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HERON NEWSLETTER

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National Heron Sailing Association of Australia

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COVER PHOTO

Junior Champion, Murray Hughes (NSW) shows his style in a warm up before Heat 4 – Note the 'Red Baron' strikes on DUNVEGAN'S BOW!!

INSIDE BACK COVER

Top photo: A very happy Kylie McCarthy (SA) after placing 5th in Heat 2.

Bottom photo: First away, McPhee and Carey obsecured by 9179 (Dyer), 9585, (Parry), 9479 (Burdon) and 9620 (Hale).

DEADLINE FOR MARCH ISSUE 11th May 1984

THE PRESIDENT WRITES —

Historic, colourful, terrific hospitality and fellowship, excellent organisation and leadership are just a few inadequate descriptions of my impression of Perth and the 25th National Heron Championships.

The accommodation at Currie Hall arranged for most interstate participants and their families was very suitable and within short walking distance of Perth Dinghy Club. The great variety of flowering and towering trees and shrubs and the well kept, expansive lawns abounded in every direction.

The results of the races are reported elsewhere but I'm sure I express the feelings of everyone who attended in congratulating the entire Committee and the Host club for the success achieved. (The superlatives used are not unwarranted or excessive.)

To me the reasons West Australians are so proud of their State is now obviously apparent and justified!

As another year (and sailing season) draws to a close I remind all Heroners that there is a need of the combined support and efforts of us all to maintain membership numbers, promote the Class and participate in State and National Committees - don't leave it to others!

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NEWS FROM THE U.K.HERON ASSOCIATION

If there was any doubt about the longevity of Herons this must be dispelled with news just in from the U.K.Association on the results of the 1983 National Championships.

Herons 8659, 9365 and 9814 took our the major placings but the 7th spot went to Heron No. 1550, the 11th to Heron No. 880 and the 12th to Heron No. 525.

Not to be outdone, Heron No. 65 managed a creditable 15th!!! And this from a boat at least 30 years old. This must surely say something for the ONE DESIGN concept that a boat 30 years old can compete against and hold its own with those only a few years old.

The Heron seems to be an investment which, if cared for, can go on giving pleasure for generation after generation.

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Full report on the 25th National Championships - next page.
Also included Notice of Annual General Meeting, Subscription renewal form for 1984/85, Comment to the Motion on Notice re aluminium masts - and much more.

PERTH - VENUE FOR THE 'SILVER SERIES'

A REPORT OF THE 25TH NATIONAL HERON CHAMPIONSHIPS - Mary Clarke

The AMERICA'S CUP - AND - THE HERON NATIONALS. Perth was definitely the IN place for this very special series to celebrate 25 years of Heron sailing in Australia. Thought by many to be impossible, both were now reality.

Perserverance, hard work and concerted effort won THE cup for Bondy and his Boys and so it has been with the Heron Class, which by sound administration and membership has reached a milestone in Dinghy history attained by so few - 25 years of National Titles.

All systems were GO for the Host State Association, the Host Club (Perth Dinghy) and those who made the BIG decision to head west and try their luck in this very special event. They came by plane, train, bus and car and those who crossed the Nullabor by road were treated to a rare phenomena - December rain.

And it continued to rain right up to the morning of the Invitation Race when the skies cleared, the sun shone and Huey (patron Saint of sailors) and the Fremantle Doctor (prevailing s/w wind) combined to make it a terrific sailing week.

Just a few weeks earlier, Currie Hall, the W.A.University campus set aside for the visitors, was hushed, students cramming for the end of year exams. But now, exams finished and students gone, the Hall took on a very different atmosphere as Heroners MOVED IN. With such a diverse group, it wasn't long before the HALLS OF CURRIE rang with Narrabeen ditties, Queensland folklore and discussion on sloppy rig, mast bend and WHO would take home the SILVER HERON.

All this time our Hosts were feverishly working behind the scenes, Terry Gaunt, W.A.President was most ably assisted by his General, Roy Christie who had the troops well and truly organised to settle the visitors, help unload the enormous trailer that had carried eleven Herons from EAST to WEST, to complete registration and generally make everyone welcome at the Friday night B.B.Q. The warmth of the welcome and the chance to renew friendships of earlier Nationals made for a truly swinging evening.

Mr. Keith Wilson, M.L.A. and Minister for Sport and Recreation was confronted with a most colourful sight when he and Mrs.Wilson were ushered onto the deck of the Perth Dinghy Club by Commodore Brian Kermin to meet participants and officially open the 25th series. He spoke of the delight of his Government, not only in being the home base for that FAMOUS CUP but also by the choice of Perth as the venue for this historical Heron series. The Heron certainly captivated him, he and his wife staying on for some time watching the dress rehearsal, the Invitation Race.

SATURDAY, 31/12/83. The infamous 'Doctor' could raise little more than a 12 to 15 knot wheeze from the southwest as the competitors made their way to Quarry Point for a 3 p.m. start. Anxiety on the part of many resulted in a General Recall but O.O.D., John Sibbes, had a much more orderly start the second time around. Defending Champion, Craig McPhee (SA) moved EIGENVECTOR into the lead closely followed by LITTLE AUSSIE (Chris Carey-Q)

attempting to win his first senior series. It was copybook sailing by McPhee until he took an unscheduled swim allowing Carey to move through. McPhee quickly recovered and went on to take second place just 27 seconds ahead of BEJUGARAWAY sailed by Ray Hale of Victoria and W.A.Champion, Ann Gaunt, fourth.

