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HERON NEWSLETTER

INSIDE: ENTRY FORM FOR 27TH NATIONALS

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HERON NEWSLETTER

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DEADLINE for DECEMBER ISSUE – NO LATER than 31st October, 1985.

COVER PHOTO:

"Just some of the competitors who enjoyed the Nationals when they were last held at Speers Point in 1981/82."1

THE PRESIDENT WRITES -

This is the first opportunity I have had to comment in this section of the Newsletter. As you are now aware, I was the successful candidate for the position of President, determined at the Annual General Meeting. On the voting form was a brief outline of my association with Herons.which I have been sailing since 1968. Since that time it has been my pleasure to have held various administrative positions at Club, State and National level.

The fact that you are now reading this Newsletter indicates that you have already made the decision as to what is the best sailing dinghy in Australia. And as we all agree, then each one of us can spread the word to friends and associates, telling them the reasons why they, too, should become part of the Heron family.

And one last comment, the Class is only as strong as the involvement and support it receives so it is important thatyour fellow Heroners who are sailing with you but who are not Association members do the right thing by you and themselves and join.

Since it is now September, many Clubs have commenced their 1985/86 season and I will close by wishing you happy Heroning, fair winds and smooth sailing.

Keith Mealey - KOOLAROO (9290g)

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NEW FACES have emerged following Annual General Meetings around the Nation.

At National level, not only do we have a new President in Keith Mealey but also a new Hon.General Secretary. Ray Brown is a fairly newcomer to the Heron Association, he has lovingly restored HERONDIPPITY (4695) and brings a refreshing enthusiasm to the National Committee.

A member of 14 years standing and past N.S.W. delegate to Management, Bob Murray accepted nomination for the position of Vice-President, vacated when Keith Mealey was elected President.

The N.S.W. Association saw the retirement of John McManus, and the election of John Fowell as it's President. John hasn't let any grass grow under his feet and the first promotional activity will be a Shopping Centre Display with boats, videos, etc. to be held on the 14th September.

Joe Rice is now at the helm in Tasmania and will be ably assisted by re-elected Secretary, David Salter and Wayne Gillie.

A.C.T., South Australian and Victorian Committees were all re-elected and Western Australia saw the retirement of Secretary, Peter Mahony, and the election of Wal Rogerson.

Committees comprise people prepared to give their time and effort to the Heron Class and you, as a member of the Association, can help them in their various roles by giving full support and getting behind your State and National Associations.

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SUPER SAILING SUPPLEMENT

SUPER SAILING SUPPLEMENT

SUPER SAILING SUPPLEMENT

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We did it in December and we've done it again for you in September. Presented not ONE but THREE interesting and diverse articles. Our thanks go to Peter Macleod for his PART 5 edition of those 100 TIPS. To Arthur Bullock of Queensland for his useful advice on BOAT BUILDING GLUES and to Phil Owens (Arthur's son-in-law) with SOME BASICS on HERON BOAT SPEED.

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LEARNING FROM THE OTHER FELLOW (PART 5).

100 TIPS ON HOW TO MAKE YOUR HERON GO FASTER

Logically, after looking at the boom last issue, it is time we took a good look at the mast.

53. I will avoid discussing how many inches per "x" pounds bend is desirable simply because I don't know! Some years ago I had a very successful combination of flexible mast and medium to stiff gaff, this allowed the mainsail to exhaust low down on the leech, opened the slot between main and jib, made the boat point 5 degrees higher than anyone and gave the skipper ulcers on reaches and runs. Consequently, the boat had to be nursed rather than driven downwind and in anything over twelve knots the time gained upwind was often lost downwind. My current thinking is to have a mast that will stand up in all reasonable conditions and use sail luff and foot tension together with some vang pressure to shape the sail. To generalise, boats with lighter crews, sailing in flatter waters and predominately lighter winds can use a more flexible mast than heavier crews, in choppier waters and heavier winds. Why not use two masts? An obvious question, but it is hard enough to tune a boat with one and to pick the right mast you would need a better track record than the weather bureau! Possibly one for most conditions and a telegraph pole for big blows only (20 to 25 knots plus) could at least give peace of mind.

54. Mast Construction. The rules say a mast can be laminated vertically. A strong, stiff and light mast can therefore be constructed by using a light core and laminating stiffer timbers around it. METHOD - take a piece of western red cedar 45mm square and glue a piece of 6mm thick edge grain oregon to each side, plane flats on the four corners and glue another four pieces of edge grain oregon to these, shape mast. This gives you a core of very light timber surrounded by eight pieces of very stiff timber.

55. Mast Taper. It is permitted to taper the mast within measurement tolerances. So some weight and windage can be saved by tapering the front and both sides from the gooseneck to the heel and from just above the gaff to the head. If the mast is laminated as above, then the tapering should be carried out to the core and not the surrounding oregon.

