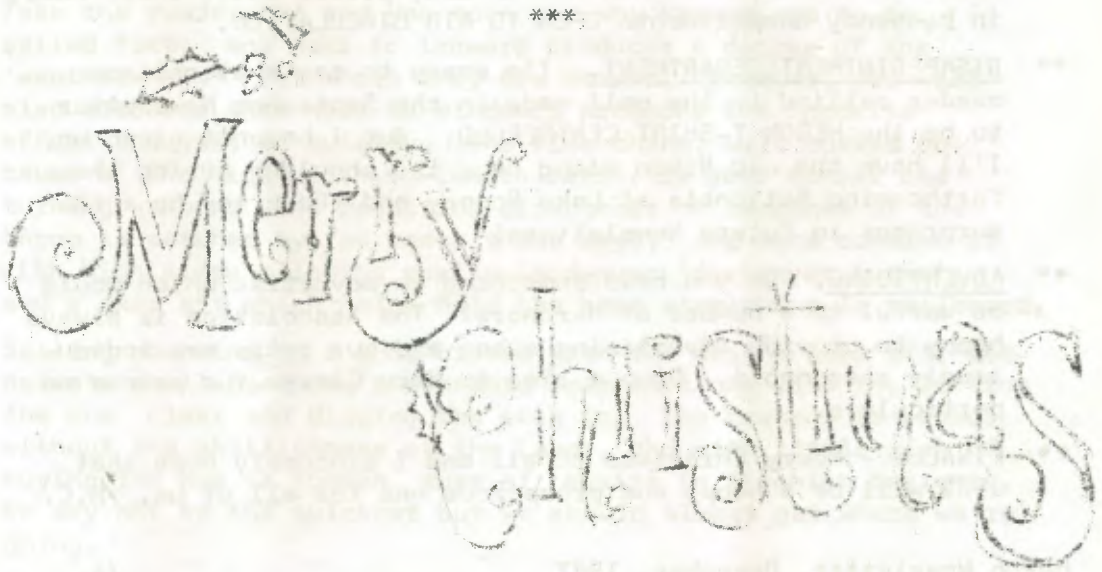
In the current inflationary, difficult and changing times it is regrettable that so many Heroners are not renewing their subscriptions to the National Association thereby sharing with those of us who do, the benefit of contributing to keeping the amount of subscription to a minimum. Only financial members received this December issue and I urge you to observe whether the Herons you sail with have their current 82/83 black sticker on their transoms.

Subscriptions provide funds for producing and circulating our quarterly Newsletter, subsidising State Associations and otherwise promoting the Heron dinghy and stronger and increased membership will help keep up the value and demand for secondhand and new boats.

Our Association will be holding its 24th National Championships at Lake Bonney at the end of the month and probably the majority of timber boats sailing will be between 10 and 15 years old, and a few even older, and <u>still</u> in excellent condition - very few classes can make similar claims.

Happy Sailing - Noel Hill TAMARAG (9498)

***



BRIEFLY .....

** PLEASE RETURN THE CARD! This is an urgent plea to owners of Herons who, when the sad time comes, decide to sell. DO NOT hand the card to the new buyer, let him sight it, let him satisfy himself of the classification, but then return it to the Association. We can then invite the new owner to join us and transfer registration of the craft to his name.
So many Herons are lost to the Association when we are not advised of the sale of a boat and the name and address of the new owner.
AND A REMINDER - if a Heron is off register (its owner is unfinancial) for more than 18 months, its classification lapses and it cannot be advertised as being "A" class.

** WHO SAID HERONS CAN'T FLY? Tony Purchase of Dungog can verify that his Heron (4220) took wings and flew - right up on to the roof of his house! The story goes that, having hung in the rafters for some 14 years, Tony decided it wastime to get the old girl down and make her shipshape. He didn't bank on a southerly buster which lifted KOONAWARRA clear off her temporary stand and up on to the corner of the roof, with disastrous results. There's not much left to restore, unfortunately and Tony is now on the lookout for another Heron.

** HANDY HINT DEPARTMENT. Particularly to new owners. This tip comes out of a sad tale of woe when a new owner discovered that his half-height built-in forward buoyancy complartment was split on the top section. It seems that the previous owner kept the boat out in the open with the inspection port covers tightly screwed in place. The inevitable happened, expansion of the tank through heat caused the plywood to split. MORAL OF THE STORY - when not in use, please leave those built-in buoyancy compartments OPEN TO AIR CIRCULATION.

