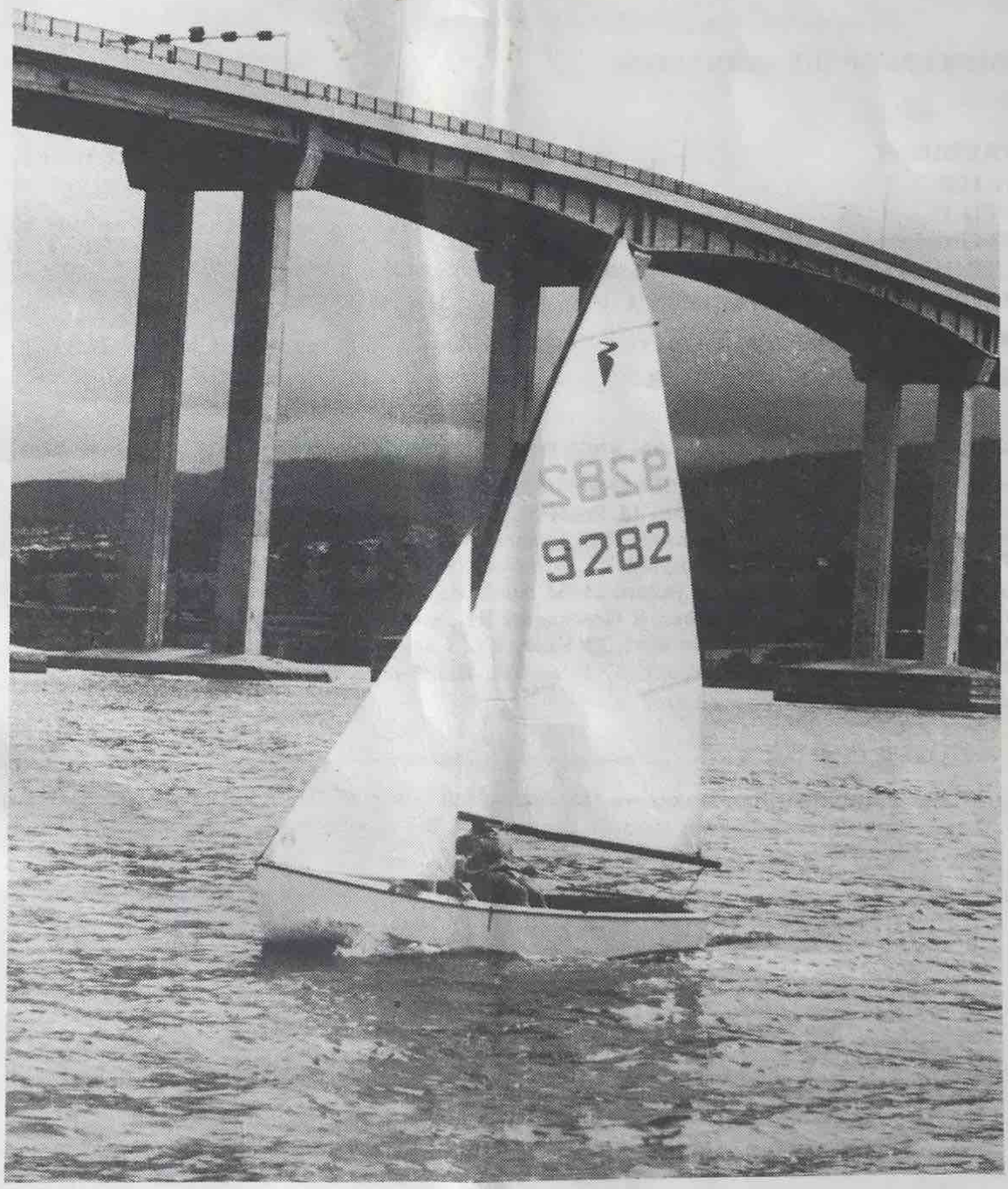
HERON NEWSLETTER

INSIDE: Sub. Renewal Form
A.G.M. Details



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HERON NEWSLETTER

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National Heron Sailing Association of Australia
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COVER PHOTO:

"The Tasman Bridge makes an impressive backdrop to Jim Armitage's OUTCAST as he and Kate Gilchrist power over the line to win the second heat."

DEADLINE for JUNE ISSUE — 10th MAY, 1985 (NO LATER)

It is with the deepest sorrow that we advise the sudden passing of our esteemed President Noel James Hill.

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 1985/86

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

of boat No. .....

which is called .....

Classification (A/B/C) (ply/gpr/gpr/composite)

I/We intend to sail with the ..... Club during the 1985/86 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	$	**15.00**
Donation to Trophy Fund	$	
Other Payments	$	
Total	$	

Form of Remittance

Cheque

Postal Order

Details of other payments are

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

Date: 1985

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: 1985

ASSOCIATION MEMBERSHIP

EDITORIAL

It is clearly evident that the slowly declining membership is largely due to the fact that Herons actively participating at Club level (and winning trophies) are not registered with the Class Association.

In years past this was an automatic action by an owner when he purchased a Heron and was particularly encouraged by his Club Officers aware of the advantages to their State Association of having as many Herons as possible registered with the National body.

For the Class to maintain its strength - indeed, if YOUR Heron is to maintain its value on the secondhand market, it is patently clear that a concerted effort should be made to revive the practice previously followed, i.e. to encourage those owners who join Clubs to immediately register with the National Class. Continued registration means continued classification, a most important factor in the event that your Heron is offered for sale.

