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HERON NEWSLETTER

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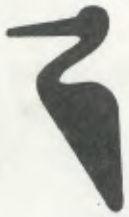

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COVER PHOTO

SARANGA (1583) winner of the first ever National Titles held 24 years ago - and still going strong, this time with Crew, Rob and Colin Scott in a N.S.W. T.T.Heat - *photo M. Brown.*

INSIDE BACK COVER

Top Photo: From l. to r. George Robertson, John Keen and George Richardson, South Australian Life Members of the N.H.S.A.

Bottom: Winner of the first Queensland Frand-slam of events, Chris Carey and Crew, Tony Scott.

BACK COVER

Defending National Champ. Craig McPhee - can he win his 4th successive Title at Hobart?

DEADLINE for December issue - 2nd November, 1984.

THE ACTING EDITOR WRITES -

Our President, Noel Hill, has been moving house and was given a leave pass for this issue - which gives me the opportunity to put a few thoughts on paper concerning OUR ASSOCIATION.

Like many similar bodies, we have suffered over the past few years by the mini-recession in that membership of the Association has, for some, to take a back seat to the more important issues of caring for families with sometimes limited funds.

But I am pleased to advise that this year's figures show an improvement in monthly comparison and it may be that we are about to turn the corner. We are indeed grateful for the continued support of members, but there is a need for another kind of support, particularly relating to this NEWSLETTER.

In it's present form it is a compromise, a compromise forced upon us by escalating printing charges and unpredictable membership numbers and, apart from the printed cover and necessary inserts, the rest HAS to be produced "at home". But that doesn't mean that it has to be less interesting.

You will notice that this issue carries a variety of information and advice contributed by fellow members. It is our aim to cover all aspects of Heroning throughout Australia without undue bias towards the larger clubs and sailing centres. I would be grateful for articles, not only from Club Publicity Officers but from YOU, the club sailor/member. We need your contributions, your suggestions and your constructive criticism to present to our members a worthwhile, readable HERON NEWSLETTER.

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MORE ADDITIONS TO THE 'FAMILY CLASS'.

The Armitage family in S.A. have certainly taken our slogan 'Family Class' to heart. In the June Newsletter we were delighted to report the arrival of twins to Heather and Roger Goldfinch, Jim and Bet's daughter and son-in-law. Blow-me-down, this issue we are congratulating their youngest daughter, Sharon and her husband Mike Hancock, on the arrival of Daniel Adam.

Needless to say the Grandparents are ecstatic and Jim is now assured of for'ard hands into the 21st century!!

*****

WANTED TO BUY - HERONS

This is an urgent appeal for Herons in any condition and any classification. Now that spring is upon us the phone is running hot with enquiries for secondhand Herons, new and old, ply or glass, for the sailing of. A phone call or letter to Mary Clarke, 1 Ethel St.,Balgowlah, 2093 will put your Heron on the list. AND don't forget to include the price!

VALE, TOM ROWAN

Heroners across Australia will sadly miss Tom Rowan who passed away suddenly on 3rd July. Tom was one of Narrabeen Lakes Sailing Club's most colourful characters with his Union Jack Heron RISING DAMP.

A keen competitor and traveller, Tom competed in many State and National Titles and was always conspicuous, both on the water with RISING DAMP and ashore, with his patriotic British Flag outfits. He was also a willing administrator having served on the Narrabeen Club Committee and as a member of the Heron Measurement Committee.

Tom loved the cut and thrust of competitive sailing and revelled in the 'blood thirsty' (Tom's words) sport of team racing. He was active in the training of young, aspiring sailors and ever eager to pass on his knowledge.

A true Cockney, with a Cockney's sense of humour, Tom was always great fun to be with and will be missed by all who had the privilege of knowing him. To his widow, Jean, we extend our sympathy.

Peter Macleod.

*****

Tom Rowan, a funny, fun-loving and sensitive man who had the knack of making you smile and feel happy. We question why such a person is taken from us then realise, in the greater plan of things, that our lives have been enriched for having known that funny, loveable man.

M.C.

*****

RULE INTERPRETATIONS - no prize for picking the correct version:

1. Overheard at a Windsurfer Regatta: "If the majority of boats are on Port tack then the majority have right of way over the minority"?

2. Overheard between two Heron for'ard hands: "The skipper who shouts STARBOARD first has right of way irrespective of which tack he/she is on"?

3. Extract from AYF. 1981-85 Blue Yacht Racing Rule Book - page 30, Part IV, Section B. Rule 36:

   "A PORT tack yacht shall keep clear of a STARBOARD tack yacht."

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ON MEASUREMENT-Extract from a recent Measurement Committee Report:

"A question whether a gooseneck track could be packed out further aft was decided in the negative."

ON SAILS: Replacement sails MUST be measured to maintain current classification. A record of such measurements is forwarded by the Measurer to the Measurement Committee for filing.

LEARNING FROM THE OTHER FELLOW (Peter Macleod)

100 TIPS ON HOW TO MAKE YOUR HERON GO FASTER

This series is not intended to concentrate on major rigging or tuning techniques but rather to point out a lot of small and individually insignificant items that collectively can add up to minutes. Articles will be published over a period subject to available space in the Newsletter.

