PRICE 70 cents

HERON NEWSLETTER

JUNE 1984

VOL. 22 No. 2

REGISTERED BY AUSTRALIA POST
PERIODICAL NO. NBH 0280

HERON NEWSLETTER

Published by

National Heron Sailing Association of Australia

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

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BALGOWLAH. N.S.W.
2093 (948 8142)

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

EDITOR HERON NEWSLETTER
Acting Editor – Mary Clarke

STATE HERON ASSOCIATION AND DIVISION SECRETARIES

Sth Queensland:	**D. Miles, 7 Orlando Rd., Yeronga 4104 (48-1846)**
Nth. Queensland:	**D. Quinn, 11 Peaty St., North Mackay, 4740**
New South Wales:	**R. Gilholme, 115 Prahran Ave., Davidson 2085 (452 2059)**
Victoria:	**L. Menogue, 25 Sonia St., Ringwood, 3134 (870 0598)**
South Australia:	**E.H. Lyndon, 10 Vaucluse Cr., Bellevue Heights, 5050 (08-278-7109)**
Tasmania:	**D. Salter, 8 Greenacres Rd., Geilston Bay 7015 (43 7931)**
A.C.T.:	**A.J. Stewart, 23 Vasey Cr., Campbell, 2601 (49 6753)**
Western Australia:	**R. McGregor, 7 Bessell Av., Como, 6152 (367 4534)**

COVER PHOTO

N.S.W. Junior Champion, Anthony Dyer (9179) and Picman Trophy winner (Jnr/Snr Division) Adam Hughes show us how they did it.

INSIDE BACK COVER

Top photo: Meet the new Life Members left to right, George Richardson (SA), George Robertson (SA) and Peter Carey (Qld).

Bottom photo: Hilary Arber, and daughter Jane powering WILDFIRE in a heat of the 25th Nationals, W.A.

BACK COVER

Bottom: More action on Narrabeen Lakes - N.S.W. Junior State Titles.

DEADLINE FOR SEPTEMBER ISSUE - 3RD AUGUST, 1984.

NATIONAL HERON SAILING ASSOCIATION OF AUSTRALIA

FORM OF APPLICATION FOR *CONTINUATION OF MEMBERSHIP*

PLEASE USE BLOCK LETTERS:

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

hereby apply for renewal of my/our membership in the National Heron Sailing Association of Australia for the year 1984/85.

as ☐ sole owner ☐ part owner ☐ joint owner ☐ non boat owner *(Please tick appropriate box)*

of boat No. .....
which is called .....
classification..... (ply/gpr/gpr/composite) (A/B/C)

I/We intend to sail with the ..... Club during the 1984/85 season.

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

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

Street.....

Town.....

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

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

Subscription	$ **14.00**	**Form of Remittance**
Donation to Trophy Fund	$	Cheque
Other Payments	$	Postal Order
Total	$	

Details of other payments are

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

Date: 1984

FORM OF RESIGNATION

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

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

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

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

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

Signed: .....

Date: 1984

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NATIONAL HERON SAILING ASSOCIATION OF AUSTRALIA
ASSETS AND LIABILITIES AS AT 31st MARCH, 1984

LAST YEAR $			THIS YEAR $
	ACCUMULATED FUNDS		
7,138	Balance at 31st March, 1983		8,128.00
990	Excess of Income over expenditure		750.70
8,128			8,878.70
	Represented by:		
	ASSETS		
40	Cash on hand		40.00
10	Sundry Debtors		–
585	Commonwealth Trading Bank		4,697.93
2,000	A.G.C. Debentures		–
3,581	Hill Samuel Cash Management Trust		–
561	N.S.W. Permanent Building Society		–
–	Australian Savings Bonds		4,160.00
300	N.Q. Heron Sailing Association		–
1,857	Stock on hand		1,687.43
1,176	Office Equipment - at cost less depreciation		1,071.00
$10,110			$11,656.36
	LIABILITIES		
772	Subscriptions in advance	1,722.00	
1,210	Sundry Creditors	1,055.66	2,777.66
1,982			
$8,128			$8,878.70

INCOME AND EXPENDITURE FOR THE YEAR ENDED 31st MARCH, 1984

	INCOME		
1,0316	Subscriptions		9,320.00
3,520	Less allocated to Newsletter		2,330.00
6,796			6,990.00
813	Registration fees		1,465.50
3,520	Newsletter - subscriptions		2,330.00
260	Newsletter - other		260.00
189	Commission		211.56
535	Donations		536.00
1012	Interest		592.20
145	Royalties		325.30
885	Sales of goods		914.74
14,155			13,625.30
	EXPENDITURE		
441	Advertising and publicity	1,308.00	
25	Affiliation fees	25.00	
163	Bank charges	124.70	
–	Boat show expenses	–	
105	Depreciation	105.00	
–	Grant for championships	200.00	
–	Junior Titles	50.00	
4,804	Newsletter	3,001.40	
815	Postage	1,474.40	
542	Printing and stationery	281.22	
135	Repairs and services	163.62	
4719	Secretarial (Wages)	4,713.60	
–	Other	424.30	
339	State Association subsidies	190.48	
59	Sundries	23.66	
750	Telephone	630.42	
268	Trophies	158.80	1,2874.60
13,165			
$990	Excess of income over expenditure		$750.70

PRESIDENT'S REPORT TO THE 26TH ANNUAL GENERAL MEETING - 7/5/1984

Last year I expressed that the continuing interest indicated a bright future for our family sailing dinghy. Our membership numbers are slightly less but there is a keener interest by present members - as there has been increased interest in sailing since AUSTRALIA 11's history making success last October.