56. Mast Length. Aim close to the minimum of 3226mm. This is measured excluding the square tenon on the heel but including mast head fitting. Once again this achieves a weight and windage reduction as well as two other

important benefits. It lowers the jib clew (see Item 58) and reduces the length of gaff above your mainsail (see Item 60).

57. Mast Head fitting. The ultimate reduction in weight and windage here is to eliminate the fitting altogether! METHOD - Drill a hole approx.16 to 19mm diam. straight down the centre of mast from the top - depth 40/50mm. Drill three holes from the outside of the mast at about 65/70mm from the top at the same angle as the stay wire will follow; diam of holes 4mm. Feed the two stays and jib strop through these holes and out the top of the mast, swage thimbles on the end of each wire. Push/pull back inside the mast and hold in place with a ¼" (6mm) stainless pin running fore and aft through the mast just below the top (centre of pin 7mm below top). Wrap two or three layers of fibreglass tape around head. This will prevent splitting and hold the pin in place. WARNING. Do not eliminate one thimble and swage by taking one wire up one side and down the other to form two stays. As you tack the wire will pull alternately from side to side and break just under the swage.

58. Jib Strop. Current fashion is to try to get the clew of your jib as low as possible. A maximum length jib strop (centre of jib halyard pulley to top of mast must not exceed 320mm) and having the jib strop attachment point as far down the mast as permitted, max. 75mm, will help this.

59. Forestay Attachment. Forestay can be attached to the bottom of the jib strop, there is no need to carry it right to the masthead.

60. Main Halyard through mast position. The plan shows a sheave through the mast 4" (102mm) from the top yet many boats have it higher. This only makes your gaff attachment point higher, consequently more gaff sticks up above your main, hence more weight and windage aloft.

61. Why use a main halyard sheave at all? A piece of copper tube through the mast gives a smaller, more streamline hole and no sheave for the halyard to jump off.

62. A small bracket with a "V" cut out should be mounted just above the gaff jaws and protrude forward so that the "V" takes both main and jib halyards. The purpose is to allow the halyards to act as a fore and aft mast stiffener and also prevent the halyards from falling around the side of the mast and causing an uneven mast bend. 3mm aluminium is quite adequate. Stainless steel may fray the halyard wires.

63. Gaff rotation. This can be helped by fireglassing around the mast where the gaff rubs. A bit of spray-on magic muck like W.D.40 also helps.

64. Fitting attachment. If your Highfield Levers are on the mast they should have at least one through-bolt. Other fittings can be attached by screws, countersunk head preferably, a little less weight and windage and they don't protrude to catch ropes, hands or fray the jib leech.

65. Numbers along the gooseneck track will help set the downhaul back to the optimum position when resetting the main from downwind to upwind mode.

66. Smooth finish. Keep the mast well varnished and fill any little dings. A smooth finish must offer less wind resistance and improve airflow across the mainsail.

PUT YOUR QUESTION TO THE EXPERTS.

Mel Picman (9255) has set the ball rolling with a question to Peter Macleod:

Q: Peter, in your first article - Item 8, September, 1984 Newsletter, you emphasised the benefit of a stiff centreboard, but why did you say this is particularly important in light weather?

A: The light weather I refer to is wind speeds from around 3 knots to 8 or 10 knots. My theory is that a stiff centreboard will instantly convert a wind gust into forward power. Conversel y, a flexible board will bend absorbing some of the power and also allowing the boat to travel slightly sideways absorbing even more power. We are probably only talking a few centimetres each time but multiply this by the number of gusts per race and we may have a couple of boat lengths of windward distance.

Thank you for your question Mel, how about a few from our other readers?

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And now to the second of our three feature articles for this issue. And our thanks go to Arthur Bullock from Queensland for his very informative article on - BOAT BUILDING GLUES. - Arthur writes:

1. To glue timber to fibreglass use epicraft EPIGLUE is ideal as it spreads on the surface in a thick layer and does not run or drip - it is a good gap filler with isolated gaps up to 2mm being tolerated. On the exterior gell coat of the hull and buoyancy tanks, mask the area on the fibreglass outside the faying surface with masking tape. Sandpaper the fibreglass. After the gluing is completed and the surplus glue removed and before the glue sets, remove the masking tape. I use small cheap paint brushes to spread the glue on a larger job and sticks on small jobs.

Don't use the paint brush to mix epoxy resin glue as the two components will not flow through the bristles for proper mixing. Mix the glue in ½ gallon plastic ice cream containers, or on the ice cream container lid. When the glue is set, clean the containers by flexing the plastic, the hard glue is then easily removed.

To measure quantities of EPIGLUE place two equal separate heaps of glue on the mixing dish, then place a separate heap of hardener on the mixing dish equal in volume to one of the glue heaps.

