HERON NEWSLETTER

DECEMBER 1984

VOL. 22 No. 4

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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COVER PHOTO

The author of our 100 Tips, Peter Macleod and daughter Raelene putting ISLE OF SKYE through her paces on the Swan River.

DEADLINE for March issue – 3rd February, 1985.

THE PRESIDENT WRITES

This being the December issue of the Heron Newsletter, no doubt many of you are well into the 1984/85 racing programme. To those who are travelling to Hobart for the 26th Nationals, I wish you every success and a safe journey. I know that our Tasmanian hosts will do their utmost to make your visit a memorable one.

All State Associations have, by now, held their Annual General Meetings and have elected Committee to look after our sailing interests. Their time is voluntary, they need your assistance to help them do their best for you. Get to know your State Committee, attend meetings and express your point of view. It can only help to make for a more interesting and viable Association.

This brings me to the National Newsletter. I emphasise the word 'NATIONAL'. It is a vehicle for national coverage of informative and interesting articles and happenings which occur in every State. If it appears that news from one or two States seems to monopolise the pages of the Newsletter, the explanation must be that they supply copy. The Acting Editor cannot print what she doesn't receive.

Finally, and on behalf of the Management Committee, I would like to wish all members and their families a Merry Christmas.

Noel Hill - TAMARAG (9498g)

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THE ACTING EDITOR WRITES

At this time of the season many Heroner's minds turn to Championships, both National and State. For those who have searched in vain for hints on improving the performance of our most outwardly simple but inherently individualistic and obstinate craft, we present this SUPER SAILING SUPPLEMENT. Part 2 of the 101 Tips to make your Heron sail faster. A contribution from A.C.T.President, Stewart McGilvray who urges us to CONCENTRATE, THINK AHEAD, LEARN FROM LOSING and STUDY and some advice from one of our younger Champions, CHRIS CAREY, on the main areas of preparation for Heron Racing - boat, physical and mental.

If you can store all that information in the computer between the ears, then we should see a plethora of champions in 1985.

The Newsletter needs photographs. If you have photos which may be of general interest we would be grateful to receive them. But, please, good clean close-ups. We just canot reproduce the ones that need the benefit of a magnifying glass.

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BUILDING PLANS, FULL-SIZE FRAME PLANS, TRAILER PLANS all available from 1 Ethel St.,Balgowlah. 2093.

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BOOK REVIEW

"AUSTRALIA 11 - THE OFFICIAL RECORD"
Published 1984 by Joyce Childress Management Pty.Ltd., and available from most major booksellers.

A 'larger than life' hard cover book with brilliant full-page and some double page colour photography, clear text and very high quality on good paper.

This is an apparently accurate account of the events leading up to AMERICA'S CUP 1983 Challenge including the elimination heats, the winged keel controversy, the Cup races themselves and some thoughts on the future.

The text by Bruce Stannard is a beautiful piece of well organised writing by an obvious master of simple, clear English expression without any of the hysteria.

In reading this book, even allowing for my sailing bias, I felt the anguish, the agony and frustration and then the mind-blowing delight of the AUSTRALIA 11 crew and their supporters upon taking the Cup.

Stannard takes you behind the scene to give you an insight into the massive planning, the late night vigils, the sacrifices and the absolute dedication of those unsung heroes in the 'backline'.

As a second-rate, but absolutely compulsive,photographer particularly of boats and buildings, I found some of the photography amazing.

This book is a history in pictures and words which captures not only the trials and tribulations of the longest surviving and most expensive sailing event in history, it quietly reveals the dogged determination of one man ruthlessly committed to succeeding at all costs and the team he inspired and lead to that ultimate achievement.

Whether you are a sailor or not, this book is a unique record and great value at around $30.

Michael Harris EMU (9000)

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Eds.Note: Now there's an idea for a Christmas present for the men in your life, ladies!

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WANTED WANTED WANTED WANTED WANTED WANTED WANTED WANTED

Herons, old, new, ply or grp for nice people waving losts of nice cash. At this time of the year it is a real seller's market - Herons are in demand and there aren't enough to go around. Drop a line to the Registrar giving boat number, classification, if painted or varnished, built-in or bag buoyancy, brand of sails, with or without trailer - AND DON'T FORGET THE PRICE AND YOUR PHONE NUMBER.