It is most unfortunate that some Clubs do not see Class registration as an important issue and for those who have received monetary Establishment Grants from the Heron Association it is a breach of an agreement entered into by the Club to ensure that every Heron registered with it would also be registered with the Association.

Where other Classes have 'folded' the Heron Class has continued due, in the main, to it's suitability and appeal to a large cross-section and due to the continued efforts by its administrators to sustain that popularity and viability. But those efforts can only extend so far and then it is up to each and every one of us, boat owners, club officials, State Association officers and National Management to get behind this appeal.

There are many hundreds of Herons presently unregistered, a proportion of those are in use every week-end being recorded as starters in club and interclub events. Let's make our aim total affiliation. It's a start and if we can achieve that then it will, indeed, be a happy and prosperous 1985 for the family Class, THE HERON.

M. Clarke

*** ******

CLUB OF THE MONTH

Are you proud of your Club? Is there something special about the clubhouse, the location, history or member? We'd like to hear all about it so why not write a brief article, enclose a few pix and send to the Acting-Editor for inclusion in the June NEWSLETTER.

*****

DON'T BE AN OVERDUE SUBSCRIBER - the renewal subscription notice appears elsewhere in this issue and a prompt return would be sincerely appreciated. Your membership is valued by the Association and early payment can be taken as an indication of your support.

LINDISFARNE, HOBART
AND THE 26TH NATIONAL HERON CHAMPIONSHIPS

Mary Clarke

For some, Tullamarine Airport became the central meeting place for those Heroners travelling to Hobart from the mainland to contest the Nationals.

For others, their trip was neither swift nor comfortable as their sea crossing coincided with the shocking weather conditions confronting the Sydney/Hobart fleet. Fortunately the drive south from Dvonport to Hobart provided time to calm the nerves, settle the stomach! and take in the Tasmanian scenery.

For months prior to this series those mainlanders who had participated in other Hobart Nationals had been cautioning the travellers to prepare for the cold waters of the Derwent. Most heeded the warning and many Christmas stockings overflowed with all kinds of wet suit gear. The doubting Thomas' were to find out the hard way - doused over the bow with icy cold water - ugh! It was a race to the nearest sport store to grab some full length gear

The 42 rigged Herons provided a colourful backdrop to Lindisfarne Sailing Club and at the Opening Ceremony Tasmanian Association President, John Lock, welcomed competitors, thanked the many sponsors for their support and, after the speeches were made and the National and State Flags flown, called upon Mr. John Cleary, Minister for Sport and Recreation, to declare open the 26th National Heron Championships.

O.O.D. Dugald McDougall briefed competitors, referring to the presence and overriding authority of heavy shipping on the river and the need for caution As if on cue, a 30,000 tonner passed swiftly by the clubhouse on her way down river to the mouth of the Derwent.

INVITATION RACE - Friday 28/1/84. The Committee vessel, SEA ESTA, owned and skippered by Tom Prior moved out into the Derwent escorted by DOLPHIN, COPPING, REYNOLDS and FEATHERS with 42 Herons in their wake. The wind was 10 knots from the sou'east. David Salter's MANGO CHUTNEY hardly had time to wet her hull before broken gear forced retirement. And then there was an embarrassing moment when, at the 10 minute gun, the Class Flag was broke out UPSIDE DOWN!! Invitation Races are dress rehearsals for skippers and officials and I'm pleased to report that the Class was, never again, in distress!

Defending champion, Craig McPhee in EIGEN VECTOR led from beginning to end, David Llewellyn did have THE ANSWER coming in second and, proving that he had lost none of his touch, Jim Armitage sailed OUTCAST into third place. The question was being asked "Was McPhee heading for an historical FOURTH Title? " Only time would tell.

HEAT ONE - Saturday, 29th Dec., The cold (12^{0}) southerly of yesterday had changed to a much warmer northerly, shifting enough to cause the O.O.D. to call for a 15 minute postponement while he struggled to set just the right course. Tasmanian State Champion, Andrew Palfreyman, had REVENGE set for the perfect start, won't early, failed to return and was disqualified.

S.A.Port River Club members, McPhee and Armitage dominated heat 1 with the lead changing from one to the other on three occasions. Further down the track another race was in progress for the minor placings and it was Dennis Lane's WHY NOT which surprised by beating his Narrabeen Lakes colleagues, David Llewellyn and Peter Macleod. Armitage eventually crossed the line 1 min.27 seconds ahead of McPhee. Placings were:

1	9282	OUTCAST, Jim Armitage (SA)	4.	9782	THE ANSWER, D.Llewellyn (NSW)
2.	8998	EIGEN VECTOR, Craig McPhee (SA)	5.	9781	ISLE OF SKYE, P.Macleod (NSW)
3.	9162	WHY NOT, Dennis Lane (NSW)	6.	8726	LI'L LIZA JANE, R.Lewis (Vic)

HEAT TWO,- Sunday, 30th Dec. The heavy winds encountered in practice the week before had deserted the skippers and, having set a course, the O.O.D. had to postpone when it looked as though were would be a dramatic wind change. Finally they were away into a frustrating 5 knot e-s-e. This time Palfreyman got a clean start and 19 minutes later rounded the windward mark ahead of Phil Owen's REPRISE and LI'L LIZA JANE. Where were McPhee and Armitage? Two new faces to emerge were Anthony Morgan in DYNAMITE JACK and Julie Owens in THE SWEENEY. These two were to have a confrontation during the race which resulted in Morgan being disqualified. Out of the pack came McPhee and Armitage, McPhee to take the lead at the leeward mark and Armitage to take over on the final work with Palfreyman trying desperately to separate the two. Placings were:

1.	9282	OUTCAST, Jim Armitage (SA)	4.	9162	WHY NOT, D.Lane (NSW)
2.	9601	REVENGE, A.Palfreyman (TAS)	5.	9416	MALUNA, Ann Robertson (SA)
3.	8998	EIGEN VECTOR, C.McPhee (SA)	6.	9919	HORNET, Syd Dyer (NSW)

HEAT THREE - Monday, 31st Dec. The 14 knot wind from the sou,sou'east made for a longer course and 41 starters got away on time. It took McPhee just 18 minutes to reach and round the weathermark, this time with Owen's REPRISE in hot pursuit, followed by OUTCAST, then Queensland Junior, Meredith Bullock in PARDON ME. Just when Syd Dyer's HORNET was showing some sting there was a parting of the way for gaff and gaff halyard and Syd unhappily retired. With Herons spread across the river, commercial shipping made its presence felt with the Paper mill barges going down stream and the ZINCMASTER moving upstream. JANNANIE, sailed by Brian Gillie was forced to retire after Brian and crew had had a couple of swims. The Lindisfarne Club is to be applauded for its policy on 'hypothermia' and rescue crew have authority to retire and escort crew back to shore if there is concern for their well being. McPhee repeated his Invitation Race performance and led from beginning to end. Placings were:

1.	8998	EIGENVECTOR, C.McPhee (SA)	4.	9781	ISLE OF SKYE, P.Macleod (NSW
2.	9601	REVENGE, And.Palfreyman(TAS)	5.	9782	THE ANSWER, D.Llewellyn (NSW
3.	9282	OUTCAST, J.Armitage (SA)	6.	9692	REPRISE, P.Owens (NSW)

NEW YEAR'S EVE - 31st Dec., It was a gathering of the Clan at the Prince of Wales Hotel in Hobart for a counter tea, the rest of the evening being open-ended with some families organising their own Revels while others opted for an early night to prepare for THE CRICKET MATCH.

NEW YEAR'S DAY, (as reported by Peter Macleod).

New Year's Day saw the cricket match held at historic Port Arthur on the Tasman Peninsula. Transportation 1985 style was very different to that of earlier 'visitors' - we travelled by comfortable tourist coach with plenty of camera stops along the way. Before the serious business commenced there was plenty of time for sightseeing around the convict ruins.

After lunch and after much haggling over the rules the game of the year got under way. Captains were chosen, Joe Rice for Tasmania and Syd Dyer for THE REST. As has become a tradition, Umpires were supplied by Narra-been Lakes Sailing Club - this year Ron Hughes and Peter Macleod. The match proceeded with the usual confusion and it was seen fit to note the following awards:

Defensive Play Award: Ron Hughes for attacking the wicket keeper with his bat as he was caught out, then, as umpire, for refusing to give himself out.

Spectacular Team Work Award: Jointly to Aaron Macleod and Craig McPhee. Aaron bowled a certain six which was brilliantly caught by Craig within ½ metre of the boundary.

Honesty Award: Dougal McDougall as sole scorekeeper, naturally his home team, TASMANIA, won!

Thoughtfulness Award: Jointly to the teams captains for agreeing that all bowling be downwind.

Our thanks to our Tasmanian friends for selecting such an interesting and beautiful venue. (and thank you, Peter, for your report.)

HEAT FOUR - Wednesday, 2nd Jan. Peter's enthusiasm and enjoyment of the cricket match flowed over into his sailing on this day leading the fleet in a 10 knot sou'easter around the first mark and over the line. The couple of quick tinnies before the race had absolutely nothing to do with the victory! His win put him just 1½ points behind Armitage who was leading McPhee by only a quarter of a point. Ann Robertson had sailed MALUNA into an unbeatable position for the Ladies Trophy.

Placings were:

1	9781	ISLE OF SKY, P.Macleod (N)	4	9919	WHITE POINTER, S.Dyer (N)
2	8998	EIGEN VECTOR, C.McPhee (S)	5	9601	REVENGE, A.Palfreyman (T)
3	9282	OUTCAST, J.Armitage (S)	6	9162	WHY NOT, D.Lane (N)

HEAT FIVE - Thursday, 3rd Jan. An O.O.D's nightmare, an a.m. heat, little or no wind with shifts of 90°, another postponement. A windshift right on the gun saw most skippers reaching over the starting line and pondering their next move - east or west shoreline. Dyer's WHITE POINTER headed west, Palfreyman'S REVENGE, east with an equal number following both. WHITE POINTER reached the windward mark 23 minutes later with Picman's CZECHMATE in close pursuit. Then came EIGEN VECTOR, ISLE OF SKYE, GRANDE ROUGE (A.Sutton) and John Lock's SHARA. Palfreyman made the most of his local knowledge avoiding the strong currents of the Der-went. McPhee took EIGEN VECTOR to the lead for two legs then REVENGE broke through holding first place to the finish.

Placings were:

1	9601,	REVENGE, A.Palfreyman (T)	4	9416	MALUNE, Ann Robertson (S)
2	9782	THE ANSWER, D.Llewellyn (n)	5	9602	GRANDE ROUGE, A.Sutton(N)
3	9781	ISLE OF SKY, P.Macleod (N)	6	9919	WHITE POINTER, S.Dyer (N)

Knowing that their final placings could not be challenged, Armitage and McPhee chose to cover each other. Armitage finished 7th, McPhee 8th and both dropped these placings as their worst heats.

PRESENTATION DINNER - 3rd January

And "The Willows" at Risdon was the scene for many resailed races, salt and pepper shakers acting as rounding marks and an assortment of cutlery as Herons. Presentations were made and The Minister, Mr.Cleary spoke of the wonderful spectacle provided by the forty fours competing Herons.