2. To glue timber to timber use Selley's RESORCINOL glue or EPICRAFT EPIGLUE. If you use Selley's Resorcinol you have to have tight fitting joints to all pieces with not more than ½mm gap, also it is necessary to coat both surfaces of the timber pieces being glued together. RESORCINOL is easy to use and though it leaves a dark stain this can be removed by sandpapering or, better still, mask the timber with tape before application. The glue can be mixed with the glue brush and also the brushes and mixing pot can be cleaned with water. Shave surplus glue off with a chisel when it is part set and not before or you will leave a great mess (stains, that is).

EPIGLUE is messy but buy plenty of Epicraft Universal Thinners to clean up the job. Wipe off the surplus glue immediately after the work is initially clamped or screwed in place with a blunt chisel or a piece of wood of similar shape. Surplus glue can also be shaved off when part set but it is notrecommended.

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WANTED URGENTLY. WANTED URGENTLY WANTED URGENTLY WANTED URGENTLY

Herons, plywood or glass, new or old, in or out of condition for good cash buyers. This appeal is directed mainly to the New South Wales market but I'm sure all other States are on the lookout for Herons in search of a good home.

The New South Wales listing has been hit badly by a Boy's College whose master has created an instant fleet of Herons. While the good new is that we have some up and coming skippers in the ranks, the bad news is that we have nothing to offer the daily enquirers.

Please phone or write to Mary Clarke with details of your Heron, e.g. sail number, classification, painter or varn.or glass hull, Brand of sails, type of buoyancy, with or without trailer and, most importantly, your asking price. YOU PROVIDE THE HERON - WE PROVIDE THE BUYER.

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CLUB OF THE MONTH - ARNO BAY YACHT CLUB, SOUTH AUSTRALIA

Kevin Knott provides us with the following information on "his" Club. Arno Bay is a small seaside town situated approximately half way between Whyalla and Port Lincoln on the East coast of the Eyre Peninsula.

The surrounding population, although small in number, support sporting clubs with a vigour and enthusiasm that is not often found in the cities. The Yacht Club shares this support with four classes sailing each Sunday during the sailing season.

Those spectators gazing across the sand from the top deck of the Clubhouse saw CAVALIER (9188) sailed by our Reporter and crewed by son or daughter (depending upon weather conditions) win all but two races to take our his third consecutive Championship. Don Herbert skippering MAHNA MAHNA (9551) fought off a strong challenge to take the Runner-up Trophy.

Anyone wanting to give Kevin a run for his money is invited to try out the waters of Arno Bay and join in the spirit of enthusiams which obviously is enjoyed at this Club.

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BE ON THE LOOKOUT FOR THOSE 1985/86 TRANSOM STICKERS. With the arrival of the 85/86 season all Herons participating in Club events should be carrying a distinctive black and white tail decoration - the 85/86 STICKER denoting current registration with the Association. Tell your friends to GET WITH THE STRENGTH - GET REGISTERED!

And now to complete the trilogy of promised articles, we present:

HERON BOATSPEED: SOME BASICS by Phil Owens (REPRISE, 9692).

The standing rigging is the most important part of a Heron, but it can be hard to get 'right'. The key principles are balance of the helm (Chiefly determined by the sail plan, the fore-aft positions of mast-steap and centreboard and the mast rake) and a correct match between combined crew weight, sail design and spar stiffness, particularly in relation to the anticipated wind and water conditions.

These elements are cr tical to the boat's windward performance potential. Different spar bend characteristics are required for a specified crew weight to achieve optimal sail shapes for mainsails of different design. Spars which allow a mainsail from one sailmaker to set well in a certain wind strength may not be appropriate for sails from other sailmakers under the same conditions even with the same boat and crew.

To develop a competitive rig, firstly find out the mast bend and gaff bend (and the method used to measure these) being used by the top performing Heroners who use the same 'brand' of sails as you, and find out their racing crew weights (skipper and for'ard hand). If you can't find anyone in the top ten that uses your sailbrand, this may say something about your next choice of sailmaker. Having got this information on mast and gaff bend, apply some rule-of-thumb calculations to adjust for your total crew weight and make a set of spars appropriate to your total crew weight (the heavier the combined weight, the stiffer the spars). This should immediately put you in the ballpark.

I suggest that you buy enough timber for at least 3 gaffs and 3 masts. This is because, later on, you may decide to improve your rig further with a slight modification of spar bend. If you have some blanks which are almost identical (cut from the same tree) this will make life much easier for you later. It would be terrible to modify a mast/gaff only to find it's worse! It's a lot easier to make a new spar with predictable bend characteristics by making one with slightly different dimensions (within the class allowances) from the current spar if both pieces of timber are very similar in stiffness. That way, you still have the original to fall back on if the exercise does not work the first time. You can go on modifying the 'new' spar until you are convinced it is superior to the 'old' one. Don't forget to get any new spars measured by a class measurer.

