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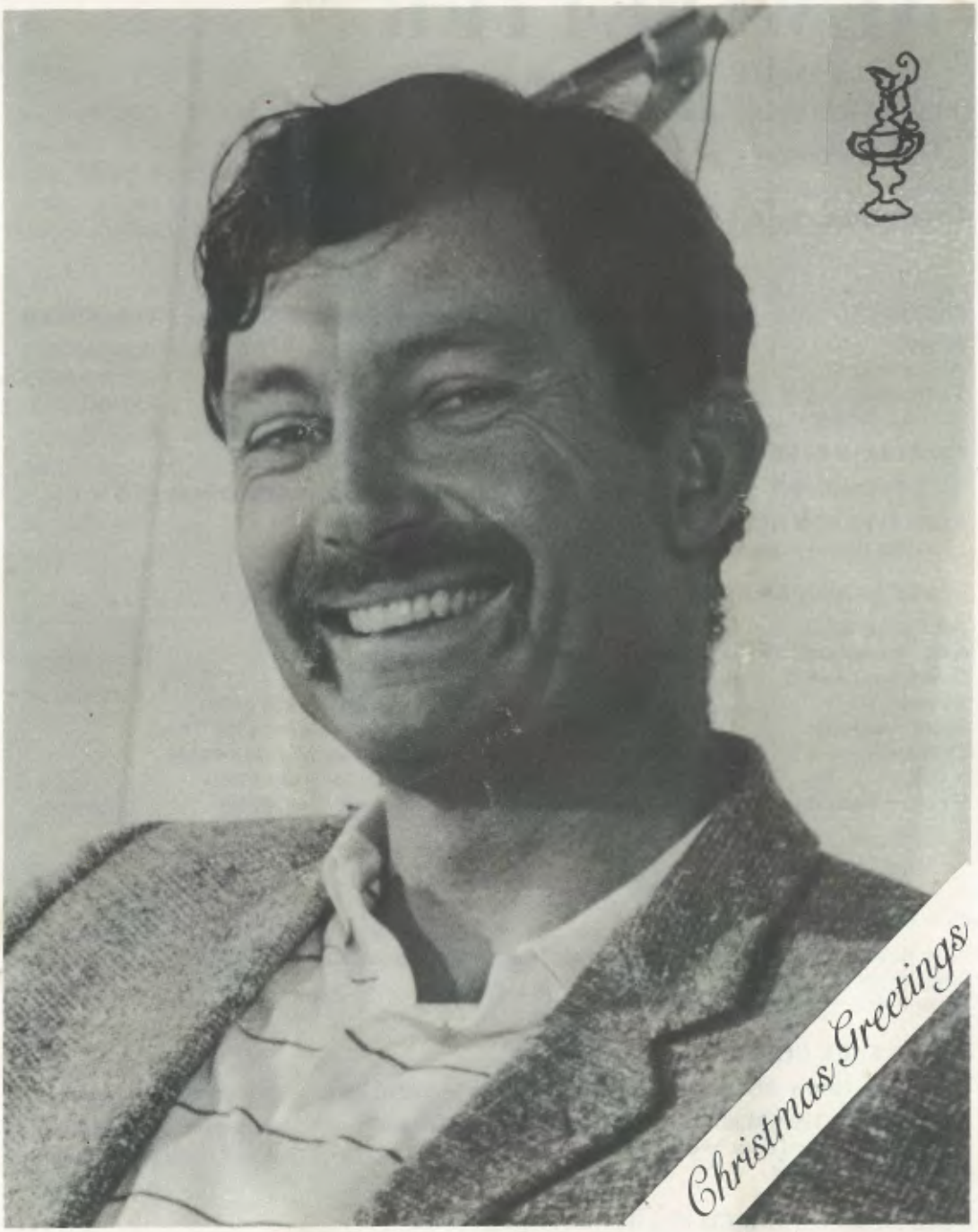
HERON NEWSLETTER



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HERON NEWSLETTER

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Western Australia:	**R. McGregor, 7 Bessell Av., Como, 6152 (367 4534)**

COVER PHOTO

John Bertrand's smile says it all – and all Heroners congratulate Australia II on a fine victory.
Photo – Warren Clarke

INSIDE BACK COVER

Top photo: How's this for Class Promotion? Peter Macleod believes in spreading the word.

Bottom photo: Terry Matthews of S.A. "Has trailer, will travel" and he does it most successfully on the home designed double-decker.