PLACINGS FOR INVITATION RACE:

1.	LITTLE AUSSIE	Chris Carey-Q	(9671)
2.	EIGENVECTOR	Craig McPhee -SA	(8998)
3.	BEJUGARAWAY	Ray Hale-V	(9620)
4.	ANNADVERSARY	Ann Gaunt -WA	(9903)
5.	ISLE OF SKYE	Peter Macleod-N	(9781)

NEW YEAR'S EVE - 31/12/83. Traditionally, each State presents an 'item' during this festivity and, having stolen the show last year at Barmera with their famous FRUIT FLY ACT, the N.S.W.Narrabeen Lake players were determined to do so again with their rendition of BIG SPENDER (Heron sequined trunks, top hats and little else!) Not to be outdone, the Queensland contingent introduced the VON CRAP FAMILY SINGERS who, with some very clever lyrics, told of their epic journey to the West. The lone Victorians could have been introduced as HALE, HALE, THE GANG'S ALL HERE (Ray, Betty, Julie, Gary & Wayne). Add to this the S.A.LIGHT OPERA COMPANY, the MIDDLE HARBOUR MELODIES and the TWO RONNIES from W.A. and it was no wonder the Easterners nearly missed their entry into 1984 (10p.m. W.A. time). At midnight, with corks popping and champagne flowing the strains of Auld Lang Syne could be heard on the other side of the Swan as the Heron fraternity moved, full thrust, into the NEW YEAR. Needless to say, New Year's Day was mostly taken up with sleeping off the Night before, or, for the strong hearted, a day of seeing the sights of Perth.

HEAT ONE - Monday, 2/1/84. The casual and cavalier attitude of the Invitation Race was not in evidence as the starters made their way to Quarry. Off to a clear start, it took LITTLE AUSSIE just 14 minutes to round the first mark in a 12/15 knot sou'wester. Then followed EIGEN-VECTOR, BEJUGARAWAY, ANNADVERSARY and ISLE OF SKYE. Positions down the line were changing on every leg and then disaster struck for McPhee. A gaff halliard failed forcing his retirement from the race leaving the way open for LITTLE AUSSIE to take line honours.

PLACINGS: HEAT ONE:

1.	LITTLE AUSSIE -	Chris Carey, Q.	(9671)
2.	BEJUGARAWAY	Ray Hale, Vic.	(9620)
3.	ISLE OF SKYE	Peter Macleod, N.	(9781)
4.	HORNET	Sid Dyer, N.	(9179)
5.	ENTERPRISE	W. Parry, N.	(9585)

HEAT TWO, Tuesday, 3/1/84. A shifting easterly, from 2 to 8 knots faced the competitors for this a.m.start. And with the light winds came some new faces. LITTLE AUSSIE and EIGENVECTOR vied for the lead while Kylie McCarthy (SA), revelling in the lighter winds moved CHARLIE GIRL into third place. This position was forfeited to ISLE OF SKYE (Peter Macleod) on the next reach while CZECH MATE (Mel Picman), HORNET (Sid Dyer) and FREE AND EASY (M.Salmon) continued to improve their positions.

But the drama of this race was to happen later when 6 skippers, responding to a call for help to stow a rescue craft, failed to sign off. One of those was defending champion, Craig McPhee who, you might recall, had retired from Heat one with broken gear. A disqualification for Heat 2 would have put paid to any hope he had of making it three in a row and he, along with two others, lodged an appeal against the disqualification as Yacht Materially Prejudiced. The facts, having been found by the Protest Committee, all were reinstated to their finishing positions.

PLACINGS: HEAT TWO:

1.	LITTLE AUSSIE	Chris Carey, Q.	(9671)
2.	HORNET	Sid Dyer, N.	(9179)
3.	EIGEN VECTOR	Craig McPhee, SA	(8998)
4.	ISLE OF SKYE	Peter Macleod, N	(9781)
5.	CHARLIE GIRL	Kylie McCarthy, SA.	(8901)

LAY DAY - Wednesday, 4/1/84. Yanchep Park, declared the battleground for THE ASHES (Heron style). THE REST were badly outnumbered and no match for the W.A.Team captained by Tony Oram. Of course, his tactics were more than a little suspect even with the help of regular umpires,ROWAN & LENTON, satorially splendid in white tails and Ken with his cocky on his shoulder! But no one could deny the bowling prowess of Jenny Stevens (WA) who accomplished the elusive hat-trick to destroy any chance THE REST had of winning the day. Anthony Dyer (THE REST) scored his limit of 10 in fine style but the treasured TROPHY will stay in the West (along with that other famous Trophy) for the next 12 months. The cricket decided and the barbecue demolished it was time for swimming, bushwalking, visiting Atlantis Marine centre or just plain lazing around with the odd word or two on sailing.

HEAT THREE - Thursday, 5/1/84. The day of the big blow, well, not as big as it could have been, but big enough to blow some competitors off the water and reduce the finishers to 48 in number. The Gaunt combination (Ann and Terry) got the perfect start and was first around the windward mark closely followed by ISLE OF SKYE; EIGENVECTOR and LITTLE AUSSIE were having their usual tussle and BEJUGARAWAY was just off the pace. McPhee dramatically improved his position on the second work and moved EIGENVECTOR past ANNADVERSARY and into the lead. Ray Hale sailed BEJUGARAWAY into third spot between wind gusts of 30 knots which kept the rescue craft busy attending the many capsizes. McPhee's win put some real interest into the series and the question was, could he do it again?

PLACINGS: HEAT THREE:

1.	EIGEN VECTOR	Craig McPhee, S.A.	(8998)
2.	ANNADVERSARY	Ann Gaunt, WA.	(9903)
3.	BEJUGARAWAY	Ray Hale, Vic.	(9620)
4.	LITTLE AUSSIE	Chris Carey, Q.	(9671)
5.	ISLE OF SKYE	Peter Macleod, N	(9781)

HEAT FOUR, Friday, 6/1/84. A shifting breeze from east to south and back to east prompted O.O.D.Sibbes to postpone for 30 minutes, a decision wisely taken as the Doctor, running a little late, finally came in from the sou' west at around 18 knots. This was EIGEN VECTOR'S race from start to finish the interest coming from the minor placings which changed on just about every leg. First HORNET, then ENTERPRISE, then LITTLE AUSSIE all had a look at second running and in the middle of it all David Llewellyn's THE ANSWER

had a little MICROWAVE treatment to the port bow. Unable to complete that race, Dav'd appealed as Yacht Materially Prejudiced and was given average points. While the Big Boys were doing battle at the front of the fleet there were several races within races going on down the line. National President, Noel Hill found himself battling it out on more than one occasion with club mate Karl Schulten and Tom Rowan from Narrabeen and many of the W.A. skippers were thoroughly enjoying their race for the very minor placings.