I use a North mainsail and race with a total crew weight of around 100kg. (about 16st.). I currently race with a mast which requires a weight of 24kg to bend 25mm (52lb/in), weight applied and measurements taken in the middle, supported at the ends, and a gaff of either 15kg/25mm, (32lb/in) or 18kg/25mm (40lb/in).

It is important to consider crew weight in relation to spar bend because ideally when sailing close hauled you require the rig to keep on developing more and more power as wind strength progressively increases, until the wind strength is reached at which you and the for'ard hand are hanging out as hard as you can.

I am assuming, of course, that your mainsail leech twist (tension) is being optimally trimmed through the use of the boom vang and mainsheet right across the range of wind speed with appropriate adjustment of the mainsail luff tension (fore/aft position of maximum draft) and the clew outhaul tension (degree of lower mainsail draft.)

The spars should be designed such that any further increase in wind strength from this point (maximally hiked out) should not result in your rig producing any more power. If it does, you will become overpowered, you will not be able to balance the heeling forces, the boat will develop too much weatherhelm, and you will not be fast to windward. Even a good boom vang (14-16:1 purchase) will not overcome the problem of spars that are too stiff for the crew weight when the breeze really zings. Using excessive vang allows you to flatten the mainsail leech (hooked leech) if the spars are too stiff for your weight and you will still be slow, even though you point well. Leech hook (not enough twist) creates drag (separation of flow) over the leeward side of the sail.

More commonly the spars are too soft, and the sail will 'cut out' its power increase at too low a windspeed, before you and your crew are fully hiked out. You will be underpowered in moderate to fresh conditions. As the wind increases further in strength, the mast and gaff bend further, the mainsail over-flattens, the leech 'falls open' and the mainsail produces less drive and more drag. It is important to keep at least some small amount of curvature in the upper sections of the mainsail when the wind howls. If the spars are too soft the mainsail leech 'falls open' in a breeze. This destroys your pointing ability. It cannot be corrected with the boom vang simply because the spars are too soft to hold the leech up against the forces generated by the wind. All that the vang can do under these conditions is further flatten the sail, and further reduce the available drive. If the sail does not have some degree of fullness and correct leech twist, the ratio of drive/drag falls, and all the boat can do is slow and heel.

Sailing with a hooked or overtensioned mainsail leech (spars too stiff) or sailing with a mainsail leech which is too flat (not enough draught/camber) in the upper sections (spars too soft) both create excessive aerodynamic drag. The mainsail is now being sucked back into the air it just cut through. This slows you down. This drag also has a sideways component which contributes to the heeling forces on the upper part of the sail. Given the very long moment of inertia (lever) that this drag component acts on, this really produces savage heeling forces, increases weather helm, and you lose more boatspeed. (Weather helm means that the hull tries to drive higher into the wind, requiring the helmsman to sail with the tiller inclined to windward). This creates turbulent water flow around the rudder blade and thus hydodynamic drag. It's like driving a car with the hand brake slightly pulled on. Even worse, if the spars are too soft they may bend past the luff round cut into the sail by the sailmaker, resulting in the most horrible and ineffective sail shapes. I'd rather be too stiff (overpowerex) than too soft (underpowered) since it is the lesser of the two evils.

The next thing to consider, after establishing that the spar stiffness matches your crew weight in terms of controlling the development and delivery of power from your mainsail, is the overall bend of the mast and gaff combined in relation to the proportional curve of the luff round designed into the sail. Do a rough check as follows: rig the boat on the shore, stand at the transom and pull down on the end of the boom. Look for the appearance of creases in the luff of the mainsail. If the first creases to appear run from the gaff to the clew, then the gaff is probably too soft compared with the mast in relation to the cut of the luff round of the sail. You may need to stiffen the gaff or soften the mast. The creases appear in regions where the cloth has been pulled too far forward in proportion to the rest of the luff.

If the creases appear running up towards the top batten, the mast is probably too soft. Repeat this test using tension on the boom vang only (making adjustment with the gooseneck to increase luff tension if necessary) The best way to examine the match between the spar bend and the mainsail luff round is to take the boat out in a stiff breeze and look for the creases while beating hard. If you decide that a spar is too stiff, give a lot of thought to which region should be softened (shaved or planed). Beware of shaving the upper section of the gaff and consider shaving the section that overlaps the mast. Also note the Class Rules regarding taper of the gaff. Experience suggests that it is better to make a new spar than to alter a current one.