SUPER SAILING SUPPLEMENT | SUPER SAILING SUPPLEMENT | SUPER SAILING SUPPLEMENT

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LEARNING FROM THE OTHER FELLOW (PART 2)

100 TIPS ON HOW TO MAKE YOUR HERON GO FASTER

Peter Macleod

As stated in the September issue, 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. 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!

Our last article (tips 1 to 12) dealt with the outside of the hull - now let's look at the inside and the deck.

13. Think light - see if you can take some weight out (unless your boat is already minimum - 66kg.) Likely targets for lightening are:

a) outside gunwales (sometimes called rubbing strips) see Item 23.
b) thwarts and side seats
c) floorboards (these need not extend aft of the aft thwart
d) paddle - this is a pet target of mine ever since a Heroner showed me his pride and joy - a beautifully crafted and varnished HARDWOOD paddle which must have weighed 1½Kg.?

Before you get stuck into everything with an axe, obtain a plan and current measurement form to make sure you stay within Class Rules (obtainable from the National Heron Association, 1 Ethel St.,Balgowlah) Also everything must be strong enough to do the job.

14. Shorten excess rope-ends. Tails on sheets, halyards, uphauls, downhauls, vang, paddle and bucket lanyards, etc. should all be as short as practical. Not only will this save weight (and they usually weigh heaps more when wet) but smaller diameter ropes can wrap themselves up in the mainsheet ratchet block or disappear down self bailers which will then refuse to close.

15. Take some weight out of the rig and put it in the hull (only a help for minimum weight boats). Highfield levers that are attached to the hull are regarded as fixed fittings and therefore part of the hull weight. Likewise drum winches for uphaul, downhaul and vang. Use of these items can, in effect, reduce overall boat weight by about 1kg. This is only an advantage if your boat would otherwise have weight correctors. There are, however, two other spin-offs:

a) Miniscule lowering of the centre of gravity
b) Slightly less windage.

16. Many boats use a saddle and figure of eight stopper knot for the fixed end of the mainsheet at the transom. Pass the mainsheet through from the aft side and put the knot on the inside of the transom. This will reduce the risk of the mainsheet catching in a gybe and may just save you from a swim.

17. Jib attachment point should be as far forward as possible, this will help reduce weather helm and consequent rudder drag. A strip of stainless steel straight up the bow and bent over on itself 180 degrees to form an eye for the jib shackle seems the best way to get the jib right forward. Both legs of this strip must be bolted through the bow block for strength. Your boat must still stay within maximum permitted length (3442mm) excluding any outside transom bead but including jib fitting, shackle, jib thimble and jib luff wire.

18. An adjustable through deck jib sheeting system can be installed to give the following advantages:

a) an uncomplaining forward hand who no longer has to sit on the jib sheet fittings. This will improve the skipper's concentration and forward hand's observation skills.
b) it is possible to have the pulley and cam cleat further apart than a shop bought cam cleat and fairlead fittings. This means you do not have to raise the jibsheet as far to release it from the cam or lower as far to lock it in.
c) positioning stop on the slide does not protrude where it can be caught by clothes or ropes and knocked out of adjustment.
d) Cam cleat holder does not protrude into the boat where it can catch the forward hand during a critical tack.
e) slight reduction in windage and lowering of centre of gravity.

METHOD: Cut a slot in the deck just outboard of the carlin (slot size about 200mm fore and aft by 40mm wide). Bolt a track to the exposed carlin and mount on it a slide with a eye. The jibsheet is lead through this eye to a pulley sttached to the riser and cam cleat mounted on a block of wood projecting forward from the forward thwart (for glass boats the pulley and cam cleat would be on the side buoyancy tank.) Care must be taken with alignment of pulley and cam cleat.

19. Sheet sizes. There is no need for anything larger than 8mm.diameter, not only will this size weigh considerably less than 10 or 12mm but it will bend around pulleys much easier hence less friction loss. A lighter mainsheet will not have the tendency to pull the boom inboard in light airs and the jibsheet will similarly allow the jib to fill better in the drifters.

20. Sheet rope type. If you hunt around you can get a rope called Multi Filament Plaited Polypropylene. This is considerably lighter (approx. 2/3rd the weight) of polyester and practically non water absorbent. Wet weight would be under half that of the same size in polyester. It is cheaper than polyester. However, it does not last as long but you should still get two seasons out of it.