PLACINGS: HEAT FOUR:

1.	EIGENVECTOR	Craig McPhee, SA (8998)
2.	BEJUGARAWAY	Ray Hale, Vic. (9620)
3.	LITTLE AUSSIE	Chris Carey, Q. (9671)
4.	ENTERPRISE	Bill Parry, N. (9505)
5.	HORNET	Sid Dyer, N. (9179)

HEAT FIVE, Saturday, 7/1/84. The final heat and last opportunity for Craig McPhee to join a very illustrious few - A triple National winner. The wind was out of the east blowing 10 to 12 knots as the fleet faced the starter for the last time. CHEEKY sailed by Phil Wise of S.A. got the perfect start and showed a clean transom for the first triangle. But out of the blue and at the next windward mark came Ray Hale's BEJUGARAWAY closely followed by ISLE OF SKYE, LITTLE AUSSIE and EIGEN VECTOR, fourth. Somewhere between the work and the square run EIGEN VECTOR moved through to second place and, sticking to BEJUGARAWAY like glue, the boats finished in that order.

PLACINGS: HEAT FIVE:

1.	BEJUGARAWAY	Ray Hale, Vic (9620)
2.	EIGEN VECTOR	Craig McPhee, SA (8998)
3.	ISLE OF SKYE	Peter Macleod, N (9781)
4.	LITTLE AUSSIE	Chris Carey, Q. (9671)
5.	CHEEKY	Phil Wise, SA (7265.

The SILVER HERON would be returning to South Australia in the care of triple winner, Craig McPhee.

PRESENTATION DINNER, 7/1/84. Those staying at Currie Hall had but a short walk to the Great Hall for the Presentation Dinner (and were grateful for the short walk home at the end of the evening.) This was a time not only to acknowledge deeds done on the water but also those deeds done on shore by a number of people, unselfishly and unstintingly. Roy Christie and Hilary Arber, the dynamic duo, who covered all contingencies and overcame all adversities (and there were a few). Beryl Kermin who, with the assistance of Joan Oram, fed the hungry mob and fed them well. Marie Christie and her 'information' ladies; O.O.D.John Sibbes and his very efficient helpers, Gwenda & Roy Carless, Norm Arber, John Hill, Laurie, Derek, Max & John (Tower). Members of the Perth Dinghy Club, always there to lend a hand. All played a part in making this 25th National Series a memorable one. We look forward to meeting you all again in the Apple Isle, Tasmania when the 26th Nationals will be hosted by the Lindisfarne Sailing Club.

26TH NATIONAL HERON CHAMPIONSHIP RESULTS - Best four heats recorded

PL.	NO.	BOAT NAME	SKIPPER					Total Pts.
1	8998	EIGENVECTOR	C.McPhee-SA	3	1	1	2	8.7
2	9620	BEJUGARAWAY	R. Hale-V	2	3	2	1	11.7
3	9671	LITTLE AUSSIE	C. Carey-Q	1	1	3	4	13.7
4	9781	ISLE OF SKYE	P. Macleod-N	3	4	5	3	29.4
5	9179	HORNET	S. Dyer-N	4	2	7	5	34
6	9585	ENTERPRISE	W. Parry-N	5	10	4	7	47
7	9782	THE ANSWER	D. Llewellyn-N	6	6	Av.Pts.	9	52.4
8	9787	RUKIJEMITO	R. Tiessen-WA	10	8	8	6	55.7
9	9903	ANNADVERSARY	A. Gaunt-WA/L	7	2	11	19	58
10	9763	DUNVEGAN	M. Hughes-N/J	9	9	9	9	60
11	9506	CAREW	N. Carey-Q/LJ	8	12	14	8	66
11=	7265	CHEEKY	P. Wise-SA	14	17	7	5	66
13	9442	FREE AND EASY	M. Salmon-SA	17	8	6	12	66.7
14	9255	CZECH MATE	M. Picman-N	11	7	16	17	75
15	9479	ZINFANDEL	B.Burdon-SA	19	11	10	13	77
16	9416	MALUNA	A. Robertson-SA/L	18	14	14	14	84
16=	9563	RIPPER TOO	I. James-SA	13	16	16	15	84
18	9581	HOT TOMATO	R. McGregor-WA	12	15	15	27	93
19	9634	JIGSAW	W. Tucker-SA	12	18	32	12	98
20	9470	WESTERN COMFORT	R. Stone-WA	13	19	23	21	100
21	5359	PLOD	W. Baker-WA	15	17	19	31	106
22	9234	CONFUSION	K. Molineuz-SA/L	28	24	13	20	109
23	9901	DR.JAZZ	P. Carey-Q	27	25	13	25	114
24	7474	WILDFIRE	H. Arber-WA/L	=22	25	29	17	117
25	9514	ANT-AGONISE	A. Dyer-N/J	24	28	28	16	120
25=	9790	ALL I ASK	I. Jarvis-WA	21	39	18	18	120
27	9289	MICKIKS	R. Harvey-SA	20	24	35	28	131
28	8901	CHARLIE GIRL	K. McCarthy-SA/JL	5	41	37	26	132
28=	9633	BIONIC	H. Cull-WA	37	26	22	23	132
30	9174	ESRA TEW	G. Richardson-SA	26	35	23	27	135
31	5656	DIDGERIDOO	M. Taylor-WA	34	27	30	32	137
31=	9770	MICROWAVE	P. Cull-WA/J	31	32	21	29	137
33	9583	RISING DAMP	T. Rowan-N	20	29	34	33	140
34	8302	CARUMBA	R. Salmon-SA	16	21	25	DNS	141
35	9462	KRISCA	K. Schulten-N	39	19	39	24	145
36	7942	FINESSE	R. Christie-WA	29	29	28	41	151
36=	8766	WIZZICUSS	N. Dvorak-WA	30	33	24	40	151
38	9699	PURPLEXED	P. Robinson-Q	32	44	22	42	164
39	6616	GYPSY SAM	C. Mitchell-Q/J	=22	42	44	33	165
40	9498	TAMARAG	N. Hill-N	46	26	38	36	170
41	8074	VAT 70	W. Hill-WA	36	23	DNF	30	178
41=	8080	NEW BETSY	A. Wilson-WA	41	37	39	37	178
43	7873	TARPON	L. Partridge-SA/JL	40	45	26	48	183
44	8582	CHABLIS	G. Fairclough-WA	43	36	43	38	184
45	8223	THIS WAY UP	P. Mahony-WA	45	43	44	35	191
46	9474	REJOICE	R. Whitehead-WA	48	48	36	36	192
46=	9495	MELE TOO	L. Christie-WA	33	51	40	44	192