DEADLINE FOR MARCH ISSUE – 3rd February, 1984.

THE PRESIDENT WRITES -

Those who prepared for this sailing season should now be achieving the benefits from their efforts. Sydney weather has included both extremes - insufficient wind to beat the tide or 35 knot winds where the majority consider it 'not worth risking damage'!

By the time you receive this issue those of us attending the Silver 25th Nationals at Perth should be packing their bags and preparing to travel to this historic event. The possibility of viewing the 'Old Mug' in its new home seems to have diminished with the rumour that it will be heading to Hobart to be viewed by the many overseas (and local) participants in this years Sydney to Hobart Race.

The Western Australian Heron Sailing Association are working hard to ensure this should be the best National yet - the one to remember! I'm told the 'Doctor' is always on time.

May all members and their families remember the reasons of Christmas, have a happy and prosperous New Year and enjoy good sailing.

Noel Hill.

*****

MEASUREMENT APPOINTMENTS:

TASMANIA: Dr. H.Elliott, 28 High St.,Bellerive, 7018
N.S.W.: Mr. Bob Murray, 24 Carlow Cr.,Killarney Heights, 2087
Mr..Mel Picman, 74 Melba Drive, North Ryde, 2113.

***

AN IMPORTANT NOTICE TO ALL ASSOCIATION MEMBERS

The next issue of the Heron Newsletter (March) will carry the subscription notice for the 1984/85 season, subs. becoming due on the 1st April, 1984. Much and all as we would like to be able to send individual accounts, the economics of such an exercise, particularly in light of the ever increasing postage, makes this impossible and we therefore utilise both the March and June issues to include such a notice.

PLEASE, watch for the renewal form in the March Newsletter, (it's disappointing to an Acting Editor to think that you miss this notice because you don't read the Newsletter!), and be early with that 1984/85 subscription - thank you.

***

26TH NATIONAL CHAMPIONSHIPS - HOBART, TASMANIA

The following details were provided by the Union Steamship Company but with a word of warning that prices could change after March 31, 1984. The "Tourist" Rates are only applicable if a letter is received by the Shipping Company to the effect that the boats are to be used in a National Sporting event. The Association can provide such a letter.

Those wishing to accompany their cars via the Ferry trip from Melbourne can readily obtain from any Travel agency or Tasmanian Tourist Bureau a brochure on costs, etc. The following information is particularly for the "Seaway" express car ferry service.

RETURN RATES	M/H/M	M/H/S or vice versa	SY/HB/SY
CARS - Up to 4m	$202	$231	$261
- Over 4m and up to 5.4m	$246	$282	$317
- Over 5.4m	$329	$376	$422
CARAVANS AND TRAILERS -including excess ht.vehicles over 2.14m measurement to include towbar			
- Up to 3.1m	$208	$236	$266
- Over 3.1m and up to 4.1m	$276	$315	$354
- Over 4.1m and up to 5.2m	$362	$414	$465
- Over 5.2m and up to 6.8m	$416	$475	$535
- Over 6.8m and up to 7.7m	$492	$563	$632
- Over 7.7m	Special quotation	-	-

*Note caravans and trailers must be accompanied by a towing vehicle to obtain these rates.

NO REFUNDS OR ADJUSTMENTS WILL BE MADE.

IMPORTANT CONDITIONS - Insurance, is not included in the freight cost, thus all vehicles, plus any contents are shipped ENTIRELY AT SHIPPER'S RISK. Make sure you have 'cover' for the voyage.

Security - strict attention is paid to security, but passengers should be aware that any items left within the vehicle(s) are done so entirely at owners risk.

Free Return (Valid for 12 months) - the rates are for a single journey but cover your vehicle(s) for free turn shipment within twelve months of the forward date of shipment. It is necessary to retain the "Shippers Copy" of the Contract Note for presentation at the time of the return of your vehicle(s).

This service is designed for the carriage of bona fide tourist vehicles only and may not be used for general freight purposes.

MELBOURNE - No.6 Victoria Dock, Pigott St., Each Wed. and Friday.
SYDNEY - No.7, Darling Harbour Each Monday.

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THE REALISATION OF AN AMBITION

by Len Ralph (9724)

Perhaps it was only a dream, twenty years ago when the idea took shape, buying a boat to cruise the Mediterranian - impossible, when you are trying to raise a family of six youngsters.