Many of the tips will seem so small as to be inconsequential but let's remember a race can be won or lost by a 10cm overlap giving buoy room at the last mark! At 4½ knots a Heron travels two metres per second.

In this issue we concentrate on the hull:

1. A smooth finish. Fill all dents, scratches and imperfections, sand smooth and finish with paint, varnish or, in the case of fibreglass boats, with gelcoat. There are two schools of thought regarding final finish:
   a) a matt finish using 1200 wet and dry
   b) finish with 1200 wet and dry then use car cutting compound and polish.

A smoother finish can usually be achieved with paint rather than varnish. Incidentally, the weight of paint often varies depending on colour and type, e.g. in two part urethanes, white can be up to double the weight of yellow or red, dark blue is even lighter but has poor covering qualities.

2. Timber boats can have the front of the skeg faired into the keel similar to fibreglass boats, this should be done. Also the aft 300mm of the skeg can be faired to give less turbulence in the boat's wake.

3. Fill in any sharp angle between the keel and the ply bottom, a finger makes a good guide for the filler here.

4. Inside centreboard case at bottom. There is water turbulence here so a smooth finish will help. Fibreglass boats should be poked with a screwdriver, you will probably find voids that need filling, these are often the source of water that finds it's way into the skeg.

5. Minimum weight. If your boat is not minimum weight (66kg for boats with built-in buoyancy) then you should make every effort to make it as light as possible. Think light! When doing repair work or replacing fittings always ask yourself - can I do the same job lighter? Don't leave old, unused fittings on the boat, not only do you have to carry them around the course but ropes may foul on them.

6. Self bailers/venturies. Fair in with filler, don't forget to properly recess fastenings and fill over them.

7. Drain holes/bungs. Should never be in the bottom, if you must have them put them through the transom, much better not to have them at all. Drain the bulk of the water out the self bailers and sponge out the residue. If you don't have bungs they can't leak, get lost or forgotten.

cntnd....

8. Centreboard construction. A very stiff centreboard seems beneficial to a boats pointing ability, particularly in light weather. Most centreboards are made of marine ply, this can be stiffened with fibreglass. An excellent way of making a very stiff board is to laminate starting with a 4mm ply centre and glue edge grain oregon to each side. Care must be take to keep it flat. After shaping, this laminated board should still be fibreglassed. Centreboard should be made to maximum thickness (16mm).

9. Streamline centreboard. Round off front edge and taper back about 20% of board width, back edge should be tapered to a feather edge from about 60% aft of front edge. The bottom of the centreboard becomes a trailing edge when the board is partly raised and should therefore be shaped to a feather edge over most of it's length (better to leave the very front rounded). Feather edges are hard to maintain, so if you are willing to sacrifice a miniscule amount of speed you can have a small flat, say 1mm) on the aft edge but leave a sharp angle between the side surfaces and this flat.

10. Centreboard finish. Even more care should be taken to obtain a very smooth finish on the centreboard than on the hull. The reason is that water pressure is much higher, therefore higher friction per square inch. A rough finish on the inside of the centreboard case or sand trapped inside can cause gouges or scratches as the centeboard is raised and lowered try and eliminate these problems.

11. Centreboard position. As far aft and as deep as possible (Minimum distance from transom to forward edge of centreboard is 1988mm, maximum permitted depth from underside of keel is 725mm). It may not be possible to achieve maximum distance aft, depth and width (max. is 356mm at keel) and still allow the centre board to fold right into the case. If you have to sacrifice anything, make it width. Herons have an inherent weather helm, the purpose of placing the centreboard right aft is to minimise this. Maximum depth is to increase blade area, hence improve pointing ability, particularly in light weather.

12. Keep your boat on a cradle. After spending hours getting a good finish why not keep it? A cradle is easy to build and will keep your boat from rocking around on sand, shells, rocks, etc. Never drag your boat around, always carry it.

*****

That's it for now, but there will be a further 13 tips from Peter in the December NEWSLETTER.

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CHRISTMAS IS COMING - Get your goodies from the HERON BOUTIQUE - T-shirts, Ties, Lapel Badges, Tie bars - send your order to M.Clarke, 1 Ethel St.,Balgowlah. 2093.

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Our congratulations go to a couple of 'ex' Heroners who found their way to the Olympic Games, James Cook (Flying Dutchman) and Martin Ralph, son of Len and kayak/canoe competitor.

CAN A HERON BE SAILED 12 METRES LOWER THAN THE SEA? or DO THE PELICANS HAVE IT ALL TO THEMSELVES?.

This question is asked by our intrepid reporters Graham, Val, Robert, Timothy and Katherine Butt from Whyalla, S.A. and their answers are 'YES' and 'NO' respectively.

They said there was once again water in LAKE EYRE with lots and lots of birdlife - we decided to add a Heron to the list.

With son, Timothy (6708) doing some work experience at the Wilpena National Park during the May school holidays we decided to collect him at Oraparinna Park Headquarters on the Friday evening and head on further north on the Saturday morning via Brachina Gorge (too many rocks and not enough water to sail on) and thence via Leigh Creek to Marree (lots of rocks and dust but NO water!).