** DISAPPOINTMENT DEPARTMENT. I'm sorry to say that not one reader rallied to the call made in the September Newsletter to be the HERON T-SHIRT CENTREFOLD. But I haven't given up, I'll have the old Nikon slung over the shoulder during the forthcoming Nationals at Lake Bonney and there may be a few surprises in future Newsletters!

** ADVERTISING. Do you have something to advertise which would be useful to a number of Heroners? The Association is always happy to provide advertising space and our rates are rediculously reasonable. Drop a line to Mary Clarke for prices and particulars.

** FINALLY - Merry Christmas to all and I sincerely hope that 1983 will be a happy and prosperous one for all of us. M.C.

LEARNING FROM THE OTHER FELLOW.

This article was written by John Stannard, presently Club coach of the South Brisbane Sailing Club, Coach of the Sth. Queensland Heron Association and 1981 Champion. John is a strong supporter of the A.Y.F.National Training Scheme.

---oOo---

RUDDERLESS SAILING. This article is about a way to improve your sailing apart from competing in more races. It has also to do with the higher and much more elusive aim of sailing properly rather than sailing better than those around you. It could have been called how to have more fun in your Heron.

It would appear that when Jack Holt designed the Heron with its swing centreboard and 'fat' configuration, he came up with one of the best teaching aids possible.

Sailing properly is about co-ordinating all the different forces which are acting on the boat so that it sails efficiently in a straight line. This is called balancing the boat, and cannot be done properly without an understanding of the strengths of individual turning factors. When properly balanced, the boat should sail straight without the aid of its rudder.

This is where the Heron excells. Any boat will pivot about its centreboard, so the Heron with its moveable pivot-point, the swing centreboard, is ideal for rudderless sailing. To begin rudderless, it is best not to be too concerned about leeway and introduce only as much board as is needed for straight line control.

Take the rudder off and you soon see why Herons are to be sailed flat; any heel to leeward produces a degree of the 'weather-helm" for which they are renown. However, you will also discover that heel to windward produces the opposite effect and just as quickly. The firm chine, well curved because of the high width-to-length ratio, is your number one turning weapon. The resulting directness of response of the Heron is matched by few boats these days; and none combine it with high sides allowing really laid-over 'destroyer turns', and a skeg aft which helps hold the boat straight a la sailboard.

Sailing downwind in a good breeze with the weight well aft, the Heron's small-by-today's-standard rear sections bite in, lifting the bow clear and digging the skeg in. The control is sound, without the skittishness of the Laser, and with little risk of buying the bow (a common ause of capsize in flashier designs). We may not be the quickest but we should always get where we're going.

Bodyweight will control direction most effectively and predictably once understood. For instance, if crew are too far aft

/5.

the b at will tend to continue a turn because of the momentum concentrated behind the centreboard. This of course raises a question as to what is the best thing to do with our weight during a tack, especially in light air. How exactly does a roll-tack work? Should we heel to lee and use the chine, or bank out to windward and pull the boat on top of ourselves, immersing the windward chine but creating a rotational moment behind the pivot point?

Next most effective control (on any yacht) is sail trim. We know that a jib sheeted home too soon can stop a tacking Heron in its tracks; to a lesser extent, rounding a buoy without co-ordinating the rudder movement and sail trim has the same effect. Skiffs are unable to bear away until the mainsail is eased out (it is pushing to leeward behind the centreboard and forcing the bow into the wind.) You may have noticed how much harder it is to bear away rounding the windward mark in a breeze when you can't let the mainsail out for fear of the boom hitting the mark.

Raching in a flat water and light wind, with not too much vang or centreboard, can be controlled by weight distribution and sails alone, and is the ideal place to start rudderless sailing. Mainsail on and jib off will cause the boat to tack provided it is not heeling to windward, and bring you back to where you started from. You will also begin to appreciate your simple 2 ; 1 mainsheet system, which allows for very positive mainsail control as long as the sheet runs smoothly.

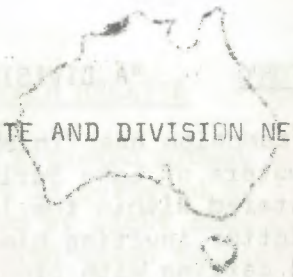
Sailing downwind is done solely by body weight and may be done standing up to allow for easy weight positioning. Generally, the boat should be sailed with the windward chine in, mast to windward a la sailboard, to prevent it rounding up.