21. Spray rails on the deck. Unless you sail in very choppy waters (choppier than Botany Bay or the Swan River) these are just excess weight and unnecessary windage.

22. Gunwale width. These should be maximum width (50mm) from just aft of the chainplates to the skipper's furthest normal sailing position, this is to maximise swinging leverage (just like wings on a Moth or 18 Footer).

23. Weight reduction in gunwales. Further forward and aft than the section covered in Item 22. The gunwales should be tapered down to about 12mm at the bow and stern to save weight and a minimal amount of windage. Gunwales do not have to be thick, 12 to 14mm is satisfactory if they are well made, nor do they have to be of heavy timber. They can be laminated from cedar and if you tend to knock them about, glue on a strip of harder timber outside - 3 to 5mm. A further weight saving is possible by planing a concave surface in the gunwale underside. I am sure I will have many critics of my advocacy of narrow forward gunwales but have yet to see any evidence to convince me that wide gunwaled boats ship any less water than my own which has gunwales exactly as described.

24. Mast step. Most boats have a mast step sitting on top of the deck, some windage and weight can be saved by recessing the mast tenon into the deck (this is how it is shown on the plan). Deck wear can be eliminated by making a small plastic pad, with a square hole for the mast tenon, to sit on the deck - 2 to 3mm thick. There are a number of advantages - all of which are very small:

a) weight reduction - the weight of the step plus about 75mm of wire from the rig.
b) lowering of the overall rig height with consequent less windage.
c) because the rig is slightly lower and stay and jib halyard length slightly less, there will be a little less jib luff sag.

25. Gear stowage. Try to have all loose gear e.g. paddle, bucket, whisker pole, lunch, drinks stowed securely, preferably near the centre of the boat. Extra weight near the bow and stern will accentuate the tendency for the boat to hobbyhorse in a seaway - so NO Eskies in the stern!

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THE SYSTEM DOES WORK! What system, you ask? The one requiring members to return their membership card to the Association when they sell their Heron. The Registrar had just such a card returned last month, the year 1971. It had been faithfully retained by the original owner for the time when he eventually sold his Heron and he could follow our instructions to return it with the new owner's name and address.

HERON TRANSOM STICKERS serve two purposes, one, to promote the Class, the other a visible indication that the boat is currently registered with the Association - if a fellow club member is not sporting a transom sticker we are losing out on both counts!

SUPER SAILING SUPPLEMENT

Continues with our second big feature, this time contributed by A.C.T.Heron President Stewart McGilvray IONA (8318).

From time to time 'sailing' is referred to as CHESS ON WATER. I had not thought much about this comparison until while reading the Chess column in a recent issue of The Bulletin an article for chess beginners listed the essentials as being able to CONCENTRATE, THINK AHEAD, LEARN FROM LOSING and STUDY. To my mind these are also the essentials of sailing.

CONCENTRATE. When I first began sailing I asked one of the local champions on Port Phillip Bay what I should do to sail faster and I was told to 'concentrate'. I have tried to follow this advice. A sailing race usually lasts a minimum of two hours or more than three for a championship, plenty of time to develop the ability to concentrate. If you are not concentrating when the heavy gust hits, you get a dunking. If your concentration lapses in a drifter, you can miss the only puff of wind for the afternoon and watch the fleet sail away.

THINK AHEAD. This can start anytime from two months before the season starts when you begin preparing your boat for racing to the moves you must make during racing. Check the condition of boat, sails and rigging before the season to ensure that you are ready to enjoy yourself. During racing be aware of the other boats around you, where they will be in one minutes time, two, ten ... and especially where they will be when you will be rounding the next mark. All this and what other information you may have about wind and water conditions, etc. is fed into the computer between your ears to decide what you must do to take advantage of these variables.

LEARN FROM LOSING. Heroners sail 'identical' boats and usually start together in the same conditions. Why, then, does one boat or many boats beat you across the finish line? As you can guess, there can be many reasons or only one. Review the race and decide what your weaknesses were. The start is probably one of the most difficult aspects of sailing to master but gives the greatest advantage towards winning (see the America's Cup). Next is getting clear and favourable winds, then sailing technique, probably followed by race tactics. Decide what is your greatest weakness and concentrate on that aspect for a while. If all else fails ask the person who is beating you - WHY? (he or she will probably tell you).