The Management Committee has met on 10 occasions during the year and at one of those meetings welcomed S.A.Secretary, John Kirby.

Due to increasing costs, postage and bank charges plus reducing interest rates, the Committee increased subscriptions to $14 - the first increase for two years. All recommendations put to Management by the Measurement Committee were again given careful consideration and, if ratified, appeared in the Heron Newsletter. Many thanks to that Committee for its regular meetings and deliberations. The S.A.grp builder, VanPelt had his licence cancelled during the year and an application by Alex Hayter is being considered.

It would seem that State and Division matters were affected by present adverse economics:

NORTH QUEENSLAND has had a serious decline in numbers and a few Heroners are involved in training juniors with the hope that the Heron will become the transitional step out of the junior Sabots.

SOUTH QUEENSLAND has shown most progress at Hervey Bay with many new members in that area - also building assistance and advice is being promoted in Brisbane.

NEW SOUTH WALES was successful in fund raising which enabled it to provide 130 T-shirts to crew participants in Senior and Junior Championships won by Peter Macleod and Anthony Dyer respectively. Success with the first Junior State Title will mean its continuation. A Silver Jubilee Ball is planned for June 23rd and we are advised that new Incorporation legislation is before State Parliament.

VICTORIA needs more interested Heroners to take an active interest in that State Association. Victorian country Heroners continue their sailing successes, Ray Hale of Lake Boga placed 2nd in the Nationals and Bob Lewis of Heywood winning the State Titles.

SOUTH AUSTRALIA gained much valuable media promotion for the Class with their Jubilee Regatta held at several venues and in conjunction with the Miss Australia Quest. This Association has already taken steps to become incorporated. It was an exceptional year for Craig McPhee, winning the Nationals and State Titles for the third time and then the Jubilee Regatta.

A.C.T. continues to hold successful training sessions and interesting programmes. The A.C.T.Herons team were successful in the 3-of-a-kind Regatta held for all Classes.

WESTERN AUSTRALIA, and Terry Gaunt and Roy Christie competently handled the 25th National Championships. This series was a memorable milestone in the history of the Association, won by an excellent skipper who has generously shared his knowledge in articles written for the Newsletter. I'veheard there may also result the first recorded matrimonial match of Heroners with the impending nuptuals of Leonard Christie and Ann Gaunt.

TASMANIA, with a small membership, has a major task in organising the forthcoming 26th Nationals. We are encouraged by previous successful THYRA Nationals already undertaken.

NEWSLETTER - thanks to acting Editor, Mary Clarke, there has been considerable saving in this most expensive necessity - each and every member is urged to contribute to OUR magazine, please!

REGISTRAR - 1534 items of correspondence received, 2517 sent (excluding Newsletters) 26 new boat numbers issued (10 grp and 16 plywood) an average of 2 per month and 155 new members, over 1 every 3 days. Total membership of 823 is 57 down on 1983, yet 39 more new members than the previous year and 4 more new sail numbers issued. If all Clubs encouraged Heron members to register with the National Association these totals would be greatly improved.

TREASURER, regrettably his frequent overseas trips result in his absence from some meetings but particular thanks are in order for providing a very comfortable meeting place for the Management Committee.

HONORARY AUDITOR - sincere thanks to Lance Barrett for his services - always at short notice and this time with changeover to computer records requiring additional effort.

VICE PRESIDENT - my thanks to Keith Mealey for his assistance and regular attendance.

LIFE MEMBERS retiring from Management - Messrs. Dearnley, Youll and Hawes indicate their wish to retire from involvement in Management affairs. Sincere thanks for Stephen's 26 years and Bill's 25 - the lifetime of the Class in Australia. Alec Barrett, Tony Oram and Len Ralph will continue on Management.

RETIRING HON.GEN.SECRETARY - my very special thanks to Rodney Watts for 3 much appreciated and interesting years as Secretary.

My responsibilities and duties have been greatly assisted by that helpful institution, Mrs. Mary 'Heron' Clarke, and I am most grateful for her willing co-operation and readiness to ensure that what needs to be done, is done!

Finally, we have celebrated 25 years in a Class ideally suited for family sailing. With members help and support and a lot of promotion from each and every one of us, there is no reason why we cannot go on for another 25 years enjoyment.

Noel Hill (President).

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ADDITIONS TO THE FAMILY CLASS

Heather and Roger Goldfinch are delighted with the most recent additions to the family - Ricky Lee and Brett, but no more excited that GRANDPAPPY, Jim Armitage, (and Betty) who welcome, with joy, the first grandson after four beautiful grand-daughters.

And rumour has it that OUTCAST will be heading for Hobart at the end of the year to pick up the threads where Jim left off when he decided to try his luck, last year, in another Class. It wasn't the same, was it Jim?