Upward sail trim needs to be combined with a lean to windward in most cases to retain control. It is best to start by not trying to sail too high, with moderate vang and board.

The remaining control is the rudder, which runs an inefficient third place. Every time it is used some drag is created, and one can't help thinking Jack Holt knew more than he was letting on when he drew a thin section blade with a wide profile, which rewards minimum use and complains loudly when overworked. Hence the value of practicing rudderless sailing.

The main drawback to this whole exercise is the risk of being sent back to square one, which is the capsized position. The advantages are numerous, mainly to do with appreciation of changes in wind direction and strength, and gaining an understanding of what your boat is trying to tell you. The exercise is especially helpful for those who tend to hold the tiller tighter than necessary. You should find that, with more understanding and improved ability to predict your Heron's movements that you will generally become more relaxed in the boat anyway.

/6.



STATE AND DIVISION NEWS

SOUTH QUEENSLAND: "LITTLE AUSSIE" DOES IT AGAIN!

For the first time, a junior took out the South Queensland Heron Championships held at Lake Cootharaba. Current National Junior Champ. Chris Carey of Harvey Bay proved a little too consistent in a packed field, his placings were 1, 2, 2.

Second in a close result was old hand, and new father of twins, John McKeown in his new boat JAWS, with a great 4,1,1. Twice past champion, Alan Timmins in CATHYO came in third with a 2,4,5 result.

The first lady,and also Junior, home was Nicole Carey in Dad's boat CAREW with a 3,4,and 11 - this was a complete boilover as Nicolle was skippering a Heron for the first time and in doing so 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.

Overall, it was a great series with close racing throughout. Old hand, John Stannard, showed he had lost none of his skill coming home 6th in the last heat in a borrowed 12 year old boat (he did not sail the whole series). The final days sailing, following the competition, saw 30 boats participate in both fun and learn-to-sail activities conducted by coach, John Stannard, a great idea.

****

WESTERN AUSTRALIA: GEARING UP FOR THE BIG SILVER SERIES

With just 12 months to go, the W.A.Heron Committee responsible for the 25th Series is up to its ears in meetings, talks, and fund raising in preparation for what it believes will be the biggest and best yet Heron National Championships.

The series will be sailed from the Perth 14ft.Dinghy Club on Crawley Bay and the Committee hopes to be able to provide on the spot, caravan space in the Club grounds.

A contingent of Swannies ie heading for Barmera for the 24th Series to 'see how it's done' and to issue an invitation to all Heroners to head west at the end of 1983.

****

AUSTRALIAN CAPITAL TERRITORY "A DIVISION ON THE MOVE"

The "Hello Heroner" campaign has finished and we are awaiting results on the waters of Lake Burley Griffin. Every new Heroner who has registered within the last 12 months or so has had a phone call or letter inviting him/her/them to meet and talk about Herons and sailing with other newcomers to the Class and the Lake. The old timers are always ready to help.

Stewart McGilvray (hard working President) writes that there was an ulterior motive for all this action, it was to get the 40 or so Canberra Heroners on the water together. The best way to improve your sailing ability is to join in the Heron racing sponsored by the YMCA Sailing Club, a club which has a handicapping system which gives every sailor a chance to win recognition for his improving ability. This season the Club will present monthly trophies for the handicap series, the only requirement is to sail 3 or 4 races to be eligible - and have fun, too.

Another good reason to get with the Herons during 1982/83 are the N.S.W. State Titles to be sailed on Lake Burley Griffin over the January long week-end.

The A.C.T. has one representative ready for the Nationals at Barmera, South Australia. Stewart states that it is closer to Canberra than Adelaide and the trip will be worthwhile just to enjoy the hospitality of George Richardson and other S.A.Heroners. Have Christmas Dinner at home then head west - see you there.

****

Acting Editor's Note: The A.C.T.Division is to be commended on a real effort to get to know Heron newcomers. The Hello Heroner campaign was a three pronged effort with a first, second and third happening. The first was to advise of WATERSPORT '82, a combined boat show, boat mart and Class display with one boat on display and another on the water for sailing; the second was a Heron evening at the YMCA Sailing club to meet the folk and talk about sailing, particularly a Heron and third was a practical day on the lake with demonstrations in rigging, sailing, starting, basic rules and, having an enjoyable time. Congratulations to Stewart and his helpers and maybe other Clubs will follow this fine example of promotion.

****

NEWS FROM THE UNITED KINGDOM HERON ASSOCIATION.