STUDY. Your local library has books on sailing or they will get them for you. The bookshops have stacks of them for sale, do not neglect the bargain tables. Colleges, Universities, Sailing Clubs, etc. conduct courses on sailing related subjects. Spend an afternoon on your Club's starting or rescue boat, you will learn a lot about sailing that you can apply to yourself.

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SUPER SAILING SUPPLEMENT

It seems appropriate that the final feature in this series is presented to us by a proven Junior Champion who placed third in his first shot at the Senior ranks at the 25th Nationals in Perth. Chris Carey (LITTLE AUSSIE) tells us the importance of:

PREPARATION FOR HERON RACING

1. Boat preparation: 2. Physical preparation: 3. Mental preparation.

The most important thing in boat racing, if you want to improve, is to set goals. These should be both long term goals that can be flexible about where you would like to be in say 3 to 5 years, and shorter term goals that are set before each season starts. The goals set must be realistic and conceibale achievable, but must also be high enough to really stretch yourself. Whether these goals involve regional or club championships, State level, National level, or a combination or these three, only then with a clear path in mind can you prepare yourself and boat to achieve these goals.

BOAT PREPARATION. The first and probably least important area in the end, is the boat. The hull should be strong and relatively light. A considerable amount of weight can be removed from some boats (e.g. stripping off thick paint built up, remobing useless fittings, replacing solid timber seats with light-weight plywood seats, etc.) However, if you don't think you can get your boat to within about 5 kg. of the minimum weight you should possibly think about getting another hull. The fittings and rig controls should be as simple as possible. The main thing is to ensure that everything works, any control that does not work efficiently should be either fixed or disposed of. There are really only three controls necessary on a Heron, these are the boom vang, downhaul and boom outhaul. All should be fairly powerful for ease of handling. I use 10 to 1 purchase on the boom vang and 6 to 1 on my downhaul and outhaul.

The purchase on your present system can be easily and cheaply doubled by adding a wire and a single block. This is not only easy but efficient as energy will only be lost through one extra block.

Your sails should be in reasonably good condition. If you are going to buy new sails have a look around and see what the top guys in your area are using and follow suit. If not, have a look at how the best people using your brand of sail are setting them up and copy them (e.g. what spar combination, what mast rake are they using, etc.) This is a good base to start from and can be modified and, if necessary, discarded at a later date.

The best way to learn about racing is to do as much of it as you possibly can. Make sure you attend all club races and all the regattas that you are able. Make sure that you learn something from every race that you compete in. The idea is to gradually develop your skills in trimming, tuning and tactics.

PREPARATION FOR HERON RACING, continued

The best way to do this is to sit down on your own or with your crew and in a few minutes go through the race in your mind, or talk it through with your crew. If you had made any changes to the rig or had altered your style of trimming the boat for the conditions just think about it or discuss it, as follows:

a) had the alterations been successful?
b) will further evaluation in more varied conditions be required?
c) can it be improved further?
d) we have tested it out to the extent that we are satisfied that no advantage was gained - it will be discarded.

Did anything not perform up to standard, will it need adjusting, repairing or replacing (and make sure that this work is done BEFORE the next race!!!) Discuss some of the errors that you made and talk about how the situation should have best been handled, then, if ever you encounter a similar situation you will already have a plan of attack mentally rehearsed. If you wish some form of written record, a log is an excellent future reference source.

If you are heading across BASS STRAIT this Christmas and expect to do well, then you will probably be involved in this cycle already. If you aren't going to Hobart or are not well into your preparation cycle then it isn't too early to start thinking about preparing yourself for the 26th Nationals at Speers Point in 12 months time.

Remember - in the final analysis it is your 'on the water' discipline, for some two hours or more, that will give you that finishing position you seek.

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AND SPEAKING OF THE 26TH NATIONALS

Phil Owens of the Speers Point Sailing Club has dropped us a line to advise that his Club and the N.S.W.Heron Association, on behalf of the National Association, are committed to providing a well run series at what is regarded as one of the finest dinghy racing courses in the country.

Being a very popular holiday resort, it is imperative that those intending to participate in this series make early bookings for accommodation. There will be LIMITED camp and caravan sites available at the sailing club, courtesy of the Lake Macquarie Shire Council, they are restricted to competitors and their families/friends and THEY ARE FREE. If you would like to camp on the foreshore near the clubhouse please write to P.Owens, 27th Heron Nationals Camping, C/- SPASCP, P.O.Box 56, Boolaroo. 2284 and provide the approximate dimensions of your tent(s)/van. If you require a reply, please include a stamped, self-addressed envelope.