TH CHAMPIONSHIP RESULTS,continued

PL.	NO.	BOAT NAME	SKIPPER					
48	9463	FLIPPY	H.Linguis-WA	44	47	34	51	200
48=	9757	ANN MARIE	K. Wood-WA	51	47	31	47	200
50	9773	THAT'S A MORAY	R. Ewin-WA	41	42	50	46	203
51	9651	SALAMANDER	M. Rayner-WA	54	43	38	45	204
51=	9758	TARO	T. Horne-WA	45	40	45	50	204
53	9591	SEA JADE	D. Miles-Q	52	35	42	52	205
54	9542	OZ	K. Lenton-N	30	46	51	55	206
55	9167	NON SUCH	C. Mumme-WA	56	32	48	49	209
56	9566	KOODOO	R. Davies-WA	41	55	49	53	222
57	8922	DRIFTER	J. Carroll-WA	50	54	DNF	43	236
58	5672	INGRID'S PRESENT	J.Livingstone-WA	58	50	52	54	238
58=	9674	BLUE STREAK	T. Brown-WA	52	DNF	41	56	238
60	8925	RED MITCH	A. Mitchell-Q	46	DNF	53	58	246
61	7847	NIKKI	R. Taylor-WA	58	DNS	54	59	260
62	9401	RED WITCH	D. Hunter-WA	55	56	DNF	DNS	265
63	9511	ANNACONDA	R. Bradshaw-WA	DNS	DNS	DNS	DNS	284
63=	9642	INVINCE-A-BULL	J. Muir-WA	DNS	DNS	DNS	DNS	284

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NOMINATIONS FOR OFFICE (Annual General Meeting, 7th May, 1984)

In accordance with the Constitution, nominations for office are required to be published in the March Newsletter and the following are to hand:

Nomination for President -	Mr. Noel Hill
" " Vice Pres.-	Mr. John Coen (Victoria)
" " " " -	Mr. George Richardson (S.A.)
" " " " -	Mr. Keith Mealey (N.S.W.)
" Hon.Gen.Sec. -	to be advised
" Hon.Treasurer-	Mr. Ray Hann
" Editor -	to be advised
" for Registrar-	Mrs. M. Clarke

In acoordance with Cl.4.1.3. vacancies in any of the above positions may be filled by resolution of the Management Committee, but all such appointees may hold office only until the next A.G.M. and may then stand for election or reappointment as the case may be.

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LICENSED G.R.P.BUILDERS

M. Bailey (J.& H.Boat Kits), 1 Polo Ave.,Mona Vale. N.S.W. 2103
J.Botterill & Sons, 6 Advantage Rd., Highett, Victoria, 3190
E. Gruber (Frankston Fibreglass), 16 Martha St., Seaford, Vic.3198
R. Tiessen, 15 Constance St.,Whatley, W.A. 6053
E. Sweeney, 13 Jones Ave., Warners Bay, N.S.W. 2282
G. Hermann (Selectacraft), Industrial Est.Slade Pt.Mackay, 4740

ALUMINIUM MASTS?

The Motion on Notice which appeared in the December, 1983 Newsletter and which is to be tabled at the A.G.M. in May has prompted some members to put pen to paper and express their opinions on the subject of aluminium masts.

To prompt your memory the Motion appears below and is immediately followed by the correspondence received. As the motion itself was unaccompanied by any form of explanation, each member should assess the correspondence and, as seen fit, record his/her vote.

***

MOTION ON NOTICE a) - To alter PART TWO, 5 of the Constitution as follows:-

5. SPARS

5.1 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.
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."

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

Moved D.Llewellyn (9782), seconded P. Macleod (9781).

***

George Richardson (SA) writes - The advantage of using aluminium tubing section over a fabricated timber mast is obviously thecost factor, and the 'off the shelf' availability of replacement. The general opinion of Mirror skippers in S.A., who have changed to the aluminium mast system is that there is no advantage to the performance of the boat. This could also be the case with Herons.

However, what troubles me is the question, how will this decision affect our ONE CLASS DESIGN that has been the governing factor of our Class's strength over the past 25 years in Australia? Will this be the thin edge of the wedge, to be followed by aluminium gaff, boom, tiller, centreboard and rudder blade - and who know's what else?

With these thoughts in mind I vote against the Motion - long live the Heron as we know it.

Bill Parry (NS.W.) writes - My comments supporting the motion proposing aluminium masts are as follows:-

1. The wording of the motion should be amended to read "..aluminium alloy.." in lieu of ".. aluminium.." This would more

Third time Championship winner, Craig McPhee with crew, Mareq Burdon (SA)

Runnerup Ray Hale with son, Wayne (Vic).