To present a successful National Title is a formidable task. Hobart was successful, there is no doubt, and was even more notable because this success was achieved by a very few. John Lock should be proud of his team, which included Dugald McDougall, David Salter, Andrew Palfreyman, Charles Payne and those who manned duty boats and the canteen.

To Jim Armitage who saw the error of his ways, cast off the 125 Class and returned to a sweet victory, welcome back, Jim.

To George Robertson, a very proud Dad, whose daughter Ann was the third of George's girls to win a National Title, well done George.

To all who participated and played a very major part in making the 26th National Titles a great success, we look forward to seeing you at Speers Point, N.S.W. for the 27th series.

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26TH NATIONAL CHAMPIONSHIP RESULTS

1	9282	OUTCAST	J.Armitage, SA	1	1	3	3	7.5
2	8998	EIGEN VECTOR	C.McPHEE, SA	2	3	1	2	7.75
3	9601	REVENGE	A.Palfreyman, T	2	2	5	1	9.75
4	9781	ISLE OF SKYE	P.Macleod, N	5	4	1	3	12.75
5	9162	WHY NOT	D.Lane, N	3	4	7	6	20
6	9782	THE ANSWER	D.Llewellyn, N	4	11	5	2	22
7	9919	WHITE POINTER	S.Dyer, N	8	6	4	6	24
8	9416	MALUNA (L)	A.Robertson,S	9	5	9	4	27
9	8726	LI'L LIZA JANE	R.Lewis, V.	6	9	8	14	37
9=	9692	REPRISE	P.Owens, N	10	6	10	11	37
11	9255	CZECH MATE	M. Picman, N	12	10	10	11	43
12	8753	SHARA	J.Lock, T	11	13	12	10	46
13	9807	PARDON ME (J)	M.Bullock, Q	13	15	11	12	51
14	9763	DUNVEGAN	S.Macleod, N	14	14	7	18	53
14=	9800	THE SWEENEY	J. Owens,N	7	13	17	16	53
16	9703	GRANDE ROUGE	A.Sutton, N	24	14	20	5	63
17	9741	PADDY	J.McManus, N	19	12	16	19	66

26th National Results, continued

18	9106	WOT NOT	J.Rice, T	21	17	16	13	67
19	9775	RED ROCKET	B.Proven, V	20	14	19	21	74
20	9110	CETUS	R.Daley, T	26	20	15	14	75
21	9179	HORNET	A.Dyer, N	16	18	22	21	77
22	8970	CINDERS	N.Richardson,T	27	17	26	9	79
23	9222	ANONYMOUS	J.McManus, N	21	23	22	20	86
24	9699	PERPLEXED	P.Robinson, Q	26	18	22	26	92
25	9591	SEA JADE	D.Miles, Q	15	28	30	23	96
26	7873	TARPON	L.Partridge,S	29	25	20	23	97
27	9762	RUNNING HOT	A.Bullock, Q	17	19	29	33	98
28	8984	SINN FEIN	D.Morgan, T	32	31	21	15	99
29	9753	DYNAMITE JACK	A.Morgan, T	7	DNS	8	DNS	103
30	8526	MANGO CHUTNEY	D.Salter, T	23	27	19	DNF	110
31	9415	SEA EAGLE	D.Rogers, N	28	30	31	24	113
32	4433	AVEOLA	A.Wagg, T	30	34	25	25	114
33	7814	SOBRAON	J.Craven, T	31	33	36	17	117
34	8765	BANGAU	A.Moule, V	24	31	24	32	121
35	8365	LIVELY LASS	G.Turner, T	38	28	30	28	124
35=	9691	ELUSIVE	R.Hughes, N	18	33	32	DNF	124
37	8933	JAPHER	S.Olding, T	25	36	35	37	133
38	8750	JANANNIE	B.Gillie, T	34	35	38	29	136
39	9641	RAPSCALLION	H.Elliott, T	35	32	27	DNS	139
40	9504	STARLITE	E.Males,T	36	34	32	39	141
41	9916	-	K.Schoe, T	DNF	37	35	30	145
42	8257	DORINDA	C.McKercher,T	37	37	38	DNF	153
43	8025	JACARILLA	I.Johnston, T	DNS	DNS	DNS	DNS	180
43=	9743	PROBE	R.Parker, T	DNS	DNS	DNS	DNS	180

**Note: Four best heats shown.

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27TH NATIONALS - Speers Point, N.S.W.

If you intend participating in this series and would like to be located in close proximity to the Speers Point Clubhouse please drop a line to Mr. Phil Owens, C/- SPASCP, P.O.Box 56 Boolaroo 2284. There will be a LIMITED area set aside for camp and caravan sites (courtesy of the Lake Macquarie Shire Council). These are restricted to competitors and their families/friends and THEY ARE FREE.

It would help if you could include in your letter 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 per day or $211 per week. A 20% discount is available if you book in advance. Phone (049)58-5370 bus.hours and (049)58-6648 after hours.

8/.

NATIONAL HERON SAILING ASSOCIATION OF AUSTRALIA

27TH ANNUAL GENERAL MEETING

Please note that the 27th Annual General Meeting of the Association will be held in the Harbourside Room (ground floor) of the Middle Harbour Yacht Club, The Spit, Mosman on WEDNESDAY, 8TH MAY, 1985 and you are cordially invited to attend. The meeting will commence at 8.00 p.m. SHARP.