Even as recently as last year, with all the kids off our hands, the flossy brochures from the Travel Agent on yacht charter in the Greek Islands left little hope. The US$300 to 400 a day plus extras was body blow enough, but, for a Heron sailor, the king hit was the requirement that at least one and preferably two of the crew be certified Offshore skippers and that another be a certified navigator.

Purely by chance, I received a tip from John Coen, National Vice President, which led me to the YACHT CRUISING ASSOCIATION. The YCA is affiliated with, and, Isuspect, is a commercial enterprise of the Royal Yachting Association. YCA started the so-called flotilla sailing in Greece ten years ago - today it sails 130 yachts in eight venues in Greece, Turkey and Yugoslavia.

In flotilla sailing a number of yachts, usually ten, sail in a group. A pilot yacht, with three YCA staff aboard leads the fleet to each of the overnight stopping harbours. These people attend to all the administration at each stopover, provide briefing before each departure, assist with mooring if required, regularly maitain engines, etc. for which they carry an incredible range of spare parts and, generally, care for their flock.

YCA is emphatic that cruising experience is NOT needed and welcome competent dinghy sailors as skippers of their boats. Other members of the crew do not need to be experienced, although YCA may suggest you choose to sail in one of their easier venues.

All cruises, which last for fourteen days, include seven or eight days of independent sailing when you are free, if you so wish, to sail off on your own in a specified area. Normally YCA offers a package, flying people from London to the airport nearest to the sailing venue. It includes all road transport and return to London. A per person package for four people to a boat varies from $A440 (April to Oct) to about $A780 at midseason. A deduction of about $A40 applies for children aged from 2 to 12 years.

Coming from Australia you may wish to join the group at the local airport. In this case a per person reduction of about $A100 can be applied to the above figure. There are no other hidden expenses.

In May we found ourselves boarding a new 29' keelboat DORIAN along with to other Melburnians whom we had met before leaving home. There were 12 boats in our fleet, 2 manned by Aussies, the rest by English people. The starting point was North Sivota on the west coast of Greece, just south of the Island of Corfu. We sailed southward visiting various places and four days later motored through the Levkas Canal, an area renowned from pre Roman days, into the Inner Ionian Sea,

a stretch of water which must rate as one of the most beautiful sailing venues in the world. It is protected from weather from all directions with lovely little bays at hand for comfortable overnight anchorage. In this area are the Islands of Levkas, Kefalinia and Ithaka, the reputed home of Ulysses.

Each evening was spent ashore in a Taverna, usually located right on the quayside. Moored bow to quay it was just a matter of stepping off DORIAN straight into the Taverna to enjoy an incredibly cheap Greek meal, with Retsina wine and Ouzo, music and dancing, all for $4 to $5 Australian. An early morning visit to the local baker, grocer and fruitshop was always a lot of fun because of the happy hospitality of the people. More so when they learned that we were Australians - seems everybody in Greece has a relative in Australia!

If there was any disappointment it would have to be because of the speed with which the days passed. We were a glum lot when the day came to pack up and leave our boats. Personally, I could easily have stayed on for another serve. We are making arrangements to go again next May and would welcome enquiries from anyone who would like to join us.

This was a dream that took 20 years to materialize, but it was well worth the wait.

****

Acting Editors Note: Thank you, Len, for letting us share the reality of your dream and whetting our appetites for a similar experience. Wouldn't it be great if we could organise a flotilla of Australian Heroners to join you next May?

CONTACTS: Yachting Cruising Association, Old Store House,
Judges Terrace, East Grinstead
SUSSEX RH19 1AQ.

Mr. L.Ralph, 96 Fawkner St.,Essendon, Vic. 3040

IMPORTANT POINTS:

1. Heron sailors are considered by YCA to be suitable skippers.
2. It is reasonably inexpensive if you are going overseas, anyway.
3. It is a fantastic experience.

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REMEMBER to display the 83/84 sticker on the outside transom - its proof of current membership and helps promote the Class.

REMEMBER to return your Membership Card TO THE ASSOCIATION if you dispose of your Heron. We can then invite the new owner to transfer registration to his name.

****

LEARNING FROM THE OTHER FELLOW

And what a fellow - winner of two Nationals and my hot top for the trifecta at the Big One, the 25th, to be held in Perth at the end of the year. On behalf of those who are about to read the following words of wisdom, I express sincere and grateful thanks to Craig McPhee for sharing with us his clear and concise approach to Heron sailing.