The final consideration is the anticipated sailing conditions. Flatter sails seem better suited to flat water, where high pointing is possible without making excessive leeway. In choppy or broken water, slightly fuller sails appear to be more effective. In a seaway, very full sails are most effective, because it is necessary to keep the hull 'driving' against the constant battering it receives when beating. The optimal degree of mainsail leech twist for good windward performances is also different for these different water conditions (less twist in flat water, more twist in broken water). Once you have decided/settled on a particular sail design (with or without recuts) you can control this balance between the overall draft (maximum 'fullness') and the leech tension ('twist') achieved with a well trimmed mainsail in a particular wind strength by varying the stiffness of the mast and gaff. You can also vary the relative camber (draft divided by cord) in the upper and lower sections of the mainsail by small changes in mast and gaff relative stiffness.

One thing is certain. If others are sailing faster than you the simple and usual hard to swallow truth is they are doing (or have done) something better than you. If you haven't looked at the standing rig, I suggest it deserves more attention than the shape of the centreboard or the finish on the hull, since it is the 'engine' that converts the wind into boatspeed.

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ANY QUESTIONS? I'm sure Phil would be only too pleased to reply, just send them along to 1 Ethel St., Balgowlah. 2093.

NOTICE OF RACE

TWENTY-SEVENTH HERON NATIONAL CHAMPIONSHIPS 1985/86

Sponsored by MERCANTILE MUTUAL FINANCE CORPORATION

Conducted by the Speers Point Amateur Sailing Club on behalf of the New South Wales Heron Association and the National Heron Sailing Association of Australia; to be held on the waters of Lake Macquarie under the authority of the New South Wales Yachting Association.

1. PROGRAM

The sailing program is as follows:

Friday	27th Dec 1985	1300-1600	Registration
Saturday	28th Dec 1985	1000-1600	Registration
Sunday	29th Dec 1985	0900-1000	Registration
		1100	Welcome
		1300	Opening ceremony and flag raising
		1430	INVITATION Race
Monday	30th Dec 1985	1430	Heat ONE
Tuesday	31st Dec 1985	1030	Heat TWO
		1430	Resail if necessary
Wednesday	1st Jan 1986	-	Lay Day
Thursday	2nd Jan 1986	1430	Heat THREE
Friday	3rd Jan 1986	-	Lay Day
Saturday	4th Jan 1986	1030	Resail if necessary
		1430	Heat FOUR
Sunday	5th Jan 1986	1030	Heat FIVE
		1430	Resail if necessary

2. RULES

All races will be governed by the current Racing Rules of the I.Y.R.U., the Prescriptions and Safety Regulations of the A.Y.F. and the National Heron Sailing Association of Australia Class Rules, all as modified by this Notice and these Sailing Instructions.

3. ELIGIBILITY

Entries are invited from and restricted to financial members of the N.H.S.A.A. as at 30th November, 1985. Only boats registered with the N.H.S.A.A. as having "A" Class Certificates, current at 30th November, 1985, may be accepted as entrants.

All boats entered shall be sailed by the same skipper for each of the five heats, who shall be a financial member of the N.H.S.A.A. as at 30th November, 1985. Each skipper shall be a member of a Yacht or Sailing Club recognised by its National Authority (This amends A.Y.F. Rule 21).

4. ENTRIES

Entries on the prescribed form attached shall be lodged with —

Mr. M. Harris, 8 Edgar St., Baulkham Hills, N.S.W. 2153

by 30th November, 1985, accompanied by an entry fee of $30.00. Late entries will be accepted up until 15th December, 1985 if accommpanied by an additional fee of $15.00. Cheques shall be made payable to the N.S.W. Heron Association.

Financial members of the Association conforming with the conditions stated in this notice of race may enter the Invitation Race ONLY by submitting an entry as set out above with an entry fee of $6.00.

5. SAILING INSTRUCTIONS

Sailing Instructions will be mailed by December 8th, 1985 to all nominations received, and further copies will be available at Spears Point Amateur Sailing Club.

6. SCORING SYSTEM

Points shall be scored and ties resolved in accordance with ADDENDUM A2 of the current A.Y.F. Racing Rules modified to read:

"There will be five races of which the best four shall be counted for total points. Where it is possible to complete only four races, three shall be counted for total points. Where it is possible to finish only three races all shall be counted for total points. A minimum of three races is necessary to complete the series, failing which the series will lapse."

7. PRIZE LIST

Trophies will be awarded as follows:-

1) Championship –
   a) First six skippers and crews.
   b) First three lady skippers and crews.
   c) First three junior skippers and crews, both skippers and crews must be under the age of 18 years as at 27th December, 1985.
   d) First Interstate skipper and crew, not being winners of another trophy.
   e) First skipper and crew, not being winners of another trophy, where the skipper is over the age of 55 as at 27th December, 1985.

2) Invitation Race –

   First three skippers and crews.

Trophies will be presented at the Presentation Dinner on Sunday, 5th January, 1985.

8. MEASURING

Boats may be scrutinised at any time prior to, during and after the Series for compliance with Class Rules and Safety Regulations of the A.Y.F. Boats which do not comply will be protested in accordance with AYF Rule 19.