3rd. Brother combination Chris and Justin Carey (Q)

4th. Father and daughter team, Peter and Raylene Macleod (N)

5th. Another father/daughter team, Syd and Allyson Dyer (N)

6th. W.A. President, Terry Gaunt congratulates Bill and David Parry (N)

Junior Champion, Murray Hughes (left) with crew, Stephen Macleod (N)

Lady Champion, Ann Gaunt with very proud crew, father Terry (WA)

Rigging in front of the Perth Dinghy Clubhouse with Currie Hall in the background.

Minister for Sport and Recreation, Mr. Keith Wilson and Mrs. Wilson.

The O.O.D. and Starting Team, from left, John Sibbes, Norm. Arber, Gwenda Carless, John Hill and Roy Carless.

Victoria's representatives - The Hale family from Lake Boga.

Umpires Rowan and Lenton 'dressed' for the cricket match.

And the combined teams, W.A. and THE REST (just a few more than the regulation number!)

A rounding by the middle order skippers.

Photographer John Sibbes caputres all the action of the BIG SPENDER production number by Narrabeen Lake sailors.

clearly define the material permitted.

2. If the Heron has a weakness then this must surely be the less than maximum diameter mast. Unless 'telegraph pole' type masts are used this weakness manifests itself on wild and windy days or when sudden unexpected squalls are encountered.

One of the reasons for my support of this motion is therefore one of safety as I understand that an aluminium alloy mast would be inherently stronger than timber whilst still permitting the necessary degree of bend.

3. Finally "would it make my boat go faster?"

My experience of sailing against Past President, John Shipton, in a series of test races at Dobroyd in 77/78 is pertinent. John rigged his boat with 2" o.d. industrial grade aluminium mast with timber inserts top and bottom and sailed in club point score races for a season. At that time we were both scratch boats. In my opinion his upwind performance improved slightly - in his opinion, no difference at all. It would seem, therefore, that performance change would be negligible and would be no better or worse than if a timber mast of different bending moment was used.

My support of this motion is based on the assumption that only a 50mm.nominal outside tube would be used with various wall thicknesses permitted. A personal preference would be for a die-cast alloy base fitting to fit the square mast step and for bolted on fittings at the top with the in-between sections either foam filled or made watertight.

John Shipton (NS.W.) writes - Aluminium and wooden Masts. Are they compatible? In 1978 I experimented with an aluminium mast prior to a motion to be put to an A.G.M. to permit its use, my purpose was to give the membership the opportunity to express an opinion on my findings. At no stage did I 'lobby' the proposal. I presented the facts as I found them. The motion failed (just) to get a two-third majority.

Rationale: Of the three spars on a Heron the mast is the one placed under the greatest stress and the most easily broken..... it occurred to me that a broken mast could still be used if the step and top were cut off and fitted into an aluminium tube. This was an inexpensive way of quickly replacing a broken spar, between morning and afternoon heats, if necessary. No improvement was envisaged or sought.

Method: I purchased a 10' length (half the standard 6m.length) of 50mm.o.d. aluminium tube, total cost $16 plus three pop rivets. ** a check of today's prices indicates little increase. Into this tube I fitted the step and top of a fractured wooden mast to make the overall length correct (no stay adjustment necessary). Three pop rivets fixed the gooseneck and we were back in business, no varnishing either.

My evaluation of the mast on the 5/2/78 read "The aluminium spar seems stiffer than the wooden one but appears to be no superior." (This comment followed a win on the day).

Comment on Aluminium Masts, continued

Evaluation: i) The metal mast may be slightly stiffer than the wooden mast I had, but then rarely do two wooden masts flex the same. A metal mast would probably provide uniform flexing qualitities for a given length and wall thickness.
ii) Weight of the two spars was almost identical. No weight advantage would be gained by using an aluminium spar.
iii) Care must be taken to seal pop rivet holes and wooden ends with silica rubber or similar, otherwise water can find its way into the spar.
General: It is my personal opinion that the introduction of an aluminium mast does not conflict with the One Design Concept. It offers no improvement in performance. Its main virtue isthat it can be procured 'off the shelf' at a reasonable price and parts of the old mast can be re-used. Wooden masts are not made obsolete. Although the term 'aluminium' has been used in these comments, I understand that the metal to be used was an aluminium alloy - it all depends how pedantic you wish to be.
Finally, perhaps with all these windsurfers about, next A.G.M. someone will want to use fibreglass spars?

****

Craig McPhee (SA) writes - Aluminium Masts - For or Against?

There are several obvious advantages with aluminium masts most of us could easily recognise; cost, possible weight, availability in most areas if established, reliability of section, i.e. always being able to get the same mast each time if you happen to bend one, low maintenance.

But with the pluses there are always minuses, the first being the one we will all notice first - ugliness as compared to a wooden mast. Ever tried raising a capsized boat with a mast full of water? Difficult, to say the least. An alloy Heron mast could hold approx. 20lb. of water. Sealing off the spar to prevent this is almost impossible. Wood floats, alloy sinks.

With the current rig, if you buy a new sail and it doesn't look quite right you have two choices:
- bring out the sandpaper and spare the mast to suit the sails (easy, cheap, relatively fast).
- or you can take the sail back and attempt to explain to the sailmaker where the problem is and cross your fingers he can re-cut it to suit (a very hit or miss method, expensive, time consuming, up to weeks with some sailmakers.

With the alloy mast you only have the second choice i.e. big problems with tuning the rig and getting the sail to suit the mast rather than the much easier method of shaping mast to suit sail.

For those who can't be bothered(or afford the time and money) with this second choice, the result is obvious - a performance drop. For this reason an alloy spar will be a speed dis advantage to 90% who might use them.

And what happens when the sail begins to stretch? Same problem.

...

The wooden mast is NOT the most vulnerable spar on a Heron. Most wooden masts that get broken were too flexible to begin with. An alloy mast with the same bend characteristics as some of the wooden masts around would buckle twice as easily.