Teralba Lakeside Tourist Park (about 5 min.drive from the Club) has powered sites available at $8.75 a day or $61.25 per week. At last report thirteen 6-berth on-site vans were available at $30.40 a day or

$211 per week. A 20% discount is available if you book in advance. HURRY, these won't last long. (Rates may vary slightly from these quoted above.) Phone (049)58-5370 bus.hours & (049)58-6648 a.hours.

MOTELS

SPEER'S POINT:	Speer's Point Hotel/Motel 199 Main Rd.,Speer's Point (049)58-1022 Warners Bay Hotel/Motel, 5 John St.,Warners Bay. (049)48-9055
TORONTO: (15 min.drive)	Yachtsman Motel, 7 Harris St.,Toronto (049)59-1311
CHARLESTOWN: (15 min.drive)	Panorama Motel, 256 Pacific Highway, Charl estown (049) 43-3144
	Newcastle Heights Motel, 270 Pacific Highway, Charlestown (049)43-3077
BELMONT: (25 min.drive)	Winston Court Motel, 378 Pacific Highway, Belmont (049) 45-2821
	Hines Macquarie Motel, 749 Pacific Highway, Belmont South (049) 45-2847
	Lake Lodge, 690 Pacific Highway, Belmont (049) 45-0288
	Sinclairs Motel, 813 Pacific Highway, Belmont South (049) 45-8988
	Pelican Palms Motor Inn, 784 Pacific Highway, Belmont South (049) 45-4545

The above list is by no means exhaustive. See your State Royal Automobile Association Hotel/Motel director for a full listing of the motels in the district.

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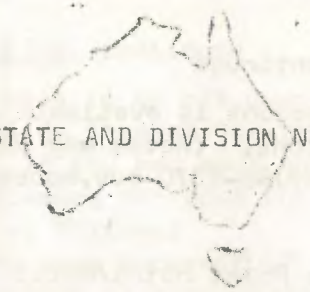
T-SHIRTS * T-SHIRTS * T-SHIRTS * T-SHIRTS * T-SHIRTS *

Pleased to advise that new stocks have arrived and we are now able to fit the entire family from Size 8 right through to XOS. Just drop a line to Mary Clarke quoting size/s required @ $7. per shirt.

And speaking of Heron T-shirts, one of our members has commented on the fact that very few photographed prize-winners display the Class by wearing the HERON T-SHIRT. Do you have such a photo? If so, we will gladly print it. With the hundreds of shirts sold through the years, there must be someone around the States who has been photographed wearing one!



STATE AND DIVISION NEWS

THE QUEENSLAND REPORT (Derek Miles)

The sailing season has started in full swing with the Brisbane River Championships (the first time this event has been held). The first was sailed at the Sth.Brisbane Sailing Club, the second held at the Humpybong Yacht Club during the 29/30 September weekend. Five boats from Hervey Bay participated in this event. Saturday's race was sailed in strong gusty winds made difficult by high rise buildings and only two boats completed the course, SEA JADE (D.Miles) and DR. JAZZ (P.Carey) placing in that order. Sunday's race was much lighter with DR.JAZZ placing first, LITTLE AUSSIE (Justin Carey) second and CAREW (Nicole Carey) Third.

The 10 Herons with skippers and crews participating in the Coochimudloe Training course to be held from 3rd to 7th December will undergo some pretty intensive coaching by senior AYF qualified coach, Jane Winter who will be ably assisted by Peter and Chris Carey and Meredith Bullock. There will be 5 days of lectures, sailing around a small triangular course with plenty of race starts and buoy roundings to tune up both boats and crew. One interesting point is that the instruction given by the AYF qualified coach entitles the juniors enrolled in the course to be Government subsidised!

Anyone interested in Heron building would be well advised to contact Arthur Bullock at 87 Lucan Ave.,Aspley. He is only too happy to help with building advice and encouragement and prices quoted for timber, framework, spars, etc. are more than reasonable.