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MEASURER'S PAGE

The following items on measurement and modification to Herons were approved by the National Management Committee during 1983/84:

1. Cunningham Eye is not permitted.
2. i) Distance from top of mast or mast cap fitting to centre of jib halyard pulley, laying the strap against the mast, is to be a maximum of 320mm.
   ii) The attachment point for the jib halyard strop should be a maximum of 75mm below the top of the mast or mast cap fitting.
3. End-grain balsa, 'O' cell foam and, indeed, any material (with the approval of Management) can be used as sandwich materials in GRP Herons.
4. Inspection hatches on foredeck are permitted.
5. Full-height buoyancy compartments in GRP Herons are not permitted.
6. One piece of ply can top the aft thwart and the aft half-height buoyancy tank.
7. Hull must be within maximum measurement (3442mm) overall length when fully rigged, i.e. measurement to include any fittings attached to the jib or stem.

MEASURERS are further reminded that:

a) current measurement forms must be used.
b) the rubbing strip should be measured on ply, grp/composite and full grp Herons.
c) ticks are not satisfactory for the frame measurement checks:

NEW MEASURERS: Mr. John Holland, 2 Gardener Avenue, Glengowrie, S.A.
Mr. Kevin Knott, 36 Fifth St., Cleve, S.A.

*****

FOR NEW SOUTH WALES READERS - HERONSAIL '84, LIVE-IN SAILING CAMP

WHEN - 6.00 p.m. Friday, 24 August through Saturday to conclude at 6.00 p.m. Sunday, 27th August.

WHERE- At the Balmoral Sailing Club, Hunter Bay, Sydney.

COACHES - Graham Ferris (YANSW State Coach) and a team of top coaches will conduct the program in accordance with the AYF TL2 Training Scheme.

ELIGIBILITY - All financial members of the National Association who sail their boats with basic proficiency are eligible to attend. The course is not suitable for beginners. It is basically about racing skills, and the coaches' time will be wasted if they have to worry about rescuing those who get in difficulty.

NUMBERS - limited to approximately 25 Herons (50 participants).

COST - $30 per participant, i.e. $60 per boat for the weekend.

ENQUIRIES - Mr. Ian Cook, 6 Aronia Ave., St.Ives. (02)44-5719.

The N.S.W.Heron Association has arranged to hold this Live-in Sailing Camp in association with the Yachting Association of N.S.W.

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SUMMARY OF THE 26TH ANNUAL GENERAL MEETING (7/5/84) M.CLARKE

A rather predictable gathering for the 26th A.G.M. and to pick up the theme of President, Noel Hill, rather a pity that, with 400 members in N.S.W. and many of those in the Metropolitan area, the A.G.M. could attract only 32 in number.

A surprise visitor to the meeting was Life Member and Vice President, John Coen, up from Melbourne to attend an AYF Training Policy Committee meeting and, of course, our A.G.M.

And so to the Motions on Notice for voting at the meeting: There was considerable discussion from the floor on the motion put by Llewellyn and Macleod for the introduction of an aluminium mast. The proposer, David Llewellyb, stated that his motion was twofold, i.e. cost and safety and expressed gratification that the motion had prompted both verbal response and written response through the pages of the Newsletter. Those members who did avail themselves of the opportunity of exercising a vote by post left no doubt as to their wishes - the postal count was 19FOR and 60 AGAINST. The several speakers in support of the motion and attending the meeting failed to swing the balance and the Chairman declared the motion LOST - 34 FOR/65 AGAINST.
** A period of 3 years has to elapse before this matter can again be put to the membership.

The three nominees for Life Membership, Messrs. Richardson, Robertson and Carey all received overwhelming support and in the case of Messrs. Richardson and Robertson, their badges were presented by the only other S.A.Life Member, John Keen at the S.A. Annual General Meeting on the 11th May. I believe similar arrangements are in hand for the presentation to Peter Carey.

The Association's financial affairs appear to be sound - you will note that we have managed to end the year with an excess of income over expenditure, not a large amount, but an excess nevertheless.

President, Noel Hill, chose to stand for re-election (being President can't be that bad after all, Noel) and accepted, with thanks, the congratulations extended by Immediate Past President, Allan Crane, who took the chair when all offices were vacated. Our three Vice-Presidents, John Coen (Vic), George Richardson (SA) and Keith Mealey (NSW) were all re-elected unopposed as was Ray Hann, Hon.Treasurer and Mary Clarke.

After three years Hon.Gen.Secretary, Rodney Watts, decided that, due to other committments, he should stand down from office and was presented with a token of appreciation in recognition of his valued service.

The Newsletter presents its own particular problems. The current presentation has meant considerable financial saving (we would like it to be a professionally printed job but just can't afford it!) And because this is the case, the office of Newsletter Editor, as such, is

secondary to the more practical need for someone to type and roneo it - and for the time being you are stuck with Acting Editor, Mary Clarke.

The President was able to give a summary of activities around the States and, in the main, interest in the Class appears to be growing and is being encouraged to grow. Again we come back to the effort required to make this happen and, unfortunately, in many instances it falls to too few. If you enjoy your Heron and the companionship of your fellow sailors why not return the favour and give something back to the Class that is giving you so much pleasure.

Finally, to those officers throughout Australia who have retired or who are continuing we say "Thank You" for your time, effort and interest. To the incoming officers we say "Welcome" and hope that your term will be informative, productive and most of all, satisfying.