M.Clarke

FIRST WINDWARD LEG TACTICS - We all know that finishing position is directly related to where you are at the first mark, especially in a big fleet. It doesn't matter who you are, or how fast you are, if you are not in at least the first 10 to the windward mark in fleets of over 40 boats, your chances of the gun look a bit grim.

Clear air and starting at or near the right end and right on the gun are the first requirements but by no means the only ones. A couple of simple mistakes can lose many boats on this first tightly grouped beat.

Once you are away from the start, clear air must be maintained as inches are precious - avoid sailing in dirty air if it is at all possible. Try not to overtrim the sails, as we so often do, when under pressure but strive for maximum boat speed at all times. The Heron is relatively heavy, underpowered and slow to regain lost momentum (I'll be watching out for the letter bombs following that comment!) and this is why maintaining speed is so important.

Luffing and tacking duels are most definitely out as you can lose many boat lengths at this critical stage. Instead, keep a constant lookout for windshifts and puffs before they reach you. Other boats in front, pleasure craft, smoke on the shore, dark or light patches on the water can all give you vital information which you may be able to use to your advantage. Try to know what is going to happen before it actually happens. Very few changes in conditions arrive unannounced. Know the signs and keep a constant eye out for them.

It is usually better to stay fairly well up the middle of the course rather than play the sides unless an obvious shift is on the way. A large sudden shift should then only benefit about half of the boats around you rather than all of them if you get caught on the wrong side. A percentage game is more consistent than a chance game.

If you are unsure it doesn't hurt to follow the top boats out in front. If the top 10 boats in a big fleet all go right off to one side it can usually be a safe bet that they are going to the favoured side.

Don't bother with fiddly adjustments or minute changes to sail shape on the first leg as they would be a waste of time unless conditions changed drastically. Boat handling technieque and tactics along with few (preferably zero) mistakes will get you to the windward mark in a good position. If you are a compass fan, try to ignore it

on the first beat (especially in a large fleet). In a packed fleet with so many around you the things just mentioned are many times more valuable. On the subject of the compass, let me say that the opinion expressed on them in the last Newsletter is merely that - an opinion- of one person. If you are comfortable with a compass, use it, although their value is a Heron is still highly questionable.

MARK ROUNDING - The difference between a good rounding and a poor one can be as much as 2 boat lengths and in a packed fleet this could mean several boats. The shortest, and most commonly used, way to round a mark is to sail close to it and shove hard with the rudder. But this is also the slowest, the rudder is a brake therefore the more of it you use, the slower you go.

WINDWARD MARKS - Try to overlay the mark by a couple of feet and when you are almost to it, begin to pull away slowly to round in a slow arc. The closest you should come to the mark is on the opposite side from which you apprach it.

By bringing the boat upright as you begin the turn or even having a slight windward heel, you minimise the amount of rudder that is needed. Ease out the sails slowly keeping them on the edge of luffing all the time to keep maximum speed up. They must be kept working during the turn and not be allowed to stall.

Mark scraping is unecessary and also slow as you must use heaps of rudder to turn around it close enough to prevent someone sliding through on the inside. You also risk touching the mark as you ease out sails or if there is a sudden knock or larger wave. Try to avoid having to tack and mark i.e. approach a porthand mark on a starboard tack - (play safe).

WING MARKS - Ideally, 50m. from the mark you should be aiming at a point 5 or 6 metres directly upwind of the mark. It is slightly faster to approach the mark in those last few yards from directly upwind and if you are able to, gybe before you reach it. This allows your sails to be working as you turn around the mark maintaining speed rather than gybing the sails (no power) and turning (braking) at the same time, thereby losing speed. Again, using boat trim to turn is faster than using rudder. Regard the mark rounding as a curve, not a corner.

LEEWARD MARKS - This is the most crucial, especially in a big, close fleets and is where the most mistakes can occur. What happens when in your car you approach a sharp corner and turn hard into it? A sideways motion or slide can be the result. The same happens in a boat rounding a mark only that the slide is always there and depends on how sharp you turn and how fast you are travelling.

Avoid sailing straight at the leeward mark and on reaching it, shoving the boat around into the wind as quick as you can - sure, you may have been close to the mark but by the time you pick up speed again and pointing ability you will have drifted many precious feet

sideways to leeward. Someone rounding correctly, just behind you, will shoot straight past to windward supplying your sails with lovely, dirty air. Here again the idea is to turn in a slow curve coming closest to the mark on the opposite side you approach from. Sail those last few yards slightly wide and as you begin to turn make it a transition from a run to reach to beat rather than from a run straight to a beat. This allows speed to be maintained and minimises sideways slip (and also prevents anyone else rounding correctly from passing you).