AGENDA

1. Apologies
2. Confirmation of Minutes of the 26th Annual General Meeting
3. President's Report
4. Financial Report
5. Election of Officers
6. Election of Auditor
7. General Business

Under Clause 9. of the existing Constitution no other notices concerning the Constitution and Measurement Rules may be dealt with at this meeting.

ACCEPTANCE

Please note that I will attend the 27th Annual General Meeting of the National Heron Sailing Association of Australia with ..... friends.

Signed .....

Dated .....

RETURN TO

Asst. Secretary, N.H.S.A.A., 1 Ethel St., Balgowlah. 2093

BEFORE MONDAY 6TH MAY, 1985.

ANNUAL SUBSCRIPTION

1985/86 SEASON

I should be noted that the 1985/86 subscription form appears in the front of this issue and is due for return on the 1st April, 1985.

After much deliberation your Committee concluded that a $1 increase in subscription was required to keep the Association finances buoyant on the inflationary tide.

Please support your Association by early payment

–

Thank you.

CAPTIONS FOR PHOTOS: Page (iii)

Top: Lindisfarne Sailing Club, Hobart and Herons ready for launching.
Middle: Back home in Strathalbyn, S.A. Jim Armitage proudly displays the 'spoils' – The Silver Heron, The Association's Salver, Tasmanian Association's Trophy (Blackwood and Pine yachts), and Best Veteran – a real 'champ'.
Bottom: Listening attentively to the Minister for Sport and Leisure, Mr. John Cleary, declare open the series.

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Top: The Victorian contingent, Moules, Provens and Lewis enjoying dinner at the Prince of Wales Hotel.
Middle: Lady Champion, Ann Robertson, S.A. admires her trophy presented by Officer, of the Day, Dugald McDougall.
Bottom: Preparing for the 4th Heat Peter Macleod (with daughter Raelene) tops up on the local product!

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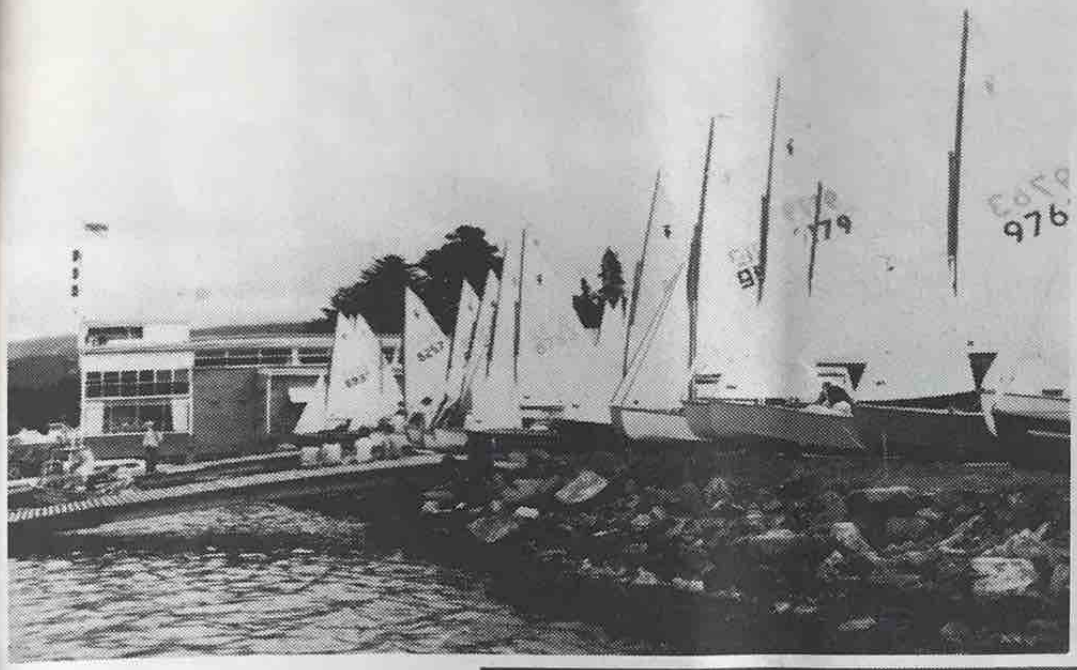
Left: Handicap winner, Ross Daley, has his hands full keeping CETUS on an even keel while
Right: Fellow Tasmanian and third overall, Andrew Palfreyman enjoys a quieter moment during the 26th series.

Back Cover:

They're off in Heat three, Anthony Dyer (9179) in a commanding position.



9504
4433
8365
8933

LADIES

LEARNING FROM THE OTHER FELLOW (PART 3)

100 TIPS ON HOW TO MAKE YOUR HERON GO FASTER

Peter Macleod

The third article in this series concentrates on the rudder, tiller and tiller extension. As previously mentioned, the intention of this series is to concentrate on the many small improvements that can add up to a race winning margin.

RUDDER AND TILLER. The rudder, tiller and fittings must be strong enough to do the job, but this does not mean that they must also be heavy. Any weight saving at the bow or stern helps reduce the hobby horse effect in a seaway. Total weight of my rudder, tiller and tiller extension is only 2½kg.

26. Minimum thickness blade. You can use 9mm ply and cover both sides with fibreglass to build up to the 10mm minimum allowable thickness - use cedar or gaboon ply, both are lightweight, avoid coachwood or other heavy types. The outer surfaces (fibreglass) take most of the load.

27. Cheeks. These must be a minimum of 9mm, but need not be any heavier. A very light pair of cheeks can be made by laminating 4mm ply (once again cedar or gaboon) and 5mm of western red cedar, the ply on the outside, cedar inside.