Further proof that Herons go on forever! The U.K.secondhand boat listing advises that Heron No.697 is for sale for £125.o.n.o. This includes a launching trolley.

This Heron would have to be at least 26 years old?

****

15TH ANNUAL KURRIMINE BEACH REGATTA Reporter - Keith Reading

Kurrimine Beach is situated midway between Tully and Innisfail in North Queensland. It is bordered by coconut palm studded tropical rain forests, assured of light seas by the protection of the Great Barrier Reef and with views to distant Dunk Island.

The Regatta is contested over three heats, preceded by an Invitation Race to determine handicaps and give visitors a chance to familiarise themselves with the course. The outright winner receives the Harold Holt Memorial Trophy.

A tidal variation of 2 metres and a 5 knot northerly had competitors considering currents in planning their strategy for the Invitation Race. John and Jodie Miller in JOVALIE and Brian and Kevin Farley in LUFF IN were making a real race of it when LUFF IN's mainsail and masthead parted company putting Brian out of the event to head home under jib. JOVALIE went on to win with Geoff Higham's SEA SKIMMER second and Keith Reading's EGG FLIP, third.

New acquaintances were formed and old ones re-established at the Commodores Cocktail Hour held that evening.

HEAT ONE - Similar conditions to that for the Invitation Race and a similar result, JOVALIE who maintained a commanding lead throughout followed by LUFF IN with Jody Higham in MASTA MARK, third.

HEATS TWO AND THREE - saw increased winds and greater wind shifts. John Miller staked his claim for the Harold Holt Memorial Trophy with two more wins, the minor placings being fought out by MASTA MARK, LUFF IN and SEA SKIMMER, all on 6 pts. While these three engaged in a battle royal, EGG FLIP slipped into second placing only to be caught and passed by LUFF IN on the final reach to the wing mark.

OUTRIGHT PLACINGS:
1) J. & J.Miller (JOVALIE) 9694
2) B. & K.Farley (LUFF IN) 8379
3) Jody Higham (MASTA MARK) 7634.

HANDICAP PLACINGS:
1) A.Foster & K.Reading (TRANQUIL LIZA) 9271
2) B.& K.Farley (LUFF IN) 8379
3) G.Higham (SEA SKIMMER) 9409

Make a note in your diary for next September holidays as the Kurrimine Beach Sailing Club will host the QUEENSLAND STATE TITLES and if the hospitality then is anywhere near what Geoff Higham and his family offered this year then it would be worth coming from Antarctica to participate in the event.

*****

BUOYANCY BAGS are available, once again, full sets or individual. Contact Mary Clarke, 1 Ethel St.,Balgowlah. 948-8142 for prices

CLUB PROFILE

THE BALMORAL CENTREBOARD CLASSIC - by Leo Thomas

The decision to forego their traditional Easter Regatta in favour of a warm-up Centreboard Regatta at the beginning on the sailing season proved to be a most successful one for the Balmoral Sailing Club. There were 280 entries from 28 Clubs represented by Tasars, N.S.14's, Herons, Lasers, Moths, Mirrors, Flying Elevens and Manly Juniors. Twenty-six Herons represented Bayview, Concord/Ryde, Connels Point, Middle Harbour & Balmoral.

Saturday's race saw breezes ranging from 10-15 knots from the North east and the Middle Harbour boats, NAUTICS, CZECHMATE, HORNET & ABRACADABRA, sailing on familiar waters, took out the first five placings. ABRACADABRA, skippered by young Scott Jamieson was first on handicap with Balmoral's THUNDERBOLT, second and TUVUTHA, third.

Lack of breeze delayed the Sunday morning race for nearly an hour then, when it did arrive, it was shifting through sou'east to nor'east. TUVUTHA, ABRACADABRA, THUNDERBOLT and ZENITH were almost becalmed trying to cross the line of a shortened course and eventually finished in that order - UNTIL it was discovered that HORNET was so far in front that he was not, as presumed, the tailender, but in fact the first boat home!!

It was a typical steady nor'easter for the Sunday afternoon race again dominated by the Middle Harbour skippers. Although holed during a barging duel at the start, HORNET managed to finish fourth across the line. Sid Dyer found that the for'ard hand's sox (like the dutchboy's finger) stopped the flood.

***

P.S. Just a thought - the weather was hot and sunny for this week-end and yet only ONE Heron T-shirt was spotted. How about supporting your Association by giving your for'ard hand a T-shirt, especially for those inter-class Regattas.