Pulling the sails in too early causes you to heel too much causing sideways slip and to be actually blown sideways by oversquaring the sails to the wind as well as losing speed due to stalling. Keep a third of the jib luffing (a jib sheeted in too quickly forces the bow off the wind causing you to use more rudder to round up) and the mainsail luff just lifting. It must be a smooth, well co-ordinated movement. By sheeting in the main slightly earlier than the jib, this allows the boat to round up easier due to the extra weather helm created (I often let go of the tiller when rounding up and use a slight heel and both hands on the mainsail to make the turn although, for safety reasons, letting the tiller go is not usually advisable). Always try to prevent stalling the mainsail as you round (leech ribbons are a great help here).

The main points to remember when mark rounding are:

1. Maintain speed
2. Curves, not corners
3. Sail slightly wide then curve in fast
4. Boat heel, sail trim, to assist turning rather than rudder usage.
5. Keep sails working at all times (it is better to have them slightly luffing than slightly stalling)
6. Avoid mark scraping
7. Smooth, well co-ordinated movements (practice)
8. Above all, avoid sharp 'fast' turns.

Of course there are exceptions to any rules and often in a tight situation you are forced to round the slow way. But if you are on your own, have room anyway or boats right in front of you, correct rounding can mean you will gain ground or even pass boats on the turn. If you have buoy room - use it to round the best way and don't get pressured into a sharp 'fast' turn.

SAILING DOWNWIN LEGS - I never fail to be amazed by the numbers of boats sailing curves between downwind marks. The shortest distance between two points is a straight line. Why cover extra ground by sailing a course to windward? (it may feel faster, we all know) and then having to pull away in the last 100m. and run slowly back down to the mark. A boat which has rounded just behind you and stayed on the line in most cases will be in front at the next mark.

Heat One of the last Nationals we rounded the windward mark 10th but arrived at the leeward mark 4th although we were not faster downwind than any of the boats we passed. We simply sailed a shorter course.

By staying on the straight line to the next mark (and slightly below in the puffs) we were able to round up fractionally in the last 100m as the others were coming out of their curve and sail straight past to leeward. Five boats were able to pass in this manner (the 6th we covered) when, if they had chosen to sail the straight line, we would have been lucky to pass any.

A group of boats together will nearly always sail this windward curve as each forces the other up and tries to blanket. If you are with them it can more often than not be faster to initially allow them to pass you to windward and to allow yourself to gradually slide to the line or just under it (better done in the puffs). Give yourself enough distance so that they will not disturb your air if they were directly upwind.

As they eventually begin to come back down wait until just before you get dirty air - then round up slightly thereby increasing your own speed and allowing you to slip through to leeward. Once you are clear with clean air resume the course to the mark.

The only times when sailing a curve is warranted are when A) there is an obstruction on the line (an upturned Heron?),B) in extremely light conditions a dead run can ofteb be sailed faster by slight downwind tacking and c) if you are hot on the tail of another boat with no-one within reach of you it can pay off to go up slightly to disturb their air if they stay on line. As soon as you do begin to disturb their air, come gradually back down tothe line, all the time maintaining this disturbed air.

This is not a passing manouvre as they will still be on the inside but it allows you to get much closer. For the boat covered in this fashion you don't have any choice as the boat behind always has the upper hand. The only thing you can do is go straight at the mark. By engaging in luffing duels the boat behind always catches up - and so will any others behind him! It is better to lose ground to just one boat than to several and in any case it is still hard for them to get clear ahead from this position.

In the big fleets and important races where the pressure is on, most skippers will sail these costly curves. The skipper that can keep a clear head and sail the correct route the correct way will always pick up ground. If you are able to - sail the straight lines.

It is more economical and wiser to let one boat catch up or pass than to fight to keep this one behind you but in the process let several others catch up or go through.

The article by John Stannard in the December, '82 Newsletter on Rudderless Sailing is valuable reading in relation to mark rounding and tacking. It is surprising just how effectively a Heron can be manouvred using sails and boat trim without applying the brake (rudder). Try it on a light day at first and you may pick up a few ideas as well as have a few laughs. (It is usually a good safety measure to take the rudder out in the boat just in case!)