28. Filler piece can be of western red cedar or any lightweight timber type.

29. Fittings should all be bolted and nuts rivetted over. Bottom rudder fitting should extend to the pivot bolt. The cheeks should also be through bolted at the back edge just above the bottom of the filler piece. Any excess bolt length should be cut off, not only to save weight, but to eliminate the chance of the mainsheet catching in a gybe.

30. Rudder blade should be streamlined with a rounded edge forward and tapered to a feather edge at the aft end.

31. Blade finish. It is more important to have a very smooth finish on the rudder blade than on the hull because of the higher water pressure and consequent higher friction.

32. Tiller should be as long as is manageable as should the tiller extension, say 3'2" (96cm) for the tiller measured from the outside of the transom and 2'10" (860mm) for the extension. A long tiller and extension gives more leverage for fresh weather, enables the skipper to swing harder and sail the boat from further forward in light airs.

33. A clip should be mounted on the tiller to hold the extension. This will save it from getting caught under side decks or up spray jacket sleeves when not in use, e.g. gybing or square running in fresh weather.

34. Tiller can be constructed to be strong and light - method I currently use is:

a) laminate a piece of edge grain oregon 6mm x 50mm to a piece of western red cedar 19mm x 50mm, length of both 3'9" (115cm).
b) cut this piece down the centre and finish to 25mm x 20mm (two pieces), the oregon being 6mm x 20mm, while the cedar is 19mm x 20mm.

LEARNING FROM THE OTHER FELLOW, continued

c) Glue one piece each side of the rudder box and glue together for the front 150mm. Oregon on the outside, western red cedar inside.
d) cover the top of the tiller and rudder box with 4mm.of gaboon ply.
e) put two 5mm (3/16") stainless steel bolts horizontally through the tiller.and rudder box and one about 130mm from the front end of the tiller. It must be emphasised that this tiller is made for horizontal loads - it is not designed to be leaned on or sat on!

35. Tiller extension. My preference is for 16mm electrical conduit. For a hand grip I sand the last 300mm (12") and then wrap it with dynal cloth and two coats of epozy sheathing resin. This is very light and works well I have never tried fibreglass and polyester resin but doubt if it would stick or give such a good grip.

36. Tiller extension swivel is a standard RF1127/FG129A which I attach with two 5mm (3/16") bolts as far forward on the tiller as I can get it. This also helps to enable the skipper to sit as far forward as possible.

37. A triangular piece of lightweight aluminium (apex down) can be used to cover the back of the tiller and rudder box to stop the mainsheet catching in a gybe.

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EDITOR'S NOTE: Peter Macleod was placed fourth in the Hobart Nationals and took out the N.S.W.State Title at Speers Point on the Australia Day week-end. With 63 more tips to come we present this series as recommended reading for those who wish to improve their placing in club and other events.

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LETTER TO THE EDITOR

Dear Sir/Madam (whichever is correct).

I do not know whether I am in a minority but I would like to enter a protest on the running of some Invitation Races I've been in. In particular, I'd like to know why, after spending 2 or more hours racing on the water, one cannot ascertain where one has come on handicap and sometimes over the line. Yes, we do know where the placegetters have come but for the "all-so-rans" it would be a somewhat satisfying finish to the day to find out ones own position. All too often the result sheet is only briefly displayed and then sometimes it is none too easy to understand.

I hope that in the future organisers of Invitation Races will keep this in mind if they want to keep the interest of some of us at least in these interclub events.

Yours, etc. R. Watts (9769)

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Ed's Note: It's MADAM, Rod - the last Editor to answer to DEAR SIR retired in June, 1982!!

NOTES TO MEASURERS

From the Measurement Cttee.

The Measurement Committee and the Association as a whole is indebted to the 51 measurers throughout Australia for their willingness to measure boats and sails. It is hoped that they will continue to keep themselves up to date by referring to the 'MEASURER'S PAGE' and their Measurers Manuals to be aware of changes which, of necessity, occur from time to time.

An improved measurement form for plywood Herons has been prepared and will be circulated as soon as possible.

The following decisions were made at a recent meeting of the Measurement Committee:

1. Hollow whisker poles are not allowed. (see Part 2,Item 5 of the Constitution).
2. Whisker poles must not protrude beyond the bow of the boat when stowed as they may affect starting and finishing positions in a race.
3. Items 32 and 48 on the plywood measurement form (also Items 21 and 37 on the grp form) are to be both measured from the aft edge of Deck Beam 2. If deck beam 2 is covered with ply, etc. then the measurement is from the aft edge of this ply. In other words coaming, etc. is to be ignored both on the transom and on the deck beam.

A further decision of Measurement presented to the August meeting of Management stated "That floorboards (which can be in two or more pieces) must be continuous over the hull bottom from frame 2 to the forward edge of the aft thwart.

This decision was the subject of query from the South Australia Association and the Measurement Committee responded by stating that Rule 13.4 of the Constitution requires the floorboards to be positioned as per plan. The plans show the floorboards as being continuous from frame 2 to forward edge of aft thwart.and any which are not continuouswould contravene the Class rules.

Re G.R.P.Herons. Measurers are reminded that, before proceeding to measurement,a check of the hull should be made to establish that the Builders Licence/production number has been moulded, etched or engraved in the proper position in the transom. A boat cannot be classified if this information is not evident.

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

A real conversation piece, available from Asst.Sec, 1 Ethel St.,Balgowlah $7 will put you in the "Best dressed" set.

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STATE AND DIVISION NEWS

QUEENSLAND - The Queensland Heron Shield was sailed in conjunction with Hervey Bay Sailing Club's Australia Day Regatta. 16 Herons competed, 12 local boats and 4 from South Brisbane Sailing Club. The 17th entry, TUBE, broke gear at the start of the first race and was unable to get it repaired in time to continue.