A.C.T.DIVISION REPORT (Alastair Stewart)

Heron activities began this year with a Discussion Evening for several newcomers to sailing where basic topics such as rigging, primary controls, rules on the water, handling rough weather and recovering from capsize were gone through. The evening was to be followed by three beach mornings on the last three Saturdays of October when the theory was to be put into practice.

The first race of the season was held on October 6, with a small fleet of 3 Herons, including the welcome sight of Tony Bradley back after a year's illness, stalwart Dave Simmonds and new junior skipper, Edward Louis. Edward and his last year's skipper, Alastair Stewart, have changed places and Edward rather non-plussed the two senior helmsmen by coming first in his first race. His crew, who had had to battle through the fleet from tail to head for 5 years to record his first win, was even more bemused, to say the least.

STATE AND DIVISION NEWS, continued

NEW SOUTH WALES members are reminded that the State Titles are to be hosted by the Speers Point Sailing Club from 26th to 28th January,1985. Entries should be lodged with Mr.M.Harris, 8 Edgar St.,Baulkham Hills, 2153 by 15th December, 1984 - Late entries will be accepted until 12th January if accompanied by an entry fee of $30.

The Junior State Titles will be sailed at Narrabeen on 30/31 March, 1985 and the N.S.W.Association is hoping for a great roll-up of budding Champions.

THE SOUTH AUSTRALIAN REPORT (Colin Gurr)

Colin reports that plans are well in hand for the 'FAIR GO' Series to be conducted by S.A.H.S.A. and the Committee have decided on and ordered rather stylish badges for presentation to participants.

The State Titles are to be hosted by the Brighton & Seacliff Yacht Club from 26th to 28th January and South Australian Heroners are reminded of the following events:

Feb.3 4th Heat of the Heron 'Fair Go'Series at Grange Sailing Club
" 24 Teams Race - Port Rivier Sailing Club 9.30 a.m. start. Each club enters a team of four boats.
March 17 5th and Final Heat Heron 'Fair Go' Series, Henley Sailing Club p.m. start.
" 31 Heron Picnic Day at Murray Bridge, 11 a.m. start, a day of fun on land and water.

On behalf of the South Australian Heron Sailing Association Colin extends to all members best wishes for Christmas and fair sailing.

THE WESTERN AUSTRALIAN REPORT

The W.A.Heroners have a traditional gathering each Christmas at Denmark, no - not the European country but a beautiful spot on the southern W.A. coast some 50kms west of Albany. Each year the gathering grows and those organising the event would like to hear from other W.A. Heroners to extend an invitation to participate and to answer any queries.

Please contact W.A.Secretary, Peter Mahony, 87 Dean Rd.,Bateman.

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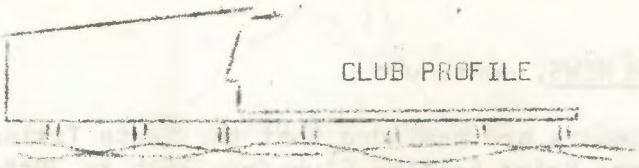
SOME CRAZY DEFINITIONS?

ABOUT: Shouted by skipper at for'd hand when turning (at which time for'd hand mutters to himself "What's he on about?)
BAILER: Bucket. Object when wielded by frightened sailor, the most efficient pump in the world.
BUOY ROOM: Something you give to other skippers but is never given to you. When shrieked at the right time can cause all sorts of consternation and drama.
COLLISION: End product of other skippers incompetence.



CLUB PROFILE

NARRABEEN LAKES SAILING CLUB 'MECCA'SERIES

Viv Picman

Our Mecca was the Mecca Caravan Park on the southern shore of Lake Macquarie at Wyee Bay, the pilgrims heading there for the September holiday weekend. As did pilgrims from the original Mecca, our pilgrims 'blessed' our modern Mecca but I must say our blessings were a wee bit more Australian - unfortunately we cannot control the elements.

The high winds which prevailed on Saturday and Sunday did make enthusiasm for sailing lessen a little, the race on Saturday being abandoned when southerly winds were monitored at 30 knots - later in the afternoon it was recorded at 40 with stronger gusts!

Never fazed, Narrabeen had a back-up plan. Ken Lenton organised competitive races and a treasure hunt for the juniors (all sizes) for which Marie Lenton and & Co., made most original prizes, then sweets and a sausage sizzle - result - very tired, happy kids.