LEARNING FROM THE OTHER FELLOW, continued

CONCLUDING COMMENT.

Each of the things talked about, individually, don't give any stunning gain. But get them all (or most) right and we are talking about minutes and many placings. As you climb up the fleet it is the small things that count and it is not boat speed that always wins races but mistakes that lose them. Mistakes not so mugh in rig set up or sail shape but in boat handling. Remember that the most influential factor is the twisted nut secured on the tiller and this is where the most adjustments can be made! EIGEN VECTOR (8998)

***

NOTICE OF MOTION FOR THE 26TH ANNUAL GENERAL MEETING

In accordance with Clause 9.2 of the Constitution the following Notice of motion has been lodged with the Association. It is usual for such a notice to be accompanied by supportive argument but, unfortunately, this was not provided.

Members are invited to submit comment to the Notice of Motion for publication in the March issue of the Newsletter.

"To alter PART TWO, CLAUSE 5 of the Constitution as follows:

5. SPARS

5.1 Mast. The mast may be of wood and generally to plan but not hollow or may be of aluminium tubing as per the specifications included on the measurement form. The mast shall be essentially circular in cross section. A timber mast may be tapered within the mast diameter tolerance stated on the measurement form and may be laminated vertically. The mast shall not have an adjustable step or be capable of swivelling.

5.2 Insert the words "The gaff shall be of wood, generally to plan and not be hollowed."

5.3 Insert the words "The boom shall be of wood, generally to plan and not be hollowed."

Proposed by D.E.Llewellyn (9782) and Seconded by P.Macleod (9781)

*****

Nominations for Life Membership are to hand in the names of George Robinson (S.A.), George Richardson (S.A.) and Peter Carey (Qld) and comment in support of those nominations will be included in the March Newsletter.

*****

CLUB PROFILE

TASMANIA - Lindisfarne Sailing Club, Hobart

Our reporter, David Salter (Mango Chutney - 8526) reports that the Heron Class has proven to be the most consistent in the Club this season. Several weeks ago we had a near disastrous day with constant rain and gale force winds - but the Herons made up nearly the entire fleet.

John Lock in SHARA has shown that he is the man to beat, however he may be vulnerable in a blow. John Savage, proud owner of DARING (753) (has anyone in Australia an older competing Heron construction circa 1958) is very consistent. Andrew Palfreyman and Anthony Morgan are, unfortunately, sailing part time but will, no doubt, set the standard at the time of the State Titles.

The Club has agreed to host the 26th Nationals in 1984/85, the courses are on a fine stretch of water north of the Tasman Bridge and the winds at Christmas are likely to be brisk sea breezes. However, should it come in from the North, then crews will have an exciting time. We look forward to seeing our Mainland friends, so please book early for this Series.

*****

NEW SOUTH WALES - Cronulla Sailing Club scribe, Allan Cawsey, reports a resurgence of interest in the Class and the formation of a very active Ladies Auxiliary. The new Clubhouse has proved financially viable with the result that fees have not risen for the 83/84 season. Allan sent in some photos of the Arts & Crafts weekend display which netted the club $2,100!

A novel idea for the Cronulla Heron Invitation Day was to invite 'old' Heroners to try their hand at the tiller - maybe they will get the urge to do it again on a regular basis.

*****

BOTANY BAY SAILING CLUB Invitation Day saw 55 entries from six Clubs competing in a moderate nor-easter. Sid Dyer (MHHSC) took HORNET to an early lead around the first mark while those following swapped placings fairly frequently.

Peter Macleod, sailing his new ISLE OF SKYE, managed to work his way to the front in the dying stages of the race and went on to take out the first Travellers Trophy event for the season.

Jenny McManus (NLSC) surprised many when she sailed ANONYMOUS to a handicap win.

*****

Contact Mary Clarke for your buoyancy bags , T-shirts, Ties, spoons, boat, full size frame and trailer plans, etc. etc.

CLUB PROFILE, continued

NEW SOUTH WALES - Narrabeen Lakes Sailing Club Reporter, Peter Macleod, writes that the sailing season got under way on 4th September and it looks like 20 Herons will be sailing regularly through summer. Three new glass boats have been launched by Ron Gilholme, David Llewellyn and Peter Macleod and the Fowler's have added a second Heron to the family line-up for daughter, Debbie.

Social activities have raged through the winter months and the Presentation Evening was a smash hit. Lake Macquarie has been the venue for two camping/caravan weekends enjoyed by a large number of Heroners.