***

Acting Editor's note: I'm with you, Leo, what a great idea!

***

CONNELS POINT SAILING CLUB by WAGS (7191)

With the start of the new season, we can say farewll to the winter events taken out by Karl Schulten in KRISKA with Bruce Morrissey (KERMIE), second. The series did not attract too many of our members but weather conditions did prevail to make the series enjoyable.

Connels Point Sailing Club news, continued

Boats have been changing hands during the winter with John Griffin updating to 9177 (JOULE) and Rod.Watts building himself a new speedster (with side buoyancy).

A southerly blow decimated the first point-score for the season with only a few skippers handling the boisterous conditions. Stan Dose won the race to shore and safety suggesting that he did not want to frighten his new for'ard hand!

Connels Point boasts 21 Heron skippers this season and is always happy to welcome more. Secretary, John Griffin, can be contacted on 543-2642.

Congratulations to Noel Hill on taking on the Presidency of the National Association. If he handles the job as well as his heavy weather sailing, there can be only smooth waters ahead for the Heron Class.

*****

WALLAROO SAILING CLUB — from Trevor Koch

Unfortunately for the Heron Class at Wallaroo, we have lost a very experienced and capable member. Bill Bollmeyer has been hard at work building a trailer-sailer and, if it floats, he will end 13 years of involvement with Herons.

Bill was a foundation member when the Club was inaugurated in 1964 and, as far as I can find out, purchased his first Heron HELIX in 1969 which he sailed until he built ONEDIN in 1975. I believe he became a Class measurer in 1976.

Not only has Bill been a keen and competitive sailor, he has been a strong club personality serving terms as Commodore, Committeeman, Junior Trainer and Treasurer, the position he still holds at this moment. As one of the senior members of the Club he has officiated as O.O.D. on many occasions for visiting Class heats and his knowledge of the Wallaroo Bay has been of immense value during these times.

At our A.G.M. held last May, Bill was presented with his Life Membership in recognition for his contribution to the Wallaroo Sailing Club. Fortunately Bill will still be sailing at Wallaroo, but I'm sure his face will be missed by the many friends he made at Championships and Regattas during his long association with Herons - Bill, we wish you good sailing.

Acting Editor's note: The National Association endorses Trevor's wishes to Bill and we thank him for his long and loyal support and assistance as a member and as a measurer.

*****

NEWS FROM LAKE BONNEY from LIL LIZA JANE (8726)

The first week of the S.A.school holidays which overlaps with the second week of the Victorian holidays provided an opportunity for several Heroners with their families to camp, sail and generally relax on the shores of Lake Bonney, S.A. This particular week has become a regular get-together for the Port River Sailing Club members plus any other interested Heroners and, thanks to their thoughtfulness in changing from the second week of the S.A. holidays to the first, the Victorian Heroners can also take part.

Keynote of the week is informality and 'do as you care' and this year was no exception. The races were started in the traditional style by the ladies lowering a green towel, a red jumper or a pair of trousers at each minute prior to the start. Two buoys were scaped together from odd items of camping gear and a third was provided by a large boat conveniently moored along the western shore.

On Friday, in 20 knots plus, the race was interrupted with a 420 managing to bottle at the jibe mark. Five Herons rallied to her aid, crewman Gary Hale jumped in and helped lower the main and finally boat and crew were towed to the windward shore by Jim Armitage in OUTCAST. Said the 420 skipper"Crikey, I'll never say another bad thing about Herons again"!

Striving to keep a nice 20° heel on the glassy surface of a real drifter not once, but twice, did OUTCAST suddenly splash over to gunwale side up. Some of those taking part were the Armitages, Jahns, Burdons, McPhees, Hales and Lewis'.

Craig McPhee ran a shuttle service between stacking supermarket shelves in Adelaide and sailing and socialising at Lake Bonney. The indoor recreation centre adjacent to the camping ground provided for roller skating or disco-ing and anxious parents observed from the balcony above.

Please join us next September, just look for HERONS.

*****

HENLEY SAILING CLUB from Don Malcolm

Most of the maintenance has been attended to and some new and shiny craft have been launched for the 1982/83 season. During winter Peter Nicholson's "shipyard" was working overtime completing one for himself and one for your scribe and rumours are rife about weight, make of sails, etc.

What do other Heroners do during the rugged South Australian winter? The Henley's eight-ball team has had moderate success on the pool tables and is ready to take on allcomers.