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BOOK REVIEW - "TUNING A RACING YACHT " - Author, Mike Fletcher

Apart from being a past Heron Champion (Nation series, Woollhara, Sydney 1968/69) Mike Fletcher has achieved fame as Australia's Olympic Coach.

His "Tuning a Racing Yacht" has been in publication for some time now, but the newer members of the Association may not know that such a valuable volume is available for reading.

The Heron is dealt with in the section on tuning individual classes. Others receiving attention are Dragon, Soling, Thunderbird, Flying Dutchman, Fireball, 16' skiff, 470, Fins, O.K. Sabot and Catamarans.

The book tells you how to assess sail shapes, mast bend, sheeting angles and how to get your boat going faster through the gradual elimination of faults which is the basis of tuning any yacht.

Through his coaching activities, Fletcher has developed a clear style of transmitting complicated ideas into terms the average sailor can easily understand and the illustrations have been chosen to tell the reader something about sails and spars instead of just acting as decoration.

*****

NIL RESPONSE - You might recall that on page 19 of the March, 1984 issue under IMPORTANT NOTE, we suggested that State Title winner's hints, tips and clues on how they did it would be more than welcome.

Well, from the total lack of response, it would seem that those winners want to keep this advice to themselves - what a pity! I would like to think that this is not the case and that they have been so busy honing their skills and tuning their Herons that they missed our plea!

*****

TALES OF A HARBOUR MASTER — Don Malcolm (9764)

Ed.Note: S.A.President, Don Malcolm, is now anchored to a desk in the Dept. of Marines and Harbours in Adelaide but he generously shares with us memories of earlier days.

"Our transfer from Port Lincoln to Port Pirie was rather disappointing news, the thought of sailing on the Pirie River after beautiful Boston Bay was, to say the least disturbing. However, after a few races we found the river had its own special features and the friendly club members more than offset any doubts that we had had. And the beer tasted just as good after a hard hot race!

The Pirie chanel - lots of tacking, flukey winds (caused by grain silos) wharves, BHAS works and chimney, hazardous navigation around moored boats and running aground when venturing too far out of the main stream. During working hours and while piloting vessels inward bound I'd casually mention to a Captain (I'd carefully select the right man) that "I've been aground at this point or that spot". The suddenly ashen face would regain its colour when I explained that it was in an 11'3" Heron, not some 20,000 tonne cargo vessel.

We were definitely not ready for the rather sudden transfer to Adelaide. RUM JUG had been stripped back ready for her winter maintenance and by the time we completed the transfer and settled into the new work routine, the sailing season was upon us, so she was sent off to have a professional complete the paint job. (He didn't trust himself to comment on my "smoothly" sanded finish).

My pilotage roster decided the choice of Club as I often would finish at 1 p.m. and have to be on the start line by 2. 10 - Henley was just 2 minutes away.

City clubs were a little different from those in the country and my difficulty in settling in showed in the race results. I've no wish to enter into a large scale war on the subject but, in the main, I think the chief difference is that in the country one has dialogue with other sailors during the week "down the street" so to speak. In the city one generally sees other sailors only on race days. Most country clubs don't have parking problems - if one had to walk more than 100 metres from water to car then there had to be a major regatta in progress. And because of long distances travelled some country clubs would provide meals after racing giving a further opportunity to spend time with your fellow club-member.

The opportunity was always there to visit other venues with different scenery, conditions and people and I think that sailors who only sail at their home club miss out on that very worthwhile aspect of sailing. I certainly recommend participation in National, State and interclub events because, as they say,"you only get out of a sport what you put into it."

We made a big decision in 1979 to trail RUM JUG across the newly sealed Eyre Highway to do battle in the Nationals held at Perth. Ah! the memories - long straight road, changing scenery (not as desolate as I thought) cost of petrol!, watching travellers refuelling like racing cars at a raceway pit stop, light aircraft outside the Mundrabilla Motel, road

under surveillance in W.A., burning hot sand at Eucla, towering coastal cliffs near Head of Bight, being in the first 10 in one heat, the Fremantle Doctor -- these events all made for a great series and even greater memories.

Around the middle of 1980 the medicos dropped a bombshell - open-heart surgery or three years, take your choice! Went home 9 days after a 5 by-pass graft to be followed up by a period of convalescence which, at the beginning, was extremely difficult.

However, as the sailing season approached I began to pick up starting off with walks to the end of the street, then a bit further until I found it took too much time to walk so started to run. I'm now a mad jogger introduced to a whole new world - twice attacked by dogs, chased by horses, pulled muscles, even annual champagne breakfasts with other joggers.

I went back to sailing having missed only the first couple of races that season. I'don't know whether my heart problem was a blessing or not, but a spin off was that I went into "the office" which allowed me to sail every week-end. All that was 4 years ago and since then we have chartered a yacht in the Whitsundays (highly recommended) andtaken part in Nationals at Speers Point and Barmera.

My daughter, Barbara, (after crewing for 12 years) now skippers her own Heron DOUBLE RUM and is consistently beating me on handicap! Over the years I guess the Heron doesn't owe me a penny (I mean cent) because the amount of enjoyment both on and off the water that it has given me is beyond money value.