The Sunday A.M. race was sailed in a stiff southerly and won by David Llewellyn (9782) with Michale Grove (9745) 2nd, and Peter Macleod (9781) third. The P.M. race was a T.T. event and, with 10 minutes to the gun, the wind was gusting in at 37 knots. It was a wise starter, Ron Hughes, who postponed the race, all boats returning to shore. After checking weather reports the Sailing Committee met and decided to go for a 3.40 start. The wind had abated to 15 knots and placings altered several times before the race was eventually won by Robert Cheapness of Speers Point. Unfortunately, he failed to survive a protest from David Llewellyn for an incident after the 5 minute gun, Syd Dyer moving into first place with Peter Macleod second and Bill Parry, third. This was bad luck for Robert competing in his first T.T. event.

The drifting and sunny conditions of Monday morning were ideal for sailing the fun race postponed from Saturday - a rally requiring keen observation and local knowledge (map provided). No course was set and skippers could seek the answers to given clues as well.

One incident worth reporting was the novel way Mel Picman found to unload a Heron from roof racks without the four-man assistance usually required. Simply drive the front wheels of the car into an unseen 18" drain. Car stops - boat doesn't. A few dings on the bonnet and one or two on Mel's nose, but fortunately boat unscathed.

Those who participated in the week thank and congratulate the organisers Peter Macleod, Bill Parry, Ken Lenton and Ron Hughes and the ladies whose efforts did not go unnoticed. Permanent Park resident, Bill Thompson and our own Bob Murray made boats available for rescue work.

It was a terrific idea, enjoyed by all and we hope it will become an annual event. It brings back memories of years ago when Herons travelled to St.Georges Basin for this particular weekend. Mecca is very similar and just as beautiful.

CLUB PROFILE, continued

BALMORAL SAILING CLUB
CENTREBOARD CLASSIC

Reporters: Frank Whitehouse and Leo Thomas

The Esso sponsored 1984 Balmoral Centreboard Classic was held on the September holiday weekend and attracted over 200 entries. Although the forecast was not promising we were fortunate to have bright sunshine and plenty of wind on Saturday afternoon, some competitives having to retire when the conditions became too blustery.

Sad to say the Heron fleet was the smallest of the nine Classes sailed and Balmoral welcomed Syd Dyer and Mel Picman from the Middle Harbour Club. Syd (9179) won Saturday's heat with Mel (9255) a close second. Perhaps the margin would have been greater had not a Manly Junior and National E decided to gang up on Syd and blanket hs wind. Frank Whitehouse in 9532 claimed third place followed by Hal Gregory in 9283, a distant fourth - delayed by more closely inspecting a yacht carrying a bevy of bathing belles.

Sunday morning's conditions seemed just right for veterans, Alec Barrett and Leo Thomas in 6767 (grand-dad and great grand-dad) to take on the younger blood and prove that septuagenarians still have it! All would have been well except that a memory lapse caused them to miss the No.1 mark - result, disqualification.

Our Middle Harbour visitors were joined on Sunday morning by fellow clubmember Warwick Jacobsen (9580) who kept them on their toes but Syd was again first across the line. Mel had the race sewn up when Syd took advantage of a shore lift to avoid the incoming tide and crossed ahead of him. The Open event was won by Syd Dyer with Mel Picman second and Frank Whitehouse third. The Handicap event went to Frank Whitehouse with Syd second and Mel third.

For those who participated the Regatta was well organised, friendly and enjoyable and the prizes were well worth competing for. The only thing missing was a big Heron fleet so please earmark your calendar for 1985 when we expect to run an equally successful classic and look forward to being your Host Club.

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HUMPYBONG YACHT CLUB REPORT (Arthur Bullock)

Arthur writes that the Heron Class is now established at Humpybong Yacht Club located at Redcliffe and 6 Herons are regularly racing withthe promise of at least another 3 in the very near future.

Much of this success is due to Arthur's promotion. He makes a point of looking at boats advertised for sale, ehcking them out and providing a detailed report to prospective buyers. Add to this a progressive, high pressure promotion undertaken by the Club itself and you have the ingredients for success.

NEW MEMBERS AND RENEWALS OF MEMBERSHIP FROM 1/8/84 to 31/10/1984

N.S.W.