HENLEY SAILING CLUB RE URT,, continued

The annual Club dinner and resentation were well attended and, in particular, congratulations went to Kerryn Salmon, Alex Hayter and (surprise of the night) Mark Salmon who won the Ansett airfare for two to Sydney!

And to show that we are good mixers, the annual HERON/MIRROR day will, onee again, be held in November as a promotion for both Classes.

****

NARRABEEN LAKES SAILING CLUB from Peter Macleod.

Our 1982/83 season is now well under way and, as with last season, it looks like the weekly worst weather will continue falling (literally) on our sailing day (Sunday). Despite the weather this season looks like being our best yet with a regular fleet of between fifteen and eighteen Herons. As the weather warms up a few of our not-so-regulars should join us and possibly we will have a few races with twenty plus.

On the competition front, this season we have increased the proportion of handicap starts to give some of the longer markers a chance to get the gun and a bigger slice of the booty. This has proved to be quite a success with first place being shared around.

Socially, Narrabeen must be one of the best clubs to belong to with many trips away and after-race barbies. The October weekend saw a number of us camped at the southern end of Lake Macquarie (naturally we took a few Herons) and had three great days sailing. The Speers Point Invitation Race 13/14 Nov. will have thirteen entries from the Narrabeen Lakes Club.

At least eight boats have been entered for the Nationals at Barmera and, with luck, we could see double that figure. Once again the Union Jack paint job belonging to Tom Rowan will be seen but not to be outdone Ken Lenton has painted his boat with the Australian Flag plus some Australian motifs (at the same time he also spray painted the family dog).

Our Number 1 team is up there with the leaders in the first round of the Jax Trophy Teams Races. A really great performance was put in by our No.3 team, this team won three out of their four races and had the distinction of being the only team in the series comprised entirely of juniors under 18 - well done, youngsters. Happy Heroning - see you at the Nationals.....

TWENTY-FIFTH ANNUAL GENERAL MEETING - May, 1983

As set out in Clause 9.2 of the Constitution, it is necessary to give SIX MONTHS NOTICE of motion to alter any rule contained therein. At the time of going to print with this issue no such notice has been received.

There has, however, been a proposal received from G.Richardson (9174), seconded C.Gurr (8085) "That Mary Clarke be nominated for Life Membership of the National Heron Sailing Association for the years of dedicated service that she has given to the Members of the Association and the State bodies."

****

ONE OF A SELECTION OF YANSW APPEALS AND RULINGS FROM 1981/82.

CARESS vs. JAZZA - CARESS, close hauled on starboard tack in the vicinity of a windeard mark, protested JAZZA claiming that the latter, on port tack, had forced her to tack in order to avoid a collision.

In defence, JAZZA claimed that CARESS'S tack was made necessary because she could not lay the mark on starboard tack and that the two yachts had always been some distance apart.

The Protest Committee found the evidence from both the principals and outside witness to be conflicting and dismissed CARESS'S protest stating that it considered the contention that a collision would have occurred if CARESS had not tacked, was not proven.

CARESS appealed against the dismissal.

RULING - In IYRU Case 77 it was held that when there is a protest arising from an incident which did not involve a collision it is open to the Race Committee in the face of lack of evidence or of conflicting evidence to dismiss the protest on the grounds that it is not satisfied there has been an infringement of any rule.

It is clear, therefore, that the Protest Committee acted within its powers and CARESS'S appeal is dismissed.

We note that there has been an attempt by CARESS to introduce further evidence not presented at the original hearing. This evidence is not admissible as Rule 77.3 provides that an appeal shall be made SOLELY on a question of INTERPRETATION of the rules.

Acting Editor's Note: In reading several of these Appeals and Rulings it becomes very evident that speed is of the essence in showing a protest flag immediately after an incident.

Many cases centred around the time which elapsed from moment of incident to indication of protest by the flying of a protest flag.

More Appeals and Rulings next issue.....

FINANCIAL MEMBERS FOR THE 1982/83 SEASON

New members and renewals 31/7/82 to 31/10/82.

N.S.W.