We arrived Marree on Saturday afternoon with EDITH-J (8506) tucked up on the trailer above a host of camping gear, sailing gear, spare wheels, tow-ropes, spare jackets, provisions and anything else we might need to get to the Lake, onto the Lake and back from the Lake in under six months.

The Marree policeman had some disappointing news. Since we only had a conventional 2-wheel drive vehicle we could get to Muloorina Station but no further. The road from there to the main lake (50km) was so sandy and ploughed up by tourist buses that we'd have a few problems. "You'll get bogged" was his simple statement. "Leave your vehicle at Muloorina and get a lift" he said. "There's thousands of people out there - at least 4 or 5 vehicles at any one time" he added.

"No way", we said "That Heron has just got to get on the water." "Well then it's easier to go out along the Oodnadatta Track for a bit (about 100km) to Lake Eyre South, about the same distance as to the main lake via Muloorina, the road runs right by the lake and there's ten feet of water in that one." He went on to say the alternative route to the main lake was via William Creek, at least another day's travel further on.

So we settled for Lake Eyre South and were not disappointed - the road was 'good' - a lot of it had recently been graded to cater for the "traffic" to the Oodnadatta Races that weekend (Oodnadatta is ONLY 400kms from Marree).

We found we were able to drive right onto a little beach about 1km from "The Track". There was plenty of water (somewhat salty!) and a fresh northerly on-shore breeze. For the latter we were thankful, since we were the only boat at the regatta and the Race Committee and Rescue co-ordinator were distinctive by their absence. I had no desire to drift around the Lake for a week! - neverthless, we did stow a container of drinking water on board, just in case.

So there it was, a HERON on Lake Eyre (south) in all its solitary splend-our. And the crowd's came - well, just as we were leaving several hours later three cars did come by and stopped for the night.

cntnd....

The expanse of water was truly an inland see - and in reality we were only looking across one corner of the smaller Lake Eyre south which is only about the size of Port Phillip Bay. The main Lake is probably bigger than St.Vincent's Gulf.

We couldn't stay long so by Sunday night we were back at Marree and on Monday travelled the 470km home to Whyalla. All in all it was a very different sailing trip but a worthwhile excursion. IF, we ever do it again we'd use a 4 wheel drive vehicle with a C.B.Radio (for peace of mind) and travel in company with at least one other car - the thought of two hour's drive to the nearest telephone was a bit sobering though we had no problems at all.

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26th NATIONAL HERON CHAMPIONSHIPS - The Notice of Race and entry for this event appears elsewhere in this Newsletter and you will see that our Tasmanian Heroners have pulled out all stops to make this a most enjoyable and entertaining series.

For those who are entering, GOOD SAILING and GOOD LUCK. For those who have 'missed the boat' for this series don't forget it will be on again next year, closer to home at Speers Point Sailing Club, N.S.W.

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And speaking of Nationals, Viv Picman captured the spirit of competition at the Perth series with the following ditty:

The series is over, the races are won,
It wasn't only father and son,
A daughter, a nephew, a niece or a friend,
They all worked their butts off till the grand final end.

Mirrored in faces the joys and the woes,
But they go out again,"That's how it goes"
"This time it's ours" is heard on the beach,
"Be careful and quick, don't muck up the reach."

The runs are our best leg, sit way at the back,
Eye on the jib, take up the slack,
A jibe! The Mark! This winds b..... fickle,
Watch out, hang on, God, what a pickle.

A few places we've lost with that little act,
That boat ahead has already tacked,
They'll gain more without cover on this very last work,
I wonder what it's like to spend Christmas in Bourke.

The finish is here, mate, the line's just ahead
That boat's going to cross us (I thought we lead)
Get ready to tack now, he's got right of way,
HA! HA! poor b..... he's broken a stay.

We're back near the shore now, we'll land with a grin
Let everyone think it was fun to tip in,
We sailed and enjoyed it, a very good race,
We improved, though, you know - we got 38th place.

TWENTY-SIXTH NATIONAL HERON CHAMPIONSHIPS 1984 - 1985

NOTICE OF RACE

The Tasmanian Heron Yacht Racing Association invites entries for the Twenty Sixth Australian National Heron Championships to be held on the Derwent River. The series will be conducted by the Lindisfarne Sailing Club Inc. under the authority of the Tasmanian Yachting Association for the National Heron Sailing Association of Australia. (N.H.S.A.A.)

1. PROGRAMME

Thursday, 27th December, 1984	1000 - 1700	Registration
Friday, 28th December, 1984	0900 - 1130	Registration
	1200	Opening Ceremony and Briefing.
	1430	Invitation Race.
Saturday, 29th December, 1984	1430	Heat ONE
Sunday, 30th December, 1984	0930	Resail (if necessary)
	1430	Heat TWO
Monday, 31st December, 1984	0930	Resail (if necessary)
	1430	Heat THREE
Tuesday, 1st January, 1985	LAY DAY	
Wednesday, 2nd January, 1985	0930	Resail (if necessary)
	1430	Heat FOUR
Thursday, 3rd January, 1985	0930	Heat FIVE
	1430	Resail (if necessary)

2. RULES - All races shall be conducted under the current Racing Rules of the I.Y.R.U. Prescriptions and Safety Regulations of the A.Y.F. and the Class Rules of the national Heron Sailing Association of Australia, all as modified by the Sailing Instructions.