F.Adams (9514g)
C.& R.Allon (5536)
B.Archbold (6188)
P.Armati (8282)
M.Bailey (nbo)
B.Barry(4159)
H.& S.Beckett (6649)
H.L.Berry (5707)
I. Betenson (9139)
G. Bonaall (3914)
D.& P.Brandon (5904)
Brown family (9119)
G.Button (6441)
E.Campain (4372)
A.& A.Cawsey (5731)
N.& M.Cerny (7351)
M. Cockburn(3367)
G.& K.Deakin (5136)
A. Dobson (9669g)
P.Donner (9793)
S. Dose (8585)
R.& R.Doyle (9530g)
G.Early (7366)
J.Fowell (9239)
M. Frost (9748g)
L.Garrett (9629)
J.R.Griffin (9177)
M.Groves (9745g)
G.Hale (6783)
P.Hallworth (7804)
J.Harris (8722)
G.Higgins (8722)
R.Johnson (9435)
A.Judd (6586)
I.Kitteringham (9550g)
Konig fam.(9555g)
J.McKone (5343)
I.Macleod (7435)
B.Maloud (6600)
J.Martin (4182)
K.Miller (7489)
G.Moffatt (7036)
L.Morris (9534)
P.Muther (9187)
Owens fam(9692/9800)
R.Partridge (5033)
J.& P.Ranger (7689)
E.Rice (4482)
G.Ryman (8934)
J.Sammut (8525)
Sea Cebs (8794/8924)
9208/9214/9235/9751)
R.Smith (7816)
E.Sweeney (nbo)
M.Thompson (8919)
R.Wake (9765)
C.Walker (9710)
Westwood fam(9628/4434)
G.Withnall (5798)
M.Yeoland (9171g)

VICTORIA

B.Bell (5784)
R.Botterill (nbo)
R.Brunker (5809)
F.Gruber (9469)
R.Friday (3805)
R.Hale (nbo)
R.Hanslow (4897)
W.& B.Harbord (7185)
K.& M.Jenkins (9485g)
J.Jessop (4841)
B.Logan (5679)
A.McIntyre (8047)
D.McMillan (6487)
R.Mitchell (6623)
B.Proven (9775)
R.Provis (6386)
N.Ridgeway (nbo)
K.Robertson (8323)
J.Russell (7618)
J.Williams (8067)
W.Wiseman (8285)
N.Wright (4083)
N.Cooper (6495)

SOUTH AUSTRALIA

P.Abbott (9923)
B.Anderson (5160)
Blenkle fam (6629)
I.Brett (9429g)
D.Christie (9497g)
J.Duval (7442)
G.Earl (9577g)
J.& D.Eves (9918)
J.Furnell (8586)
R.Gardner (6963)
L.Grant (8050)
A.Hayter (9917g)
J.& J.Guy (6885)
A.Hayter and P.
Nicholson (9921g)
C.Highett (6550)
D.& C.Hood (9729)
I.James (9563)
J.Kirby (9561g)
G.Lazenby (7964)
K.McCarthy (8901)
G.& G.Main (8342)
J.Mallon (5889)
R.March (5950)
J.Messing (8567)
K.Mieglich (7961)
D.Ollerenshaw (9192)
Partridge fam(7873)
N.Partridge (6427)
C.Tarran (9668)
R.C.Tarran (9528)
G.Ure (5822)

A.C.T.

N.& A.Howlin (5352)
J. Meder (3617)
R.Ramson (6513)

W.A.

H.Arber & J.& J.
Stevens (7474)
R.Bradshaw (9511g)
Mrs.A.Christie (9903g)
K.Gammie (8315)
E.Fletcher (8943)
T.Gaunt (nbo)
Gollagher fam(6438)
J.Hill (nbo)
C.& H.Jackson (7458)
J.Livingstone (5672)
J.Scott (9567g)
M.& A.Taylor (5656)
Toussant fam(9495g)
K.Wood (9797g)

TASMANIA

K.Craven (7814)
I.Johnston (8025)
S.Olding (8933)

QUEENSLAND

S.Brown (9584)
T.Cull (9676g)
K.& T.Crellin (9545)
J.Dill-Macky (3687)
B.Ely (5526)
Green fam (9922)
P.Robinson (9742g)
T/S Paluma Sea Cadets
(4364/8580/8913/9660g)

16/.

Following on our story in the September issue of the intrepid Butt family and their trip to Lake Eyre, this picture seems to say it all.

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