Mr.D.Buckley, Publicity Officer of the Hervey Bay Sailing Club writes that conditions for the series varied from light to very light winds, occasionally gusty and with light chop.

Chris Carey in CAREW (Justin has taken over Little Aussie) took control from the start winning three of the four heats. It was a Carey family affair with Justin recording three seconds and a first and Peter three thirds and a fourth.

On Monday a fairly long course was set in spite of the rather light conditions and on the second leg everyone was in trouble as the wind faded and the incoming tide carried the fleet downwind of the buoy. Those who managed to round the wing buoy established an unassailable lead and LITTLE AUSSIE finished just 7 minutes inside the time limit with CAREW, second and GOLDEN SHAMROCK (R.Short) third. Four boats were unable to complete the course in the time limit.

This was Chris Carey's fourth consecutive win in the Queensland HERON SHIELD. Troy Scott won handicap honours with HAKATERE and Jean Kerr, sailing COPS (husband owns ROBBERS) took out the Ladies Trophy.

Editor's Note: The Carey family were sadly missed at the 26th Nationals in Hobart, they have participated over many years, but they did get to Sydney to farewell Nicole who has taken up an Exchange Student opportunity overseas. Let's hope they make it to Speers Point for the 27th?

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TASMANIA - Writing for the members of the Tasmanian Heron Yacht Racing Association and Lindisfarne Sailing Club, David Salter would like to say how much they have enjoyed the visit of Heroners from interstate for the 26th Nationals.

The locals have had the opportunity to race against top competitors in fleets larger than they are used to and meet a lot of nice people into the bargain. Congratulations go to the winner, Jim Armitage, and all other placegetters and also the losers who had a lot of fun and competition during the series.

We were most pleased to see Andrew Palfreyman take third place overall and win the fifth heat. Andrew is now keener than ever and will be a certain starter at Speers Point as will Joe Rice who did particularly well with WOT NOT. The Cricket trophy, won in fine style by Tasmania, will be safe with THYRA until December.

A.C.T. DIVISION - Secretary, Alastair Stewart writes that though few in numbers, the A.C.T.Division is a keen and close-knit group enjoying some hectic racing on Lake Burley Griffin during the first half of the season. Winds have been up to 25 knots on occasions, although the A.C.T. Heron Championships were held in unseasonal drifting conditions at the end of November.

Membership numbers are slightly up on last season and promotional efforts included a discussion evening and 3 beach mornings early in the season and a weekly column in the Canberra Times.

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NEWS FROM THE U.K.ASSOCIATION - and a reminder to those travelling to England in the summer. U.K.Secretary Ernest Cornish can usually arrange a sail and can be contacted at 18 Green Lane, Highfield Road, Idle,Bradford.

The Southern Championships were sailed at Cookham Reach with variable winds and quite a few holes. The conditions certainly favoured the local boats and visitors saw that portion of the Thames at its worst. The Bell Trophy and Southern Title winner was David Philips in CHEROKEE. A number of sailors present at the prizegiving remarked how pleasant it was to see a number of junior skippers receiving trophies and their enthusiasm is very heartening for the Class in general.

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AND SPEAKING OF ENTHUSIAST JUNIORS - Narelle Thompson (12 years) and a member of the Brighton & Seacliff Yacht Club is pretty enthusiast about the HERON and has put her feelings into words:

I like all boats but I like the 'Heron' best,
Because it is a weekend boat for a well earned weekend rest,
It skims along the water as fast as any fish
If I could have a sailing boat that would be my only wish,
Now, before I go I want you to remember my words,
A HERON is a sailing boat and not a wading bird.

****

LICENSED G.R.P.BUILDERS

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

*If you are ordering a glass hull, either complete or to be fitted out by you,please ask the builder to supply you with a copy of the instructions furnished by the Association to assist with the purchase of plans and/or issue of a sail number.

BOTANY BAY HERON SAILING CLUB - Merv. and Chris Tallis won the Club Championship for an unprecedented eighth consecutive year. This must be some sort of sailing record and for the past fifteen years the trophy has been held by only two skippers!!

BAYVIEW YACHT RACING ASSOCIATION - Andrew Gough writes that7 Herons are sailing regularly each Sunday. The enthusiastic Armati family are feverishly working on their second boat and Brian and Helen Manifold are improving weekly.

Nice to see the Norths back again in KOKKINOU and Joy Gough in LAZYBONES is proving to be an excellent swimmer! OLI, MANYANA and CADMUS plough along with flashes of brilliance and Michael Armati's AMBER will be a force to be reckoned with.

Captain, Bob Young is well on the way to winning his second consecutive Championship with three heats to his credit although our spies tell us that Alan McIntosh in BUNABAROO will put in a late charge for the remaining heats.

BRIGHTON & SEACLIFF YACHT CLUB - Bill Tucker writes that the several pre-season visits made to Brighton by Roy and Marlene Salmon certainly paid off when they won the Veteran's Division of the State Titles.

Mary Clarke was a welcome visitor to the series and was well looked after by George and Marj.Richardson. Mary, who is an almost permanent fixture on all Committee boats at State or National events was conspicuous by her absence from the boat during the Sunday afternoon race. Was it your stubbed toe or the combination of eggs, bacon and champagne breakfast and 25 knot winds?
Editor's Note: It was broken, Bill and just too hard to brace yourself against a 25 knotter on an 18' trailer sailer with a BROKEN TOE!!!