*****

BEST BUOYANCY BAGS IN THE BUSINESS - in fact the only buoyancy bags in the business, worth buying that is. Constructed of strong vinyl, the bags are essential for boats without built-in tanks and owners with tanks have been known to add a bag or two!

They can be purchased in a set (1 bow, 2 long, 2 short) for $65.incl. postage or seperately. Send your order to Asst.Sec., 1 Ethel St., Balgowlah. 2093 or phone (02) 948-8142.

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GOING, GOING, GONE - The idea has been put forward that we should hold an auction for a pretty hot item which will become availabe in the reasonably near future - BOAT NUMBER 9999.
The U.K.Association, which holds the Master Register and allocates numbers is withholding 10,000 (in their words, they haven't decided what to do with that one) and we would like your ideas on the fate of 9999 - please drop us a line!

*****

Our best wishes go to a couple of members who are not enjoying the best of health, Armie Bruton (Qld) and Abe Hendriks (SA).

*****

LEARNING FROM THE OTHER FELLOW - WIND AND SAILING (Tony Oram)

In the Southern Hemisphere the wind will move anti-clockwise when it gusts and clockwise when it lulls.

GUSTS AND BEATING. on port tack the necessary reaction to a gust is to ease the sheets to help keep the boat up, then head up into the wind, progressively hardening in on the sheets again. On starboard, pulling up the helm would seem to be the wrong thing to do in a sudden blow, but if the gust is heading the boat, it must be the way to keep going.

GUSTS AND SAILING FREE. The good advice that is offered by those who know about sailing off the wind is - bear away in the gusts and make up in the lulls. However, the usual dinghy will go fastest when the true wind is roughly 70° to its course on a reach. Thus bearing away in a gust is advantageous only if it puts the true wind closer to the 70° direction. This is difficult to assess in practice and one can only put down some general principles -

i) as the wind normally moves anti-clockwise as it gusts, it is essential when close reaching on starboard tack to bear away to maintain speed.

ii) on port tack it may be helpful to bear away, but is not so vital as on starboard. If the wind shift is a large one, bearing away can be a disadvantage.

RUNNING IN GUSTS. Running square, there may be a choice of tacks but in gusty conditions unless other considerations are more pressing, it pays to be on starboard tack. This may prevent being caught by the lee in a gust with the wind's change of direction. The fastest course before the wind is not a dead run, it is about 35° either side of the dead run course. Keeping the apparent wind 10° over either quarter usually gives the best speed.

*****

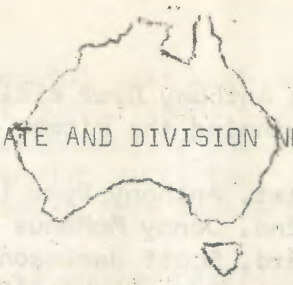
FROM NATIONALS TO NUPTUALS?

Not only did the National Association reach a milestone in history when it held its 25th National Championship series in Perth, but it scored a first in that a real-life romance blossomed out of the series.

Leonard Christie, son of the Convenor of the Championship Committee and Ann Gaunt, daughter of the W.A.Heron Association President decided that they had much more in common than two Herons and that there was definitely more in Heroning than met the eye - so much so that by the time you read this, they will have tied the knot on the 11th May.

We would like to think that the Heron Association played a part in bringing these two people together and the Heron fraternity wish them every happiness for the future.

*****



STATE AND DIVISION NEWS

QUEENSLAND - State Titles held over Easter. The social programme was so hectic I'm surprised the skippers found time to sail. Day trips to Frazer Island, Welcome barbecue, Bushdance and Kitchen barbecue were just some of the activities enjoyed by sailors, families and followers:

Our Queensland correspondent, Mathew Buckley reports: "32 Herons entered the series and Nicole Carey (CAREW) pipped dad, Peter (DR.JAZZ) for Invitation Race honours. The Carey's kept it "all in the family" by Chris (LITTLE AUSSIE) bringing up third spot.

Heat 1 was sailed under light conditions and won by LITTLE AUSSIE with John McKeown (JAWS) second and Phil Owens (REPRISE) of Spoers Pt. in third place.

Heat 2 saw the Carey family scoop the pool with DR.JAZZ, CAREW then LITTLE AUSSIE.

Heat 3 was sailed in slightly stronger conditions which obviously favoured Chris Carey who took line honours followed by DR.JAZZ and a new face, Des Quinn (TERRI LOU) from Mackay. Several boats were damaged in this heat including REPRISE.

Heat 4 saw moderate southerly conditions and with a repaired boat Phil Owen took REPRISE to the front and stayed there to beat Alan Timmins (CATHY-O) with JAWS third. Where were the Carey's?

With two wins and a third LITTLE AUSSIE took the Title with DR.JAZZ second and Phil Owen third. Nicole Carey won both Ladies and Junior Titles, Peter won the Veterans and newcomer, J.Burridge won the handicap section in ARDEA RUFUS.

Nicole has taken over as Queensland Junior Champ.from brother, Chris, who held that title for the previous four years and has now moved on to the Senior Title. Father, Peter and younger brother Justin were never out of it, Peter being runner-up in the Senior Titles and Justin(crew in JAWS) went on to win the Heron Class in the Qld.secondary school Regatta.

There's no doubt that the Carey's have had a great influence in building up the standard and interest in the Herbey Bay Heron and Sabot fleets.