The 83/84 season is shaping up to be a highly competitive one, many boats sporting new sails and skippers keener than ever. Narrabeen will have representatives at the Nationals in Perth and the Club will be hosting the 83/84 State Titles, expecting around 60 entries including a New Z aland contingent.

The big news is that the State Association is to hold a Junior State Titles separate from the Open State Series, also hosted by Narrabeen. One of the problems of our Lake is the continual silting which requires a quarter of the course to be sailed in water not deep enough to fully lower the centreboard - tacking duels in knee deep water are not uncommon - BUT - the good news is that the local Council is to proceed with a dredging scheme.

*****

HAWKESBURY RIVER SAILING CLUB - Terry Dewhurst writes "The season has started well,with the launching of a new rescue boat and the addition of four new members. The Duffield Plaque drew entries from Narrabeen Lakes, Bayview and Connels Point and provided an impressive fleet of 30 Herons on the Hawkesbury River. Narrabeen filled the first four places, Hawkesbury coming in fifth. Further heats will be held 4th and 18th March, 1984.

We sail from Lookout Beach and launch from Brooklyn Boat ramp and would welcome visitors or potential Club members any Sunday.

*****

CONNELS POINT SAILING CLUB - Mick Carr (WAGS) writes "the Second round of the Travellers Trophy, hosted by Connels Point, saw 57 starters and what was lost on sailing conditions was made up for in the social atmosphere that prevailed. The following day saw the first heat of the Jax Trophy sailed in frustrating conditions with little wind and strong tidal conditions. Some Heroners crossed the starting line only to have the tide sweep them back again. We welcome new club members, V.Muller, W.Kelly and M.Hamarty and son.

Competition is keen with an average of 13 to 14 sailing regularly and our top skippers are being pressured to stay up front.

*****

SOUTH AUSTRALIA - Brighton & Seacliff Yacht Club - Bill Tucker reports "With the 83/84 season under way, 15 to 20 Herons are facing the starter each week and newcomers Les Sims, Geoff Benger and Roger Mather will soon be challenging some of the 'old timers' for the trophies this year.

Other form skippers are Peter Beaumont (TOUCH OF CLASS) and Adrian Pimlott (WINKY DINK). Mrs. Val Witty has donated a trophy to be known as the Mike Witty Memorial Trophy and this will be strongly contested and highly regarded by the eventual winner.

Old Heroners Day is to be held on the 18th December and it is rumoured that Ron (Old Smokey) Johnson is transferring to Sydney and looking for a club to join. Sydney's pollution problem will worsen and we, at Brighton Seacliff, will once again be able to see the weather mark!

*****

PORT RIVER SAILING CLUB - Barry Burdon reports the continuing success of Port River member, Craig McPhee who, for the second year in a row has taken out the Club, State and National Championships. Also successful were Anne Robertson (1st Lady) and Alan Blenkle, (best Junior).

Port River is sailing the largest fleet of Herons in South Australia with over 20 starters to the line each Saturday and over 30 on the books. New members are Bob Holmes and Don Petterson and juniors, Alan Blenkle, Leone Partridge, Sarah Ashley and Des Tresider have transferred from Holdfast trainers.

Our Club was, once again, successful in the Inter-Club Teams Race with Henley, Royal Port Pirie and Wallaroo making up the minor places. The Club tractor is having a face lift and will be painted in ROBERTSON RED (to match two Herons, a 125 and a T.S.16!)

*****

HENLEY SAILING CLUB - Don Malcolm reports 23 Herons on the Club register with more on the way. There were tears a plenty in the Hayter household when MAGNUM FORCE went down the drive for the last time but Alex and Peter Nicholson have joined forces in a grp boat building venture. Who will be placing the first order for a Hayter/Nicholson GRP Heron?

It has been all hands to maintenance during the winter and under the watchful eyes of ex- Ship's Engineer, Craig Hunter. Ross Fletcher missed out on the fun, preferring to enjoy the pleasures of Greece and Bill McKeough's IOLANTHE is now dressed in a new suit of vibrant coloured sails.

To those making the long trip to Perth, safe travelling and good sailing - to those who can't get time off - bad luck! There's always next year.

STATE AND DIVISION NEWS

SOUTH AUSTRALIA - HERON/MIRROR PROMOTION DAY - WESTLAKES

The S.A.Heron and Mirror Associations jointly ran a promotion day at Westlakes on the 30th October. 16 Herons and 6 Mirros turned up in perfect weather to be eyed off by interested members of the public.