And when they do bend slightly you can throw them away as by straightening them you have weakened the metal. A wooden mast, if split, can easily be repaired to be stronger than it was originally.

Special fittiggs (especially at the head) would need to be designed for the alloy spars. The sections might well be available but I doubt if the fittings would be in every boat shop.

Alloy masts do not, especially when in contact with other metals requiring more care to be taken than with a wooden mast.

The Mirror Class fairly recently introduced alloy masts and if we can go on their example there appear to be more disadvantages than advantages on the water. The top Mirrors do not use alloy spars at all but prefer wood.

All other reasons aside, there is one very major reason why alloy spars cannot be allowed. The ONE DESIGN RULE - that many have been trying to preserve. Ask youself which are the most popular sailing dinghies, virtually all of these Clases have one thing in common, that is that they are Strict One Designs, e.g. Lasers, Mirror (except for the alloy mast) and Herons. By allowing this change we are opening up our Class to a barrage of other minor 'beneficial to all' changes, e.g. how many Classes with alloy spars use a sliding gooseneck? As soon as alloy is approved a Cunningham Eye will be next, then alloy booms and gaffs and maybe even a one-piece alloy mast. (Why not throw in a trapeze and spinnaker, too!)

A little bit extreme, I know, but the scene will be set for many other changes to creep in. The Heron will no longer be a strict One Design and will slowly sink as have so many 'development' classes. Their changes started in a very minor way also. How many development Classes draw fleets as big as Herons?

Henry Heron down the road likes to pull out his 15 year old Heron each Saturday, go down to the Club and mix it with all the new boats and be competitive. He doesn't update his boat each year to keep pace with the changes because he neither wants to and there are none anyway. This is one of the beauties of the Class - very old boats remain competitive because of the One Design rule.

Why do we sail Herons anyway? because we like the boat itself, so why try to change it? Aluminium masts have many things in their favour, at first glance - but look more carefully and you will see more disadvantages. Although overall it may seem only a relatively minor change, for the good of our Class as a whole there is only one way to vote. I know I like the Heron as it is , as do many others, so lets keep it that way. EIGEN VECTOR (8998)

Ann Gaunt (W.A.) writes - The motion is relevant to us at the moment, having spent a good deal of time experimenting with wooden masts. The Heron mast is a crucial part of the boat's tuning, not only does it tolerate a lot of stress, depending on crew weight, it can seriously

distort the centre of effort.(Most sailing authorities discuss this aspect in relation to boat performance and stress its significance.)

A - experimenting with making a Heron faster would be much cheaper and easier if aluminium was an accepted material.

B - I'd rather be on the water than varnishing spars.

C - Not all of us have sufficient wooodworking skills to build our spars, the advantage with aluminium is obvious.

D - Many other comparable(?) family classes have all-aluminium spars and none has yet detected any sinister side-affects.

I would like to see this new motion passed and I would even go further to say that I would be very happy to see the new motion include aluminium boom and gaff as well. We're taking advantage of new materials in the fibreglass hull, who can complain about this change? Sandpaper merchants? Aluminium spars would enable us to do more of what we all love doing - SAILING Herons, instead of standing around perfecting the ultimate lump of oregon.

Don Malcolm (SA) writes - I strongly support the ONE DESIGN concept and therefore cannot support the introduction of an aluminium mast. I have heard the 'fors' and 'againsts', the prime reason for supporting the motion appears to be the cost of the extrusion. However, there are many Classes, the so called "Developmental" Classes which have had a dramatic fall in membership because of the 'keeping up with the Jones' attitude which introduces uncertainty in the minds of owners.

I hold the view that almost all Heroners can get access to sufficient timber - reasonably priced - to make masts. Previously an offer was made from Sydney based people to supply other States. Are we too particular in our selection of timber, i.e. knot free, no gum seams. I have a mast with both faults which has lasted 10 years. How long does aluminium last?

The main danger I see in this type of alteration is that, seeing a boat fitted with an aluminium mast, members might believe that they have to follow suit and make a change. This year a Mast -What? next ye

Uncertainty breeds contempt so I urge all thinking Heroners to retain the 'One Design' concept and reject the motion.

*****

Well, there you have it - reasons why you should or should not support the Motion before the membership.

Speaking as a member of the Association, and in no other capacity, I question the intent of the motion. It quite clearly states "aluminiu tubing" not "aluminium alloy", the latter I'm led to believe is a much stronger material. As I see it, if the motion is carried it will be because members voted for the stated "aluminium tubing" (a much softer and unsatisfactory material). Any attempt to introduce aluminium alloy would, in my opinion, contravene the direction of the membership which supported the introduction of "aluminium tubing." A point to consider when casting your vote.

M. Clarke.

STATE AND DIVISION NEWS

QUEENSLAND -

Queensland's application to host the 28th National Heron Titles received favourable consideration when tabled at the recent Management Meeting held in Perth. Indications are that this event will be sailed from the Hervey Bay Sailing Club.

Hervey Bay will also be the venue for the Queensland State Titles to be held 20th to 23rd April.

The Tristram Shield - originally sailed for by 16ft. skiffs, competition lapsed some 10 years ago when skiffs departed the Oxley Club. The Shield has been resurrected and is the trophy for an inter-club event between Sth.Brisbane Herons and Oxley Club Mirrors. The outcome was in doubt until the last few yards of the last race when determined sailing by Chris Mitchell in GYPSY SAM and Chas. Jeffery in HULLABALLOO ensured victory for the Heron team.

NEW SOUTH WALES -

A series of mixed fortunes, certainly mixed weather was experienced by the 61 entrants in the N.S.W.State Titles held at Narrabeen Lakes. The event was held in conjunction with the Tasman Cup, contested by Australian and New Zealand teams. The N.Z. contingent was led by Colleen Worters, a regular participant in Aussie State and National Titles.