Boats shall be presented for measurement during the registration period. Boats which are not presented shall not be eligible to enter the series unless exceptional circumstances apply, which are approved by the Race Committee.

Only sails which have been checked and initialled by an authorised Measurer during the twelve months period prior to 27th December, 1985 will be accepted. These sails will be stamped at Speers Point Amateur Sailing Club during registration and shall be the only sails to be used for the Series, except that the Sailing Committee may approve the use of a substitute in exceptional circumstances.

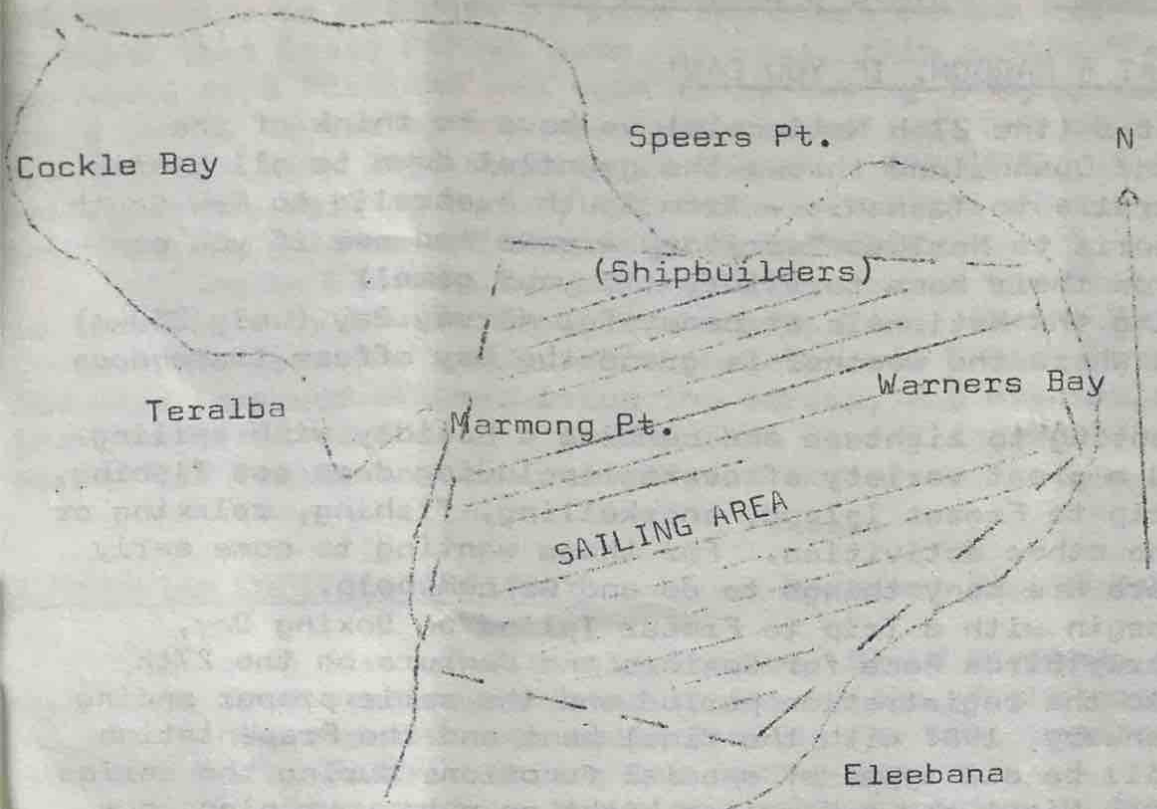
9. ALTERNATIVE PENALTIES

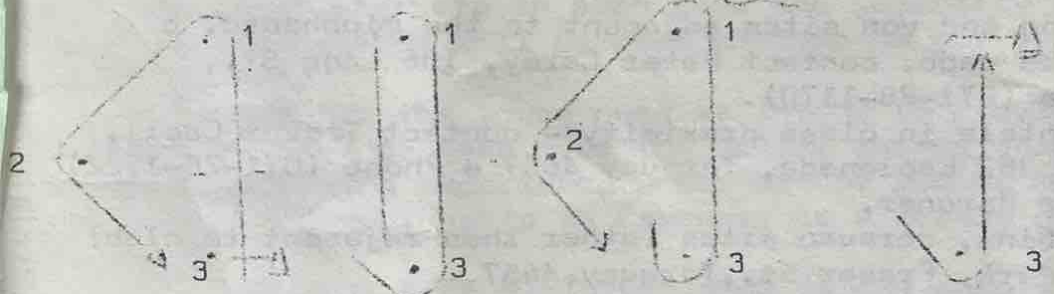
The 720 degree turn penalty as provided in Rule 74.5 (Alternative Penalties for infringement of a rule of Part IV) shall apply instead of disqualification for infringement of a rule of Part IV.