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NEW SOUTH WALES held its first Junior State Titles at Narrabeen Lakes on the last weekend in March. 35 Herons entered, 25 in the Junior/Junior section and 10 in the Junior/Senior division.

Anthony Dyer (HORNET) won the first heat with Scott Jamieson (ABRACADABRA) second and Jenny McManus (PADDY) third. The second heat provided a real tussle for Jenny McManus, Adam Hughes, Anthony Dyer and Nick LaForest, the lead changing hands several times around the course with Jenny finally getting the gun ahead of Adam Hughes and Anthony Dyer.

With a win in the third heat Anthony Dyer claimed the Title of Junior State Champion with Adam Hughes winning the Picman Trophy for Junior/Senior Division.

FINAL RESULTS: Junior/Junior - 1st. Anthony Dyer (Middle Harbour)
2nd. Jenny McManus (Narrabeen Lakes)
3rd. Scott Jamieson (Middle Harbour)
Junior/Senior - 1st. Adam Hughes (Narrabeen Lakes)
2nd. Robert Murray (Middle Harbour)
3rd. Rhys Llewellyn (Narrabeen Lakes)
Handicap - 1st. Neil Harvey (SeaCebs)
2nd. Steven Creecy (Botany Bay)
3rd. Tony Hastings (Narrabeen Lakes)

The encouragement award went to Phillipa Rein of Middle Harbour who tried hard to finish the last heat with a damaged boat.

*****

SOUTH AUSTRALIA started is 1983/84 season in late June when races were held at West Lakes to provide assistance for beginners. In September a fully rigged Heron was displayed at the West Lakes Shopping Centre for 3 days and resulted in many inquiries about the Class. The Associations sponsorship of an entrant in the Miss Australia quest carried with it a bonus of multi-media publicity.

The Silver Jubilee series, designed to honour 25 years of Heron sailing in Australia, proved a great success with heats held at Wallaroo Largs Bay, Brighton & Seacliff, Grange, Somerton and Henley. A medallion was given to every skipper and crew, a total of 57 skippers, to commemorate this series which was won by Craig McPhee with Barry Burdon, second and Don Malcolm, third.

State Titles were hosted by the Port Augusta Sailing Club and, as usual, the country venue proved most popular. 51 boats participated with very slight winds for the first heat and high winds on all others, the second having to be resailed. Yet another success for the three time National winner, Craig McPhee, winning his third State Title. Mark Salmon was second and Alan Blenkle third.

The annual Teams Race, held at the Port River club, was won by the home/host team. The Two-of-a-kind All Classes series saw McPhee and Salmon represent Herons and, based on the yardstick, McPhee was 4th overall and 1st of the monohulls.

*****

A.C.T.DIVISION commenced its sailing season with the traditional pattern- good breezes before Christmas, drifters after. Secretary, Alastair Stewart reports that Herons are definitely on the increase with total starts for the season numbering 116 as against 83 for last season. Alastair captured the Club Championship (YMCASC) with newcomer John Wenborn second and Arvid Lejins, third. The A.C.T.Heron C'ships for 83/84 was won by President, Stewart McGilvray with Alastair second and Harry Panjer, third.

Discussion evenings have proved to be most successfully followed up by beach mornings and the class has been regularly promoted and reported in the pages of the Canberra Times and YMCASC MAINS'L journal.

TASMANIA has had a successful year with an active group at Lindisfarne, several boats sailing at Burnie Yacht Club and numerous regattas, particularly in southern Tasmania over the Christmas/New Year period.

Anthony Morgan (DYNAMITE JACK) took line honours in most races with keen competition coming from Andrew Palfreyman (REVENGE) and John Savage (DARING).

The State Champion is Andrew Palfreyman with Anthony Morgan, second, and John Lock, third. Conditions during this series varied enormously and the two morning heats were sailed in very light winds with a very strong current. Dominic Morgan (SINN FEIN) took out the Junior Title with the Handicap Trophy going to John Lock.

Several Herons have changed hands during the year, many skippers are sailing in the training class and it is hoped that they will move into the seniors next season.

It's now ALL SYSTEMS GO for the 26th National Championships to be hosted by THYRA at the Lindisfarne Sailing Club. Remember, it takes competitors to make a successful Nationals. Bulk bookings have been made at the Beltana Motel, Jason Motel and Berridale Caravan Park SO BOOK NOW AND AVOID DISAPPOINTMENT. At the last venue the proprietors have stated that they must have confirmation by August, 1984.

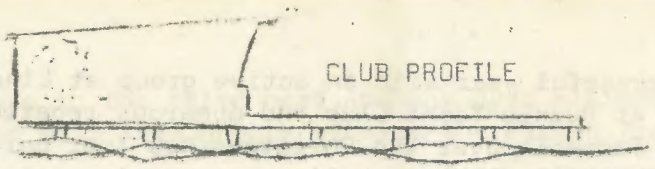
*****

WESTERN AUSTRALIA are easing down after what must be described as a GREAT NATIONALS. President, Terry Gaunt and Regatta Chairman, Roy Christie deserve congratulations on the results of their efforts and there can be no doubt that the series was a success in terms of organisation, competitionand social programming.