3. ELIGIBILITY - Entries are invited from and restricted to financial members of the N.H.S.A.A. as at the 30th November, 1984. Only boats registered with the N.H.S.A.A. as having an 'A' class certificate, current at the 30th November, 1984 may be accepted as entrants. All boats entered shall be sailed by the same helmsperson throughout the series, who shall be a financial member of the N.H.S.A.A. as at 30th November, 1984. All boats, spars and sails shall be presented for scrutiny during the registration period but prior to formal registration. The T.H.Y.R.A. reserves the right to refuse an entry for a boat or equipment which does not conform with the Rules in Section 2 above. No entry will be accepted until the scrutiny has been successfully passed.

4. ENTRIES - Entries on the prescribed form attached shall be lodged with Mr. David Salter, 8 Greenacres Road, Geilston Bay, 7015, by the 30th November, 1984 accompanied by an entry fee of $25.00. Financial Members of the Association may enter for the Invitation Race only by submitting an entry together with a fee of $5.00. Late entries may be accepted at the discretion of the T.H.Y.R.A. together with a penalty fee of $10.00, no later than 17th December, 1984. Entries unaccompanied by a proper entry fee will not be accepted. Cheques shall be made payable to the Tasmanian Heron Yacht Racing Association.

5. SAILING INSTRUCTIONS - will be mailed by the 8th December, 1984 to all nominations received by the 30th November, and further copies will be available at the Lindisfarne Sailing Club.

6. SCORING SYSTEM - Points shall be scored and ties resolved in accordance with Addendum "A.2" (Alternative Scoring System) of the current A.Y.F. Racing Rules modified to read:

"There shall be five races of which the best four for each yacht shall be counted for her total points. When it is possible to complete only four races or less, all shall be counted. A minimum of three races is necessary to complete the series, failing which the series shall lapse."

7. **PRIZE LIST** - Trophies shall be awarded as follows:-

   1) Championship -

      a) First six skippers and crews.
      b) First Lady Skipper and crew.
      c) First Junior and crew (the skipper for the Junior Trophy must be under the age of 18 years as at 29/12/84.
      d) First Interstate skipper and crew, not being winners of another Trophy.
      e) Veterans Trophy (Age 50 years and Over). (Minimum of three entries, a winner; 3-6 entries, winner and runner-up; over 6 entries, 3 trophies.)

   ii) Invitation Race.

      a) First three skippers and crews.

   Trophies will be presented at the Presentation Dinner on the evening of Thursday, 3rd January, 1985.

8. **MEASURING** - All boats and equipment including sails shall be closely scrutinised including weighing prior to registration and may be scrutinised during, or after, the series for compliance with the Class Rules and Safety Regulations of the A.Y.F., by the Chief Measurer, or any Measurer delegated by him at his own discretion, or at the direction of the Protest Committee where an official protest has been lodged. Measurement queries will be resolved by a Measurer's Committee empowered to interpret Class Rules for the purpose of this series. All prize winners will present their boats for scrutiny fully rigged at the completion of the final heat. Boats which do not comply will be protested against by the Chief Measurer in accordance with I.Y.R.U. Rules 19 and 74.3.

   Only sails which have been checked, signed, and dated by an N.H.S.A.A. Measurer during the twelve months prior to the 28th December, 1984 will be accepted. These sails shall be stamped at the L.S.C. Inc. during registration and shall be the only sails used during the series, except that the Sailing Committee may, at its discretion, approve the use of a substitute sail in the case of a sail being damaged beyond repair.

9. **SAFETY REGULATIONS OF A.Y.F.** - Entrants are advised to check the revised A.Y.F. Safety Regulations as there have been some significant changes.

NATIONAL HERON SAILING ASSOCIATION OF AUSTRALIA

TWENTY-SIXTH AUSTRALIAN HERON CHAMPIONSHIPS

27th December, 1984 - 3rd January, 1985

ENTRY FOR CHAMPIONSHIP AND INVITATION RACE

1. Please enter Heron Class Yacht ..... Sail No. .....

   to be sailed by Mr/Mrs/Miss ..... in the 26th Australian Heron Championships from 27th December, 1984 to 3rd January, 1985 and also in the Invitation Race on 28th December, 1984.

ENTRY FOR INVITATION RACE ONLY

2. Please enter Heron Class Yacht ..... Sail No. .....

   to be sailed by Mr/Mrs/Miss ..... in the INVITATION RACE ONLY on the 28th December, 1984.

MATTERS COMMON TO BOTH ENTRIES

3. The Helmsperson will be a financial member of the N.H.S.A.A. and WILL/WILL NOT be eligible for the Junior Trophy. (See Notice of Race, para 7. for details of Junior Trophy). If Junior, please state date of birth .....

   If in Veterans Class (See Notice of Race, para 7 (e)) please tick here .....