10. COURSES

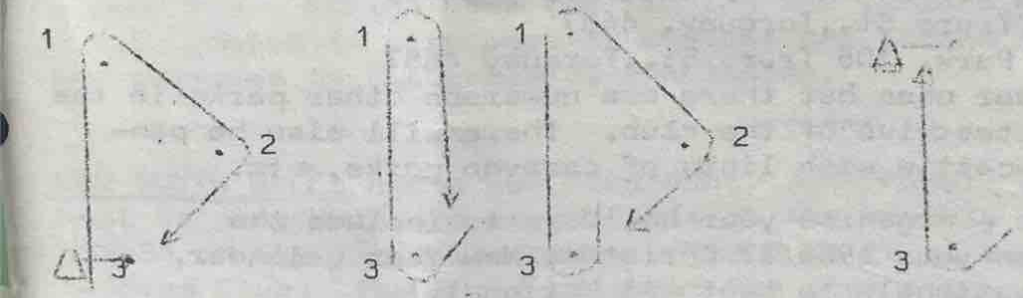
The location and configuration of the courses to be sailed will be approximately as shown in Appendix A. (*See Page 11 of this Newsletter.*)

S.P.A.S.C.





Start - 1-2-3-1-3-1-2-3-Finish Marks to be left to Port



Start - 1-2-3-1-3-1-2-3-Finish Marks to be left to Starboard

APPENDIX "A" Referred to in Clause 8 of Notice of Race.

QUEENSLAND - 'BEAT A MAROON, IF YOU CAN'

After Newcastle (the 27th Nationals) we have to think of the 86/87 Nationals and Queensland throws the gauntlet down to all States from Western Australia to Tasmania - from South Australia to New South Wales - from Victoria to Northern Territory - come and see if you can beat the Maroons on their home territory (if your game!)

We are holding the Nationals at beautiful Hervey Bay (only 280km) north of Brisbane where the weather is grand the Bay offers tremendous sailing.

For those wanting to sightsee and combine a holiday with sailing we have organised a great variety of events including deep sea fishing, a new improved trip to Frazer Island, snorkelling, fishing, relaxing or a thousand and one other activities. For those wanting to come early or leave late, there are many things to do and we can help.

We plan to begin with a Trip to Fraser Island on Boxing Day, followed by an Early Birds Race for Seniors and Juniors on the 27th and then lead into the registration period and the series proper ending on Sunday, 4th January, 1987 with the final heat and the Presentation Dinner. There will be all types of special functions during the series including a Pirates Night and a Hawaiian Night so make your plans now for another wonderful series.

ACCOMMODATION - Tenting and van sites adjacent to the clubhouse, a blanket booking will be made, contact Peter Carey, 136 Long St., Pt.Vernon 4655 - Phone (071-28-1170).

Flats, motels, hotels in close proximity - contact Trevor Cecil, Osbornes Real Estate, 382 Esplanade, Torquay 4657 - Phone (071-28-1922) Mention that you are a Heroner.

On site vans, cabins, caravan sites (other than adjacent to club)
Fraser Lodge Caravan Park, Fraser St.,Torquay.4657
Shelley Beach Caravan Park, 61 Ocean St., Torquay 4657
Centre Point Caravan Park, 195 Torquay Terrace, Torquay 4657
Palms Caravan Park, 67 Truro St.,Torquay. 4657
Happy Wanderer Caravan Park, 105 Truro St.,Torquay 4657

These are the closer ones but there are numerous other parks in the Ball all within 10 minutes drive of the club. There will also be pamphlets available at Newcastle with lists of caravan parks, etc.

Start planning now - organise your holidays to include the HERVEY BAY NATIONALS" on your 1986/87 Christmas/New Year calendar, it promises to be the Nationals to beat all Nationals!

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VICTORIA - VHSA Committeeman, Neil Bennett, is our correspondent who brings news of some recent events and activities undertaken by the newly elected Victorian Committee. He urges Victorian Heroners to plan a trip to Lake Boga next Easter for the Premier Regatta of the Year.

And one which is attended by some BIG names in the Heron fraternity. It seems that Craig McPhee made his usual trip across the border and Bob Lewis from Portland was seen to be having indepth discussions with Craig on how to set up his new boat and sails. And of course the high point of any Lake Boga Regatta is the HALE BARBECUE. Although Ray is not currently sailing Herons his Heron mates are always assured of an enthusiastic welcome and wonderful hospitality.

Once again Elwood Club successfully hosted the State Titles won in fine style by Laurie Menogue and son, Evan. Brian Proven, with daughter Melissa was second and Len Ralph and Robert Metzke, third. The most improved skipper during the series, Joe Archibald, demonstrated that the Heron is indeed a family boat by sailing with a different member of his family in each heat of the series.