Bill writes that investigations are continuing into the five most asked questions amongstthe Heroners at Brighton/Seacliff:
What did John Kirby say to Jenny Brookes to make her fall overboard?
Did TOUCH OF CLASS go faster on the way home after Peter Beaumont tuned it AFTER the race?
What did Robin Frost have hidden in four empty sunburn cream containers?
Did George Richardson really use Marj's mop to apply his varnish?
Is Jan Tanner putting husband John on a diet after he broke both seats in KIP'N'NICK?
Maybe these absorbing questions will be answered in a later edition.

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From Barker's Balmy Nauticalities: "Being 'close to a reach" is when you should stop drinking".

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STOP PRESS: 1985 State Title winner for N.S.W. is Peter Macleod, with Don Jamieson (EPT) second and Michael Groves (KOALA), third. Best Junior, Scott Jamieson (ABRACADABRA) Best Lady, Julie Owens (THE SWEENEY)

FOOD FOR THOUGHT

*When SAHSA Chairman, Don Malcolm, has something to say he doesn't beat about the bush and his words, tabled at the recent meeting of Management held in Hobart and heard by Committee and competitors, bear repeating in this Newsletter for the benefit of us all. Maybe you have a different opinion to Don and will be prompted to present your views on the topics raised. Don writes:

"There have been a few contentious issues this year. The first seems to be a lack of communication between the Measurement Committee, State Measurers and the Management Committee. It is acknowledged that, because of the distances involved, the nature of the beast is for some people to be 'forgotten' - and some items are considered not really 'important'. Perhaps all concerned should take another look at the system to ensure that Measurers are at all times advised of the various rulings and decisions, some of which appear to be beyond the 'interpretation' gambit.

The second issue is the NEWSLETTER, a vehicle in which we should all participate and, in particular, the more successful skippers. A few have passed on their expert advice, but I consider there are a lot more who maybe, unknowingly, could put something down in writing that may enthuse the 'also rans'. There is a book on HOW TO SAIL THE MIRROR - perhaps there is room for one on HOW TO SAIL A HERON. I think the Acting Editor is doing an excellent job, but she needs the support of many writers - how about putting YOUR pens to paper.

The third issue is one on the Management Committee itself in which, at times, it has been hard pressed to make a quorum. Maybe this might reflect on the attendance and willingness of Heroners in general at the Annual General Meeting. Is this a pointer to us to change the Constitution? i.e. limitation on the number of members on Management appointed from any one club?

I feel that many sporting organisations get the management team that they deserve so you, the member, must select the people with the right incentive, purpose, ability and expertise for the job in hand.

These times are difficult for us all - or so our politicians tell us - let's not make it any more difficult than it is. We are all Heron owners because we like all that is associated with this crazy boat, and that includes the Management Committee, so I urge you all to give careful consideration at the Next Annual General Meeting - if you can, attend, if not, advise the meeting of your wishes."

Don Malcolm
CHAIRMAN, S.A.H.S.A.

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STOP PRESS. 20th State Titles held at Brighton & Seacliff Yacht Club saw Craig McPhee take out his fourth consecutive Title, with Jim Armitage second and Roger Deacon (MAGPIE) third. Allan Blenkle won the Junior Title and Kylie McCarthy from Whyalla took our the Ladies event.

MORE ON TILLER EXTENSIONS - this time from Bill Tucker (JIGSAW)

During the Old Heroners day at Brighton & Seacliff last year an OLD Heroner passed on the following tip which I have experimented with this season and found reasonably successful in light weather when you have your weight towards the bow. Apparently quite a number of skippers, during his time in Herons, used this innovation which is inexpensive and easily carried out.

The idea is to make a shallow groove on the top of the tiller between the fixing point of the extension and the forward end of the tiller so that, when you are leaning forward and the tiller and extension are being used at their full length, you can place the extension into the groove. This gives a firmer feel to the extension and assists in better control of the rudder without the 'bend' at the fixing point.

This may not be of any assistance to those at the front of the fleet but may help those who, like me, do the chasing.

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WANTED - URGENTLY

Secondhand Herons to meet the tremendous demand. To sell 10 in one week is all very well, but it does make a hole in the Association's secondhand boat list and buyers just keep on writing and ringing.

If you have a Heron for sale please drop a line to Mary Clarke, 1 Ethel St.,Balgowlah (948-8142) with the following information: Is boat painted or varnished, brand of sails, built-in or bag buoyancy, with or without self bailers, if stainless steel or galvanised rigging and with or without trailer - AND DOUBT FORGET THE PRICE!

There is real value in advertising through your Association, the info stays on the list until such time as the boat is sold and for that we ask a mere 1% of the selling price as commission for preparing and circulating.

BOAT PLANS, FULL SIZE FRAME PLANS, BUILDING BOOK available to set you off on your building project - BUILD YOUR OWN HERON - it is not difficult, it is a great family exercise and a tremendous ego booster when your creation is launched. $35 includes postage so drop a line to the Asst.Secretary, 1 Ethel St.,Balgowlah and get yours TODAY!

MARY'S MARKET (or the Balgowlah Boutique)

We have something for the whole family, Ties, T-shirts, T-spoons and for the more basic needs, buoyancy bags for the family Heron. Birthdays and Anniversaries are a great time for gift giving and our Ties and T-shirts are great conversation starters.and must be the cheapest (price wise not quality) in Sydney. $7 (T-shirts) Ties $8.50.

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Adelaide, 211 7877

TASMANIA
General Buildings, 111 Macquarie Street,
Hobart, 237999

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General Buildings, 394 Collins Street,
Melbourne, 620051

WESTERN AUSTRALIA
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Perth, 321 2254

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