4. The yacht sails with the ..... Club and her Measurement Certificate Number is ..... which is a current "A" class Certificate. (Photostat copy of Certificate is enclosed.)

5. A cheque/money order to cover the appropriate entry is enclosed.

6. I/We agree to comply with the current Racing Rules of the I.Y.R.U., the Prescriptions and Safety Regulations of the A.Y.F., the current Class Rules of the National Heron Sailing Association of Australia, all as modified by the Sailing Instructions.

7. NAME: MR/MRS/MISS ..... (*please print*)

   ADDRESS: .....

   STATE ..... Post Code ..... Signed .....

8. Entry forms and fees are to reach Mr. David Salter, 9 Greenacres Road, Geilston Bay, 7015, by 30th November, 1984. Late entries may be accepted under the conditions stated in para 4 of the Notice of Race. Cheques shall be made payable to the Tasmanian Heron Yacht Racing Association.

SOCIAL EVENTS

26th NATIONAL HERON CHAMPIONSHIPS

WELCOME BARBECUE - Friday, 28th December, 1984.

Meat packs. salads and refreshments may be purchased at the Lindisfarne Sailing Club.

Numbers only ..... Adults

..... Children

NEW YEAR'S EVE PARTY - Monday, 31st December, 1984

The Prince of Wales Hotel, Battery Point, has been booked for a Counter Tea A La Carte; followed by frivolities at the Fiesta. (It has been found that all visitors and locals have usually wished to join in the Fiesta on the Waterfront.)
(Approx. $5 - $6 per head)

Numbers only .....Adults

..... Children

NEW YEAR'S DAY PICNIC AND CRICKET MATCH

To be held at Port Arthur Historic site. Cars leave L.S.C. at 10.30 a.m. Modified rules to apply.

No bookings required.

PRESENTATION DINNER - Thursday, 3rd January, 1985.

The Presentation Dinner is to be held at "The Willows", (Risdon Tavern).

Number of tickets required ..... Adults

Children
(12 and under)

26th CHAMPIONSHIP EMBLEMS - Iron-on "T" Shirt emblems will be available in Blue on White. or Red on Yellow. These can be purchased for $1.50 each.

We require: ..... Blue on White

..... Red on Yellow

REMITTANCE ADVICE: Remittance of the followng is enclosed:

a) Entry for Championships and Invitation Race	($25)	.....
b) Entry for Invitation Race ONLY	($ 5)	.....
c) Late Entry Penalty fee	($10)	.....
d) Presentation Dinner - $20 Adult		.....
$12 Child under 12.		.....
e) Iron on "T" Shirt Emblems	($1.50 each)	.....
	TOTAL	_____

NAME: (*Please print*) .....

ADDRESS: .....

..... PHONE NUMBER (*including area code*) .....

Next year in Hobart there's the 26th Nationals
We'll go, compete, does it seem quite rational,
Old friend's we'll greet, new friend's we'll meet
Maybe we'll strengthen, beat the whole b..... fleet!

******

From Viv's own tale you would know that in Perth,
There was much good fun and a whole lot of mirth,
She's captured the spirit, of that there's no doubt
So for future Nationals, don't be left out
Join in the games, the races, the start
We'll see you at Speers Point, if not at Hobart. M.C.

******

DEFENDING CHAMPION, CRAIG McPHEE (from the Adelaide Guardian)

Craig didn't travel to Los Angeles Olympic Games with the rest of the National contingent. That's because the Heron Class he's mastered isn't recognised at Olympic level. Craig, 22, is the first South Australian to win both the National and State Heron Titles for three successive years.

His latest triumph in EIGEN VECTOR was at the Australian Championships in Perth, followed by another win in the State Titles in late January.

Craig doesn't mind sailing in a Class that he's missing out on competing against the world's best. "I enjoy the Heron Class," "I've got a lot of friends in it and I'm going to keep in it for the next five years or so."

Craig started sailing with Coffin Bay Yacht Club when his family lived at Port Lincoln and joined the Port River Club when the McPhees came to Adelaide five years ago. He started off in non-competition sailing with Holdfast trainers and 470's before his father bought a "beat-up" old Heron. He got it in shape and gave notice of his talent with a win in the Junior State Titles several years ago and has gone from strength to strength. Craig said the Heron was "radically different" from other yachts. "It's short, fat and slow" he quipped, "It's mostly a family boat and they are all very similar which makes racing close." In the last few years there have been up to 100 boats in the Nationals and five or six could have won it." Craig has had about 15 crew members in his competitive career.

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WANTED TO BUY - HERONS - This is an urgent appeal for Herons in any condition, plywood or glass. Now that spring is upon us the phones are running hot around the States with inquiries for Herons, new and old, for the sailing of. Send all information, including PRICE, to Mary Clarke, 1 Ethel St.,Balgowlah 2093.

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STATE AND DIVISION NEWS

NEW SOUTH WALES - The Association's JUBILEE BALL was held on the 23rd June and organised to celebrate the 25th National Year of our beloved Heron. Marie Lenton and Jean Rowan did an excellent job in co-ordinating this function and other Heron Clubs contacted many original Heroners in N.S.W., twelve of these 'founders' attending and forming a very nostalgic, talkative group. Maybe names such as Dearnley, Buckley, Cawsey, Youll, Imlay, Cull, Bailey and Lloyd-Owen will take some readers back a few years and recall almost 'forgotten' events.