A last minute withdrawal of sponsorship threw the burdon of financing the series back onto the members and this constraint of funding caused Management to take a close look at priorities. It was decided that the prize list would be pruned in preference to reducing the degree of subsidisation of the social functions. The rationale behind this decision was that it is difficult to attract competitors to travel the breadth of the country to sail in Perth, they should not be expected to sail the series with one hand forever in their pocket. The majority of sailors compete in the sure knowledge, however tinged with optimisim, that they will not be carrying off a major prize. If the Championships were to be held only for those with a realistic expectation of success, then the fleet would be tiny and the series an assured failure. The W.A.Association wanted to reward, as far as financially possible, competitors for their support and give them value for money in the hope that they will continue to support National Titles, not only in Perth, but wherever they may be held.

The 3-of-a-kind Regatta saw Heron entrants Tiessen, Arber and McGregor represent the Class, finishing 10th.

Once again a teams race will be conducted in conjunction with the Annual General Meeting (a great success last year with increased attendance). Each club to nominate a team of 4 boats, extras welcome.



CLUB PROFILE

N.S.W. - HAWKESBURY RIVER SAILING CLUB Reporter: Terry Dewhurst

A successful racing season has drawn to a close. The weather, overall, was poor resulting in our program requiring some modification, but we did manage to finish on time.

The Spring Cup was won by Alan Dickerson (TRIFECTA) with Dave Murray (NUGGETT) runner-up. The Handicap event was another victory for Alan with Bill Bowie (TOP HAT) in second place and Club Champion was Rosamund Neef (TON O'FUN) with Alan Dickerson, second.

Whilst congratulating all skippers and crews a special mention should go to Rosamund Neef (15yrs) and brother, John (13) who commenced their first season of sailing some weeks after the seasonbegan. Their teamwork, coupled with natural ability, made them very hard to catch.

We welcome new members, the O'Shea family, who are keen to start the 84/85 season in FIZZLE GIGGLE.

****

SOUTH AUSTRALIA - BRIGHTON & SEACLIFF YACHT CLUB : Bill Tucker (9634)

With the 83/84 season now over we look back at mixed fortunes, broken masts, four new Heroners, broken rudder blades, two mid-race squalls and one new club champion. No, this is not the December N'letter, even though it sound s like a well known Christmas Carol.

Adrian Pimlott (WINKY DINK) outsailed the fleet this year to take the Title and four of the five major trophies on Presentation Night, yours truly picking up the fifth (thanks for not sailing on Opening Day, Adrian). While on the subject of trophies, congratulations must go to handicappers Tony Kuss and Jim HOod on a job well done with every boat in the fleet winning at least one trophy race during the season - um! wonder if that'll get me an extra 2%?

Many highlights, hard luck stories and promises of things to come were overheard at the recent end of year B.B.Q at the Hollands' new residence. Thanks, Robyn and John. The timber used to fuel the barbies had a famili look 2" round laminated oregon varnished and with a black band!!!!

A mother and daughter team have joined us, Pam and Elizabeth Sampson and Elizabeth has already had her first experience in "righting" a Heron. Fourteen Old Heroners took part in the "Doug Short Old Heroners Regatta" when racing was very keen and Peter Sievewright winning the event for the second time. Mrs.Margaret Short presented the trophies and, as usual, many old friendships were renewed both on and off the water.

*****

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URGENTLY WANTED - CLUB news, unusual projects, for YOUR Magazine.

MEMBERSHIP RENEWALS, ETC. AS AT 30TH APRIL, 1984. (AND NEW MEMBERS)

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D.Allen (9698)
R.S.Amos (3929)
P.Atkins (7418)
P.A.Barnes (5772)
A.& E.Barrett (L/M)
S.Bennett (2121)
Miss K.Beverley (5522)
A.S.Binns (3993)
K.& R.Black (9726g)
D.Blamires (9202)
C.F.Boland (6978)
N. Brown (5827)
R.S.Brown (4695)
Burgers fam (9171/9187)
R.Burwood (9678g)
M.B.Carr (7191)
P.Carrick (6513)
D.Cashmere (7959)
J. Church (9438g)
C.Clarke (5115)
W.& M.Clarke (9449)
G.Coates (5369)
T.Connor (4229)
N.Corvisy (L/M)
A.Crane (L/M)
B.Craig (9151)
J. Daley (4826)
K.K.Dane (L/M)
C.& A.Day (6618)
S. Dearnley (L/M)
G. DeBie (5199)
T.Dewhurst (8367)
A. Dickerson (9469g)
G.,G.& K.Dove (4533)
W.& A.Eccles(6464)
J. Francis (4761)
M. Gorman (7876)
A. Gray (8910)
W.,F.& T.Grounds (5783)
M. Haining (7950)
M.& G.Harris (9000)
E. Hatch (nbo)
G. Hedgecoe (9586)
B. Hoad (6420)
D.& S.Jamieson (9525g/7355)
M. Jennings (7818)
J. Julian (8574)
Miss L.Kennedy (9500g)
G. Lack (9613g)
I. Lambert (4126)
R.Lemon (4126)
D. Linklater (7657)
V. Llewellyn (9598g)
R. Lock (nbo)
D. McGrane (8060)
I.& M.McKay (9645/9576)
Macleod fam.(9763/9781)
E.Marshman (5630)
B.Macwell (9637g)
P.& T.Metcalfe (6572)
M.H.Y.C. (8215)
G.Miller (7489)
C.Milner (9203g)
P.Moate (7413)
R.Moore (8275)
D.Murray (9270g)
R.& R.Murray (9750g)
J.,J.& R.Neef (5362)
M.Nelson-Marshall (6855)
L.O'Riordan (9213/9461g)
E.& J.Overton (9185g)
S. Page (9111)
J.Pagett (8902)
N.Parsons (3883)
M.Payne (3769)
M.G.Payne (9710g)
Pearce fam. (7158)
W.Reed (9666)
E.Reynolds (6958)
N. Royle (9677)
R.Rozzoli (9133)
I,Saunders (6508)
A.& P.Saynor (9454g)
C.Sharp (6109)
J.Shipton (L/M)
Sim fam. (9264/9597g)
R.Skilleter (5670)
A.Smith (5189)
K.Smith (8248)
P.Sochon (4218)
D.& K.Sonneman (8596)
G. Steel (9254g)
E.Stutchbury (3812)
A.& M.Sutton (9703g)
G.Swales (8716)
C.Thompson (4205)
L.& W.Thomas (6767)
G. Vella (5919)
F.Virant (5995)
G.Wahlquist (4363)
P.Walker (8788)
B.Waterman (5394)
J.Weston (9612)
A. Wood (8307)
J.Woolfson (3380)
W.Youll (L/M)
R.,L.& J.Young (8560)
R.Zimmerman (8919)