A.G.Alford-9472g
E.P.Ambler-5687
J.M.Archer-9625
R.G.Backhouse-6239
M.& G.Bailey-nbo
L.& R.Bell-7693
M.S.Boyd-8711
P.A.Brand-7871
K.R.Brooks-nbo
D.J.Brown-9267g
J/S/M/E.Brown-9119
G.N.Brunton-8016
K.Bryant-9675
A.G.Bull-9501g
A.R.Campbell-9772
O.Carter-4196
J.Church-9438g
G.Cosserat-5362
P.Cowle-7261
P.Creecy-7047
C.Crundwell-4870
M.Cusack-9101
K.Damant-9000
G.& K.Deakin-5136
J/J/L/C.Delmas-7848
A.Demosthenous-7151
A.Dickerson-9496g
R.& K.Dickson-6104
A.Dobson-9669g
S.Dose-8585
E.Ferguson-7271
L.Fraser-4546
A.Gillespie-9693
A/M/F.Gray-9749g
M.Gray-9292g
W.Grennall-9611
C/I/A.Grimwood-4075/8575
J.Hamilton-5078
S/D/J/Hampton-7256
J.Harris-8722
G.Hatfield-9612
R.Hayward-6401
G.Hedgecoe-9586
W.& A.Hertel-6563
G.Higgins-8284
J.Isles-9291g
W.Jacobsen-9580g
R.& A.James-5321
P.Jones-7491
R.G.Jones-8072
A.A.Judd-6586
I.Kitteringham-9550g
H/M/D/A/K.Konig-9555g
J.Kosturos-9212g
G.Lack-9613g
P.Lambert-9489
J.Langston-7300
B.LeGrice-4366
D.Linklater-7657
C.Lloyd-Owen-4534
G.McDonald-4474
K.McDonald-9565
D.McDougall-9186
A.McIntosh-7451
T.McKern-6371
R.Marden-8060
G.Marki-9144
K.Miller-7489
G.Moffatt-7036
H.Munro-5800
D.Murray-9270g
N.Oake-nbo
O.Opitz-9573g
A.Orange-8988
W.Parry-9585g
N.Parsons-3883
R.Partridge-5033
J.& J.Perry-8333
G.Quigley-5865
G.Ramsay-Stewart-9198g
T.Reynolds-8800
K.& C.Robinson-6223
G.Ryman-8934
J.Sammut-8525
C.Samways-4871
Sea-Cebs-8751/8924/
8794/9208/9214
J.Seckold-5963
R.Seymour-3921
W.Short-7431
E.Sweeney-9676g
M/B/N/B.Tallis-9118
5977/9605
B.Tyrrell-7666
P.Wagner-7027
P.Walker-8788
M.J.Walsh-5919
R.Westwood-4434/9628g
V.White/R.O'Reilly-9681
G.Wilson-9685g
T.G.Wright-nbo
G.Wynand-5834
J.York-9453
R/L/J/J/Young-8560

VICTORIA

B.Gilbert-5539
F.Gruber-9469g
R.Hanslow-4897
P.Hehir-5513
J.Lines/J.Hall-5996
F.McGowan-5864
A.Nolan-9731
R.Nuske-5722
A.Parsons-6582
J.Sims-8341
R.Snibson-9421
J.Woodland-5606

SOUTH AUSTRALIA

I.Abbott-7490
I.Afnan-9285g
J.Armitage and
S.Hancock-9282
C/J/A/R.Blenkle-6629
R.Bradshaw-6791
D.Brook-6573
J.& F.Broks-8714
M.& G.Brunger-8355
B.& S.Caddy-9490g
D.Clarke-5824
M.Cole-6874
B.Cross-8366
A.Crossing-7483
D.Dineen-5193
L.Duke-6589
G.Fullerton and
L.Kirkham - 9182
J.Furnell-8586
C/R/T.Gurr-8085
R.Harvey-9288g
A.Hayter-9746
G.& S.Hewitt-6627
D.& C.Hood-9729
W.Hunter-8568
I.James-9563
R.Kerrison-8280
G.Lock-5918
W.McKeough-7659
C.McPhee-8998

South Australia cntnd.

J.Mardell-7944
K.Marsh-8576
D.Maxwell-6522
D.& G.Millard-6400
H.Moritz-6634
I.Murray-9469g
J.Nobbs-6131
D.Ollerenshaw-9192
G.& C.Pudney-9519
G.& A.Rankin-8901/9756
A.Ratcliffe-8531
D.Rehn-6562-9594
G/A/J/Robertson-9416
C.Silby-9728g
B.Smallacombe-9286g
P.Smith-9689g
B/S/T/Telford-6176
G.Tucker-8390
D.& G.Walker-6710
S.Wilson - 6556

TASMANIA

I.Johnston-8025
A.Perry-8257

A.C.T.