With 80 members in attendance only four clubs were represented. What a shame! To have the right to celebrate such an anniversary is some achievement and a healthy Heron promotion. Healthy? Perhaps on the 23rd, but judging from the queue of taxis, the 24th must have been rather fragile.

S.A. readers might like to know that Ron and Molly Johnson (they are displaced persons from Adelaide) now established members of the Middle Harbour Club enjoyed the get-together.

In all, a most enjoyable evening which people seemed loathe to end and, in fact, the stragglers left when 'time' was well past.

Report: Viv Picman

SOUTH AUSTRALIA

The new-look S.A. Committee, steered by President, Don Malcolm, is off and running with a number of plans for the 84/85 season; the State Titles are to be held at Brighton Seacliff; promotion of a Fair-go series held along the lines of the very successful Jubilee series of last year, decided over five races running from October, through to March of 1985 and held at Wallaroo, Largs Bay, Somerton, Grange and Henley. And of course Heron Promotion, hopefully, on Torrens Lake.

VICTORIA has a new President at the helm in John Caporn, who succeeded Laurie Menogue. Plans are underway for the 85 and 86 State Titles with the possibility of a country venue for 1986. It is proposed to appoint area representatives giving the VHSA a communcation network throughout the State.

QUEENSLAND - news of 84/85 Committee will be known after the A.G.M. in late August. There is no doubt that this Association is on the move with participation in the Boat Show and various events. And speaking of Championships, the Sth,Queensland Titles was a great success and won by Chris Carey making him the first Queenslander to win the grand-slam of Queensland events. Good on you, Chris.

CLUB PROFILE

BRIGHTON & SEACLIFF YACHT CLUB (SA) Bill Tucker (9634)

With rain, hail and snow in the Adelaide Hills, there isn't much sailing news to report, however 8 families spent a great day at Graham May's rural property south of Adelaide recently. Apart from the lunch, the footie and the cricket, the highlight of the day for the little and some 'big' kids was the tractor rides.

Adrian Pimlott, reigning club champion, is now the owner of an NS14 but appears to be keeping his options open as WINKY DINK is still in the garage.

A date to remember - Friday, 14th Sept., is sail measuring night and $20.00 trophy money will be collected - so don't forget your wallet!

Heroners from Brighton and Seacliff would like to offer their deepest sympathy to Jean Rowan on the sudden death of Tom. Those of us who have travelled to National Titles will always remember Tom's humour and sincerity, but most of all his friendliness.

CONNELS POINT SAILING CLUB (NSW) John Griffin (JOULE)

With the success of the 83/84 season, the 84/85 programme should prove interesting with a large increase in boats sporting new sails and equipment. The general expertise and experience level is shown by the number of skippers on handicaps of 6 minutes and under. Once again Stan Dose emerged Club Champion but his position will not be too safe in the future. Connels Point scooped the pool at the T.T. event Port Hacking Regatta with a 1st and 2nd on Scratch and a 1, 2, 3 on Handicap. The Club won all four races in their division of the second round of the Jax Trophy series.

PERTH DINGHY SAILING CLUB (WA) Robert Ewin (9773g)

The Nationals structured our sailing activities for most of the past season and we look forward to hosting them again. And Sid Dyer (NSW), sailing in the first club race after the Titles, borrowed Bill Baker's PLOD and took another trophy away from the West.
Hilary Arber, sailing with daughter Jenny, won the Club Championship with no points lost, PLOD was second and Roy Christie (FINESSE) third.

New sailors abounded over the season, and the most improved were Robert and Elsie Taylor in NIKKI. Many juniors are to take the helm next year including Nigel Taylor, Adam Ewin and Jenny Stevens.

With the welcome sight of new faces, though, we have the departure of some older ones. Bill Baker and Alan Wilson have both retired from Heron sailing. They will be a great loss on the water, but we hope we shall still see them ashore.

****

BOTANY BAY HERON SAILING CLUB Henry Heron

Botany Bay skippers have been having some success away from their home waters. Firstly, Steven Creecy won the Handicap Trophy for the State Junior Titles and both he and his crew, Susan Westwood, were ecstatic when the result was announced. Look out Dad!

One other result I can report to you is that, according to a highly respected authority on Club history, the B.B.H.S.C. No.2 team won the Jax Trophy for the first time ever. Phil Westwood (Captain), Phil Creecy and Paul Barlow were the team members in Division 2 who managed to win 7 out of 8 races over 2 days sailing, each at different venues. Congratulations to all skippers and crews concerned on a very good effort.

*****

READ any good sailing books, lately? If so, why not drop us a line and share your knowledge with us - the Title would help and, perhaps, a short critique - over to you.

*****

UNITED KINGDOM NEWS

On reading through the U.K.programme of events we in Australia are truly blessed by the fact that, in most places, we can sail all year round if we want to. Not so in the OLD DART where the programme lists the opening day as the 10th June and closing with the Junior Titles on the 22nd September.