VICTORIA

C.Bailey (8341)
N.Bennett (7152)
W.Branson(4803)
S.Bruinhout (nbo)
C.Buckland (9620g)
J.Coen (L/M)
B.Crosbie (8012)
M.Drake (8740)
G.East (nbo)
G.Hambridge (7662)
L.Harrison (6574/9794)
R.Haselgrove (8977)
M.Haweds (L/M)
R.Hoffman (6465)
J.Horner (8982)
C.Knoepfli (6647)
H.Knoepfli (8045)
R.& A.Lewis (6410/8726)
Lines/Hall (5996)
A.McClure (L/M)
S.Mackereth (7065)
R.Maddocks (4429)
W.Majpr (8707)
R.Mansfield (7054)
L.Menogue (7611)
L.Nangle (L/M)
P.Oldridge (9196/5393)
L.Ralph (L/M)
Richmond Tech.(7907/7909
J.Roylance (5513)
D.Todd (8243)

VICTORIA, continued

J.Tyers (7973)
G. Vincent (5739)
R.Woff (5725)
J.& J.Woodland (5606)

A.C.T.

G. Bradley (7258)
R. Dunster (9687)
G.& MMcGilvray (8318)
C.Robertson (5167)
F.Simmonds (8746)
A.& A.Stewart (6376)
C.Tibballs (4139)
S.& K.Zywczak (9906)

SOUTH AUSTRALIA

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M. Bascombe (9904)
Q. Bates (8362)
P.Beaumont (8981)
Blackham fam.(7881/8280)
G. Brougham (7358)
M.& G.Brunger (8355)
T.Butt (6708
V.& G.Butt (8306)
R.Butt (8506)
B.& S.Caddy (9490g)
M. Clark (7432)
D.Clarke (5824)
M. Cole (6874)
J.Craven (9465)
N.Cross (8366)
R.Deacon (9908)
T.Durbridge (9205)
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B. Eves (7187)
Mrs.F.Fieldhouse (8052)
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R.Frost (9285g)
F.Fullerton (9182)
D. Glenn (9486)
J. Gregor (9617)
I. Harrison (9558)
D.Herbert (9551g)
T. Hill (9564)
T. Holme (6744)
K. Jackson (9447g)
A.Jones (8564)
J. Keen (L/M)
E. Lyndon (9746)
P.McLaughlin (9512g)
C. McPhee (8998)
D.& B.Malcolm (8521/9764)
M. Marinos (7352)
T. Matthews (7395/9468g)
R.Matulic (7968)
G.May (8382)
D.& G.Millard (6400)
I. Miller (7395)
H. Moritz (6634)
I. Murray (9469g)
D. Nealy (5822)
P. Nicholson (9767)
R. Petts (5532)
Power fam. 8976/9163)
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D. Rehn (6562/9594
M. Reynolds (8520)
G. Richardson (9174)
D. Riedel (5095)
J.Roberts (6117)
G.,A.& J.Robertson (9416)
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D. Sabey (9499g)
L.& R.Sims (6895)
M. Stanway (7920)
G. Thompson (9458)
G. Tucker (8390)
W.,T.& D.Tucker (9634)
R. White (9652)
M.Williams (6555)
D. Willis (7857)
E. Wilmot (7832)
Mrs. J.Yuan (9503)

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D. Beilby (4488)
T. Brittliffe (9604g)
T.& T.Brown (9674g)
J.& T.Carroll (8922)
R.& L.Christie (7942)
Cockburn fam.(9651g)
S. Demchenko (7088)
N.Dvorak (8766)
A. Ewin (9792g)
R.& A.Ewin (9773g)
G.Fairclough (8582)
Horne fam. (9758g)
J.Livingstone (5672)
P.Moss (8991)
H. Oram (L/M)
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