E.Brand-4833/9616
L.Cook-5915
R.Dunster-9687
F.Judge-8997
A.Lejins-9572
J.& B.Turner-6513
J.Wenborn-9774

WESTERN AUSTRALIA

T.& T.Brown-9674g
H.Cull-9653g
P.& N.Cull-9770g
G.Fell-9768
K.Gammie-8315
D/S/M/R/ and I. Gollagher-6438

W.A. Continued

D.Hartley-
C.Jackson-7458
R.McGregor-9672
D.McLean-8224
J.Scott-9567g
R.Scott-9252
N.Stephens-5546
M.& A.Taylor-5656
M.Tiessen-nbo
J.Woods-9274

QUEENSLAND

E.Abercrombie-8738
G.Bowles-3674
A.Burridge-9430g
D.& M.Connellan-9721
T.Crellin-9545
G.& M.Docwra-5543/9712g
F.Fielding-9607g
L.Holborow-7165
T.Jackson-nbo

****

WANTED URGENTLY -

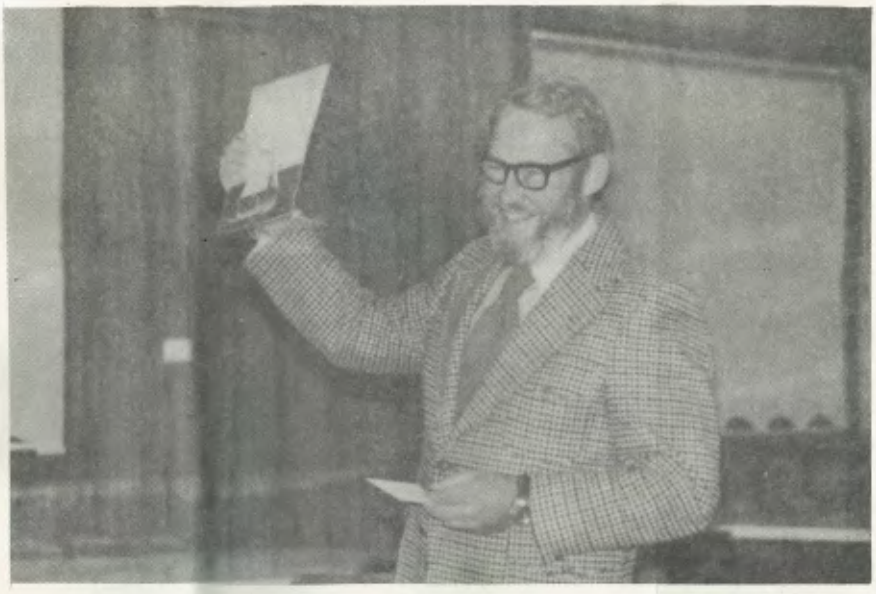
PHOTOGRAPHS - preferably nice big black and white ones, of Herons in action (up close) or Heron owners at rest and play.

ARTICLES - the scope here is just about limitless - on rigging, tuning, racing, maintaining, clubs, officers of clubs and personalities sailing in those clubs.

CRITICISM - of the constructive kind, please.

PRAISE - always music to the ears of hard working volunteers.

It's your magazine and can only be as good as your contribution. Don't leave it to the few.



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

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

Contact us NOW

General Accident

GENERAL ACCIDENT FIRE AND LIFE ASSURANCE COPRORATION PUBLIC LIMITED COMPANY
(Inc. in Scotland)

NEW SOUTH WALES
General Buildings, 10 Spring Street,
Sydney. 20566

QUEENSLAND
General Buildings, 39 Creek Street,
Brisbane. 211444

SOUTH AUSTRALIA
General Buildings, 117 King William Street,
Adelaide. 211 7877

TASMANIA
General Buildings, 174 Collins Street,
Hobart. 235081

VICTORIA
General Buildings, 394 Collins Street,
Melbourne. 620051

WESTERN AUSTRALIA
General Buildings, 172 St. George's Terrace,
Perth. 321 2254

PAPUA NEW GUINEA
Douglas Street,
Port Moresby. 212344

IT'S FUN WINNING WITH

SCHRAMM SAILS

1981/82 National Championships
1st EIGEN VECTOR
2nd OUTCAST

1981/82 NSW State C'ships
1st ABRACADABRA

1981/82 S.A. State C'ships
1st EIGEN VECTOR

NEED WE SAY MORE!!

JOIN THE SCHRAMM WINNERS NOW

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