The U.KAssociation recently honoured two long serving and hardworking Committeemen, Dep.Secretary, George Compigne and Treasurer, Brian Ward with Life Membership. Congratulations and happy retirement to both gentlemen.

Secretary, Ernest Cornish writes "We have a member of our ranks in Ontario who keeps in touch occasionally. When recently renewing his sub. he wrote "enclosed is one years sub.renewal. I will be 70 next month and am in doubt whether I want to go on owning a boat which I only sail in Cape Cod Bay on the eastern seaboard of America - which necessitates a round trip of 1280 miles to do so!"
Apparently John also had a Heron in Barbados at one time, another long trip, but he used to stay a few months when he made that trip!

*****

AND NOW FOR THE BAD NEWS - Over 300 Herons have been removed from the register because their owners have failed to renew membership. In many instances this has been because the renewal forms included in the March and June Newsletters have been overlooked. And, come the start of the Sailing Season, many of those 300 will renew and hopefully display the 1984/85 GREEN AND WHITE TRANSOM STICKER to show their current status!

MEMBERSHIP RENEWALS AND NEW MEMBERS FROM 1/5/ to 31/7/.84

N.S.W.

A.Alford (9472)
D.Anderson (9696)
J.Archer (9625)
P. Armstrong (9704)
R. Backhouse (6239)
E. Bateman (7171)
G.Baumgartl (8517)
G.Birkett (9139)
J. Bluff (9571)
F.Bonner (4089)
W.Bowie (9636)
J.Braithwaite (9913)
R.& K.Brand (7672)
A.Britten (6717)
G.Brunton (9213)
K.Bryant (9675)
R.Burns (5185)
R.Buxton (9489)
F.Campbell (3628)
Campbell fam.(9589g)
O. Carter (4196
F.Casemore (8393)
R & A Champness 8311/9215
N.Coady (9619g)
J.Cole (9414)
I.Cook (nbo)
D.Cooper (6889)
D.Crawford (4271)
I.Cull (7472)
E.Daniels (5777)
J.Davis (8559)
J.Dickinson (9914)
E.Duncan (5350)
Dyer fam.9179/9514
F.Edwards (9191)
E.Elliott (4681)
K.Elton (9635g)
D.Evans (3261)
B.Foster (5900)
Fowler fam. (9737g)
P.Geelan (9701)
Gilholme fam. (9783g)
A.Gillespie (nbo)
L.Gillespie (9589g)
A.& J.Gough (6469/9483g)
R. Gregerson (9759)
H. Gregory (9283g)
W. Grenall (9611)
C.Grimwood (4075/8575)
Hamaty/Henshaw (6600)
G & N Hill (9498g)
L.Horner (8764)
Hughes fam,(9691)
A.Imlay (5703)
T.Irwin (8952)
Jordan-Watt (9535g)
D.Kenny (8292)
D.& V.Lane (9162)
J.Langton (7300)
B.LeGrice (4366)
Lenton fam(9 542)
Llewelln fam.(9782g)
C.Lloyd-Owen (4534)
B.Loudon (7252)
D & J.Lovely (4110)
J.Lynn (8236)
F. McGrath (5962)
A.McIntosh (7451)
McManus fam,9222g/9741g
R.Mackenzie (9501g)
Macleod fam.9763g/9781g
G.Marki (9144)
Mayers fam. (9169)
K & E.Mealey (9290g)
H.Melzer (9569g)
E.Moors (9705g)
M.Mooy (7966)
V.Mould (7926)
D.Murray (4971
R.Nesbit (8727)
O'Connor fam. (8270)
B.Palmer (6580)
H&D Panjer (4165)
W & D.Parry (9585g)
A.Pearson (9227)
R.Phillips (4546)
M.Picman/A.Milnes (9255g)
J.Player (8731)
J.Plowman (9229g)
K.Richardson (9197g)
D. Robb (9509g)
P. Robinson (4222)
D.Rogers (9415g/9744)
K. Ross (7080)
Mrs.J.Rowan (9583)
S.Salsbury (9679g)
D.Sangster (4123)
A.& P.Saynor (9454)
G.Schauwecker(9568g)
Sea Cebs (8794/8924)
9208/9214/9235/9751)
J.Seckold (5963)
R.Scott (1583)
W.Short (7431)
D. Smith (7427)
W.Stevenson (8793)
R & S.Swindells (9693)
Tallis 5977/9118/9605
L.Thatcher (5805)
C.Thompson (4205)
B & D.Thurston (9216)
P & L.Tunnicliff (9120)
B.Tyrrell (nbo)
D & I.Urban (9287g)
W.Vukoder (5360)
R.Watts (9769)
R.Wells (5687)
J.Wheeler (5869)
F & C.Whitehouse 9532g
K.Wonson (9595g)
S & I Wymer (7687)

VICTORIA

J.Archibald (6980)
D.Baird (7899)
J & C.Ballard (5105)
J.Caporn (8515)
N.Booke (6515)
N.Cooper (8951)
E.Day (9771g)
Erlandsen fam. 9647
P.Hall (7262)