Saturday morning saw light sou'easters, a general recall and, finally, a win for Lake sailor Peter Macleod with Syd Dyer second and Michael Groves, third.

Saturday afternoon brought a change in wind direction, out of the nor'east, still light and yet again another General Recall. The race was won in fine style by Heron veteran Charlie Grimwood (ZENITH) with Scott Jamieson (ABRACADABRA) second ahead of father Don, third.

Sunday morning, another nor'easter and another General Recall. The race was keenly contested and resulted in a win for Peter Macleod with Grimwood second and Dyer third.

Up to now protests were the order of the day and the Sunday afternoon heat was no different. A squall hit the fleet just 10 minutes after the start but the race finally ended in a drifter with Peter Macleod recording yet another win, followed by Dyer and defending champion, Harold Melzer (NAUTICS) third.

The fifth and final heat saw shifting and variable winds from the sou'west, skippers hanging by their toe nails one minute and sitting well in the next. Macleod had to survive a protest to hold his first place, with Don Jamieson second and Charlie Grimwood, third.

The series resulted in a win for Macleod's ISLE OF-SKYE, with Grimwood (ZENITH) second, Syd Dyer (HORNET) third, Scott Jamieson (14) won the Junior Title and was placed first on handicap. The Ladies Title went to Julie Owens from the Speers Point Club.

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A.C.T. DIVISION — Reporter: A.Stewart

The A.C.T.Heron Championships was conducted on a very rainy week-end in November and resulted in a convincing win to Division President, Stewart McGilvray. Stewart has been mostly crewing for son, Ken, this season but showed he has lost none of his touch with three first places in the series. Runner up was Alastair Stewart with Harry Panjer, third.

Several of the Saturday races over the last few weeks were highlighted by thunderstorms with heavy rain, strong winds and, on one day, torrential hail. Planing on a broad reach in a 20+ knot breeze with visibility down to 50 metres and the boat full of hail is an experience not soon forgotten!!!

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SOUTH AUSTRALIA — Reporters: D.Malcolm and C.Gurr

Port Augusta was the venue for the 19th State Titles and proved to be a most interesting one indeed. Wind speeds varied greatly throughout the four heat series and gave the 60 plus competitors something to think about. A summary follows:-

Heat 1. Very light, sailed on a northerly course in a wind strength that never exceeded 4 knots - needless to say the course was shortened. C.McPhee (EIGENVECTOR) 1st, A.Blenkle (MAN O WAR) second and G.Mayhew (ARDEA PACIFICA), third.

HEAT 2. Started in a 6 knot northerly but caught many skippers when it swung round to the sou'west and increased to 15 knots. EIGENVECTOR, first, MAN O WAR, second and A.Mieglich (MUDLARK), third.

Heat 3. Postponed - 30+ knot 'breeze'.

Heat 4. Very early start, 9.00 a.m. in fact, with a 18-20, gusting 25 knot southerly. Guess who was first, again, EIGENVECTOR, with M.Salmon (FREE AND EASY), second and I.James (RIPPER TOO) third.

Resail of Heat 3 - Started in a 25 knot southerly but soon got up to 30 knot spurts giving the competitors a hard sail to complete the series.

State and Division News, continued

The final placings were: 1st EIGEN VECTOR, Craig McPhee (Pt.River)
2nd FREE & EASY, Mark Salmon (Henley)
3rd MAN O WAR, Alan Blenkle (Pt.River)

1st City, ZINFANDEL, Barry Burdon 1st Jun. MUDLARK (A.Mieglich)
1st Lady, CHARLIE GIRL, Kylie McCarthy 1st Vet. QUEI, Don Maxwell

The Team Shield was won by the Port River Club with 192.7 pts.

The S.A.H.S.A. wishes to thank Geoff Cox, the Commodore of the P.A.Y.C. and all Club members for their help, particularly the canteen ladies. The series was conducted in an excellent fashion with most silors coming home exhausted by the drifting/gusting conditions.

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TASMANIA and the 26th NATIONAL HERON TITLES.

HAVE YOU MADE YOUR BOOKING YET? The series is programmed to commence on December 29th with the Invitation Race and continue through to the 4th January. The Berridale Caravan Park is proving popular for those intending to compete and bookings have been reserved for the Jason Motel and Beltana Hotel. For all information contact THYRA Secretary, David Salter, 8 Greenacres Rd.,Geilston Bay.7015. or ring 002-43-7931.

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WANTED WANTED WANTED WANTED WANTED WANTED WANTED WANTED

For all of those people inquiring to buy secondhand Herons, old or new, painted or varnished, timber or glass. Don't let your Heron gather dust in the garage, carport or (even worse) back yard. There is someone out there just waiting to give her a good home.

It's a seller's market at the moment with so few boats on our secondhand boat list - why not add yours to it - just drop a line to the Asst.Secretary with the following information: Boat number, classification, whether painted or varnished, built-in or bag buoyancy, brand of sails, with or without self bailers and trailer - AND DON'T FORGET YOUR ASKING PRICE, ADDRESS AND PHONE NUMBER.

LINDISFARNE SAILING CLUB, TASMANIA. David Salter reports that there are 13 Herons registered at the Club with three boats regularly used in training classes. Unfortunately many of the more experienced Heroners have been transferred away from Hobart in their employment but they are keeping their hand in by joining other Clubs.

Herons have been sailing at Lindisfarne for 26 years, as long as they have been in Australia and a campaign is being conducted to locate unused boats with the proposal to bring them back to racing in the care of new owners.

HENLEY SAILING CLUB, S.A. Don Malcolm extends congratulations to members of Henley who participated in the 25th Nationals, Mark Salmon (13th), Ian James (16th) and Roy Salmon (24th). Henley was rather busy over the Xmas/New Year Period hosting the 18ft.skiff Nationals and it was a real education to those who hadn't seen the pro's sail!