It was a great success for the Heron Class, so many wanted to look at and talk about our fine craft and this should lead to some new faces on the water soon.

In the short races sailed in full view of the spectators, the Herons again managed to blow the Mirrors into the weeds (spinnakers and all). The sail-batten race conducted in teams of 3 certainly gave the spectators a good view of some suspect changeover techniques and enabled them to see our craft in action.

Rounding off the successful day, S.A.President, Don Malcolm, (9764) presented the Mars Bars Trophies to the various hungry Heroners who won them. (8998)

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SOUTH QUEENSLAND. The recent A.G.M. saw the retirement of John McKeown from the office of President and the election of Doug Straker, as his successor. Derek Miles is the new Secretary and writes that the new Committee got off to an active start by showing an immaculate Heron at the Brisbane Boat Show which created a great deal of interest and, hopefully, many new followers. Heron fleets are on the increase at Humpybong (promoted by Arthur Bullock), Hervey Bay (promoted by Peter Carey) and Cleveland while the strength of Heron sailing continues at the Sth.Brisbane Sailing Club. The annual clash between Herons and Mirrors had the expected result. (no need to brag about who won!)

Coming Events: Qld.Championships - Hervey Bay - 20/23 April, 1984. Visitors welcome with an early bird race 2.00p.m. Good Friday then five races held over the next three days.

Sth.Qld.Championships - Lake Cootharabah - 5/7 May, 84. Half way between Hervey Bay and Brisbane. The Association will run the event and promises that this year, IT WON'T RAIN.

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REMEMBER to have those replacement sails measured to maintain classification.

REMEMBER to buy a rule book AND READ IT - particularly important for Club, State and National race participation.

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AUSTRALIAN CAPITAL TERRITORY. Secretary, Alastair Stewart made a very determined effort to get his copy in on time. He jumped on his bicycle and pedalled to Canberra Airport and gave the envelope to a chap about to depart for Sydney who promised to post it on arrival. Well done, Alastair, and as you can see he kept his promise!

Sailing has started in earnest on Lake Burley Griffin, the first race was held in cold and gusty conditions which produced some great planing. Newcomer, Don Cameron (7892) capsized while gybing but he was back to sail the second race which started in a drifter under heavy skies and an ominously quiet and glassy lake. The inevitable happened and the 35 knot squall accompanied by torrential rain saw other Classes bottling around us while the Herons, one by one, gracefully retired to resume the contest on another day.

The Sailing Clinics have successfully introduced newcomers to the joys of our sport and the lectures and demonstration days have been very well attended. We find that the supply of Herons cannot meet the current demand.

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NEW SOUTH WALES - "Gold Medallist" from "Bird Watcher"

How many Heroners can actually say that they have won a Gold Medal for sailing. Paul Armstrong of the Speers Point Heroners can! On the 17th September, 1983 the Lake Macquarie Municipal Council held a Head of the Lake Race keenly contested by 75 entrants including 16' Skiffs, Tasars, N.S.14's, Catamarans and Herons. The race was run in conjunction with the Council's Sports Week and medals were given for 1st, 2nd and 3rd placings on Yardstick and First Team.

Young Paul took advantage of the almost non-existent breeze to keep up with the leaders and take the gold.

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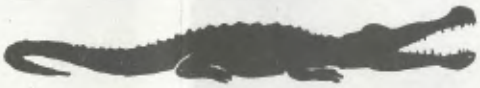
LICENSED GRP BUILDERS AROUND AUSTRALIA

QLD: G.Hermann 'Selectacraft', Slade Point, Mackay, 4740
N.S.W. Eric Sweeney, 13 Jones Ave.,Warners Bay, 2103
J.& H.Boat Kits, (M.Bailey), 1 Polo Ave.,Mona Vale.2103
VIC: R.Botterill, 6 Advantage Rd.,Highett, 3190
F.Gruber, 16 Martha St.,Seaford. 3198
W.A.: Tudi Tiessen (R.T.Yachts), 15 Constance St.,Bayswater. 6053.

All builders welcome direct inquiries and, don't forget, the Association provides the plans to build Herons or to finish off incomplete glass hulls. Why not follow the successful formula, build or fit out a new Heron through the winter and defray the cost by selling the current model to someone wanting to join the growing Heron family.



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