VICTORIA, continued

E.LABAN (9788)
F. McGowan (5864)
W.McLennan,(9776)
D.May (9766)
R.Morrison (6757)
A.& J.Moule (nbo)
J.Osauskas (9798)
R.Parkinson (6715)
B.Proctor (7446)
M.Rothery (7040)
S.Rutley (6646)
L.Stafford (4876)

SOUTH AUSTRALIA

B.Archer (9471)
J.Armitage (9282)
Ashley fam.(5354/5820)
D.& B.Beck (8704)
R. Boyce (9655)
A.Braddock (4975)
D.Brook (6573)
B & S.Burdon (9479)
C.Caffin (9796g)
P.Crosby (9614)
D.Cunningham (8959)
J.Duffield (8908)
Elcock fam. (8703)
A &S.George (9281g)
I.Glasson (6716)
I. Graham (9735)
Gurr fam. (8085)
R.Harvey (8974/9289g)
R.Hawkes (7077)
A.Hendriks (9706)
R.Holden (8339)
J & D Holland 6978/9738
W.Hunter (8568)
W.Jewell (7836)
L.Kirkham (9298)
Knoop fam. (8598)
LeFevre H.S. (9536)
M.& H.Luders (8773)
G.Main (8253)
K.Marsh (8576)
D.Maxwell (6522)
K.Molineux (9910g)
Murray fam. 7615/8936 and 9234g
D.Oakley (9211g)
R.Paterson (6118)
D.Rantanen (4284/9911)
D.Rogers (9466)
D.Ross (7897)
B.Smallacombe (9286g)
P.Smith (9689g)
B & D Stacey (9602)
C.Steele-Scott (9610g)
M.Summerling (9574)
D.& Y.Sutton (7025)
J.Tanner (6590)
P.Turner (8781)
Walter fam.(5905/7651 and 4926)
B.Way (9912)
P.Wise (7265)
G.Woodward (5340)

A.C.T.

D.Cameron (7892)
A.Lejins (9572)
J & E Tucker (3620)
J.Wenborn (9774g)

WESTERN AUSTRALIA

P.& N.Cull (9770g)
H.Cull (9683g)
Davies fam. (9566g)
G.Fell (9768)
I.Jarvis (9790g)
Lingius fam.9463/9682
R. McGregor (9581g)
P. & S.Mahony (8223)
R.T.Yachts (nbo)
J.Rogerson (9657g)
Taylor fam. (5359/7847)
Tiessen fam.(9920)
K. R. Wegman (5152)
R.Whitehead (9474)

TASMANIA

J.Adkins (4433)
H.Elliott (9641)
B.Gillie (8750)
J.Lock (8753)
E.Males (9504)
D.Morgan (8984)
A.Palfreyman (9601)
J.Rice (9106)
D.Salter (8526)
K.Schoe (9916)

STH. QUEENSLAND

Adshead fam. (7444)
B.Alexander (9902g)
M.Bourke (4656)
M.Buckley (9587/9762)
Bullock fam.9587/9762 and 9789)
C.Carey (9671g)
P.,N.& J.Carey 9506/990
J.Deshon (9640g)
P.Deshon (3068)
F.Fielding (9607g)
F.Hughes (8706)
C.& T.Jackson (9754)
L.Lumsden (9523)
G.Mohay (9582g)
Scott fam. 7003/9592g
E.Sporne (5151)
D.Straker (9646)
D.Whisson (5797)

NTH.QUEENSLAND

B.Farley (8379)
Miller fam. (nbo)
Reading fam. (9761)
M.Vandeleur (8389)

NEW ZEALAND

C.Worters (6710)

REMINDER - IF YOU HAVE ANY MATTERS FOR THE ATTENTION OF THE NEXT A.G.M. YOU MUST SEND IN NOTICES OF MOTION 6 MONTHS before the meeting (31/10/84

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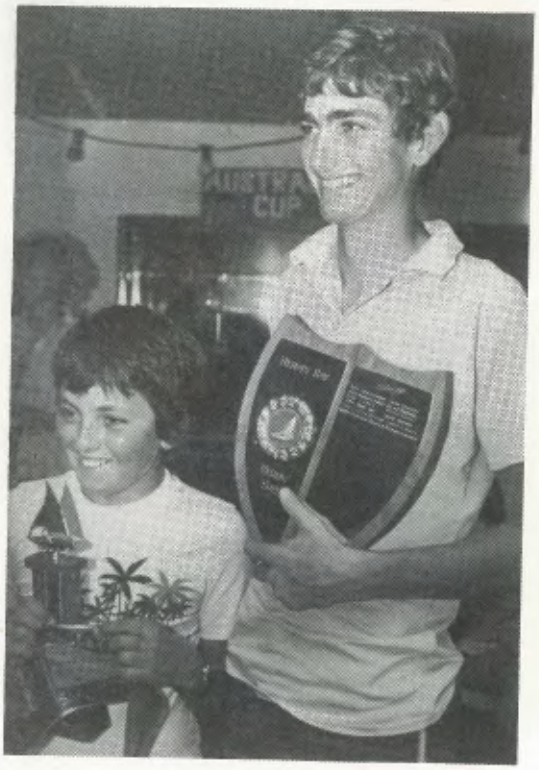

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