Heavy conditions have been the order of the day and meant fewer numbers facing the starter. One race, with a 30+knot off shore gale saw Mark Salmon, Ian James and Peter Nicholson complete the course in quick time and another race, in similar conditions but with the gale onshore saw Don Malcolm stay up to win followed by Ian McLaren even though he went for a swim.

Harry Lyndon, Gavin Hill and Debbie James are welcome new members trying to get to grips with the frustrations of sailing. Good news in the grp department is that the Hayter/Nicholson team have popped the prototype glass hull from the mould and are busy fitting it out for assessment prior to licence. We believe that the orders will roll in.

BRIGHTON & SEACLIFF YACHT CLUB, S.A. Bill Tucker extends to Craig McPhee his Club's congratulations on becoming National Champion for the third successive year. Five B.& S. boats will be contesting the State Titles at Port Augusta while several other skippers will be crewing on trailer/sailers in the Milang to Goolwa Classic. Newcomers Gary May and son, Heath (ANJOPE) and David Holland and crew Craig Nathway (WINDCHEATER) have been greeted with plenty of wind in early 1984. The 14th Jan.race saw four finishers and only two survived the blow on the 21st January. With four (or more) swims, John Kirby is trying to win the submariners trophy. Good to see Noel Thompson (OOMIAK) back on the water.

*****

WHATS GREEN AND WHITE and should be gracing the transom of your Heron in the very near future? It's the 1984/85 sticker showing that you are financial and that you are promoting the Class. Please complete the sub.form appearing elsewhere in this issue and return AS SOON AS POSSIBLE to the N.H.S.A.A., 1 Ethel St.,Balgowlah. 2093.

CLUB PROFILE, continued

HAWKESBURY RIVER CLUB, N.S.W. Terry Dewhurst reports that poor weather caused the cancellation of the first race after Christmas and with two other meetings already cancelled at the beginning of the season, the remaining programme has had to see some alteration.

Newest members, the Neef family, commenced the secondhalf of the season in fine style. TON'O'FUN skippered by Rosemund (15) and crewed by brother John (13) made an excellent start in the 2nd round of the Doug Long Trophy event to go on to win. TRIFECTA was swamped on the starting line when a catamaran rode over her transom (a touch of JAWS) however, after furious bailing, Alan Dickerson made up ground to finish third.

****

ONE UP FOR LADY SAILORS from Kerry Molineux

The finish of the school year '83 brought with it a novel experience for two all-girl Heron crews when they sailed 47 nautical miles from Port Augusta to Whyalla. Not satisfied to be the first small boat sailors to do the marathon, the girls chose to work southward into prevailing southerly winds.

Kylie McCarthy and Tracy O'Laughlan from Whyalla Yacht Club sailed CHARLIE GIRL and Kerry Molineux and Jane Zanol from Port Augusta Yacht Club sailed CONFUSION accompanied by the LADY ISOBEL and, later, ST.PEARL as support craft. The girls left the Port at 6.45a.m. on the 10th December and tacked into a slight southerly that moderated to 15/20 knots. 11¼ hours later, after arriving at Backy Bay where a shore party had set up camp, a quiet drink was had by all.

Sunday brought little breeze and an incoming tide. The two boats took 4 hours to cross Pt.Lowly rip and round the lighthouse. They made slow progress to reach Whyalla by 3.15 p.m. Sunday. Although relatively uneventful, the 18½ hour trip was enjoyed by all involved.

Kylie and Kerry recommend it to anyone who enjoys being wet and tired!! They hope to make it an annual event - care to tag along?

*****

IMPORTANT NOTE; The favourable comment to Craig McPhee's December article indicates that this is the type of reading you are looking for when you open the pages of your HERON NEWSLETTER. Wouldn't it be great if State Title winners would add their words of wisdom to these pages. We can only gain from such contributions - HOW ABOUT IT, WINNERS?

NATIONAL NAME DROPPING by Mary Clarke

ZINFANDEL and his CZECH MATE, KRISCA, had ANNADVERSARY in DR.JAZZ. Amid CONFUSION, LITTLE AUSSIE and his OZ mates, RIPPER ROO and BEJUGARAWAY were ordered to PLOD off to the ISLE OF SKYE in search of the BIONIC DIDGERIDOO but they had not counted on the ENTERPRISE of TAMARAG and the DRIFTER, KOODOO.

Not wanting to ANT-AGONISE the INVINCE-A-BULL doctor, CAREW invited NIKKI, with the BLUE STREAK, CHEEKY CHARLIE GIRL (the RED WITCH) and FREE AND EASY, ANN MARIE to board the SALAMANDER and join the MELE TOO.

FLIPPY, the dog raided the MICROWAVE and ate the HOT TOMATO and TARPON but INGRID'S PRESENT of CHABLIS, VAT 70 and WESTERN COMFORT stored in the crate marked THIS WAY UP, was safe!

News of their arrival in DUNVEGAN spread like WILDFIRE but PURPLEXED, MALUNA asked GYPSY SAM to read the TARO cards, compute the EIGENVECTOR and solve the JIGSAW - but it was RED MITCH, diving beneath NEW BETSY, who found THE ANSWER.

RISING DAMP from the sea and with NON SUCH FINESSE he shouted to HORNET 'ALL I ASK' is that word be sent to RUKIJEMITO and MICKIKS (use the pass word ESRA TEW) that I have found the SEA JADE, the real reason for their visit - KARUMBA, now we can all REJOICE, play LEAP FROG and sing THAT'S A MORAY!

*****

With 63 names mentioned out of 64 entries you might well ask which one was left out - I just couldn't find anywhere to put WIZZICUSS!!!

*****

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*****

A SPECIAL PLEA; Please, remember, to return your Membership Card to the Association when your Heron is sold. With the new owner's name and address on the back, we can then extend an invitation for him/her to join the Association and transfer registration. If the card is handed over (and it is not transferrable) to the new owner, we are deprived of the information and of the opportunity to gain a new member.

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