******

AUSTRALIAN CAPITAL TERRITORY Reporter Stuart McGilvray (8318)

The 'old' firm of Alistair Stewart, David Simmonds and Stewart McGilvray have been reappointed to the bridge of the good ship Heron in the A.C.T. and are once again looking for the support of Heroners on Lake Burley Griffin during the coming season.

Herons will continue to be given Class status by the YMCA Sailing Club. This special treatment can only continue while we have a respectable number of starters in each race and generally support the Club. Heroners and friends will be most welcome on our beach each Saturday during summer.

To cater for the young ones we intend to provide races for forward hands. The crew to take over the tiller during selected races in order to gain skippering experience under actual racing conditions. The Junior Heron Championship in February is a worthy goal for young Heroners.

Our personal "YES MINISTER" saga is now complete with the receipt of a 'Certificate of Incorporation of an Association'. Alistair deserves a pat on the back for finding the various Heroners during an A.C.T. winter to sign papers, cheques and attend meetings, etc. to bring the exercise to a successful conclusion.

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NEW SOUTH WALES has a new President, John Fowell who is anxious to meet as many Heroners as possible at the monthly meetings held by the NSWHSA on the first Wednesday of each month at 8 p.m. at the Drummoyne Sailing Club. The 85/86 calendar has been prepared and John and is hoping for strong support to the various events. It is this support which makes the Heron Class sailing a success. Don't rely on others to support it for you. Enter as many events as you can and receive the reward of enjoying the experience of sailing on different waterways and meeting new and old friends. SPECIAL EVENT- Lakeside Leisure Park Regatta, October 5/7, 85 at Lake Munmorah - contact Mike Harris, 8 Edgar St.,Baulkham Hills. 2153.

CLUB NEWS * CLUB NEWS * CLUB NEWS * CLUB NEWS * CLUB NEWS * CLUB NEWS

HUMPYBONG YACHT CLUB

Reporter: Arthur Bullock

We expect at least 7 Herons to start the club racing season and another 4 owners have indicated that they are interested in sailing with us.

Ian Kennedy, who bought Julie Owen's THE SWEENEY has just completed the Winter Learn-to-sail course at Humpybong and is eager to start racing in September with his children.

Malcolm Ogilvy has been observed out on the water in CATHY-O, a recent purchase from Alan Timmins. He is teaching his son, Sean, and daughter, Tanya, how to crew.

Learners and other Heroners are invited to contact Arthur Bullock, Ph.263-1051 and arrange to meet him at 10 a.m. on any Sunday at Humpybong. (commencing September). He will give them sailing advice and take them out on the water before the afternoon club race commences at 12 noon.

Ed's note: Arthur is the new Minute secretary for club meetings and he says they must be desperate, he is half deaf and his writing is unreadable. Ask Mary Clarke, she knows - Too true, Arthur, but your heart is in the right place so that makes up for the BAD WRITING!

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EDITORIAL.

I try, always, to be an optimist and so I would like to think that the reason for the absolute dearth of Club news is that we have just come through the winter of '85 and little has been happening on the Club scene. Of course one could argue that this would be the golden opportunity to promote one's club, to promote its attractions, facilities, etc. in the hope that new Heroners could be enticed into at least trying before joining.

Alright, we've had our winter of '85 and are racing headlong into the sailing season. Maybe the December issue will carry more than one club report - it's up to you!

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REMINDER - If you have any matters for the attention of the Next Annual General Meeting which would require alteration to the Constitution, you are reminded that such NOTICES OF MOTION must be in the hands of the Hon. General Secretary SIX MONTHS prior to the date of that meeting (1/11/85).

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27TH NATIONAL HERON CHAMPIONSHIPS. The Notice of Race and entry forms for sailing and social functions appear elsewhere in this journal. For those intending to compete and who have booked van/camp sites adjacent to the Clubhouse, power is to be provided to all sites for which a nominal charge will be made.

** New Year's Eve Party - Each State to provide it's own special 'party turn' for the entertainment of members.

NEW MEMBERS AND RENEWALS FROM 1/5/85 to 31/7/85.

(Those joining or renewing prior to 1/5/85, please see June '85 Newsletter).

NEW SOUTH WALES

D. Anderson (9696)
J.M.Archer (9625)
G.Baumgartl (8517)
H. Berry (5707)
A.S.Binns (3993)
J. Bluff (9571)
G. Bonsall (3914)
A.Britten (6717)
Brown fam. (9119)
P.Bryden (9936)
F. Campbell (3628)
O. Carter (4196)
J. Cole (9414)
G.Cooke (9799)
D. Crawford (4271)
I.S.Cull (7472)
E. Daniels (5777)
J.Davis (8559)
G.& K.Deakin (5136)
A.Dickerson (9496)
Dove fam. (4533)
G. Early (7366)
K. Elton (9635)
C.Flanagan (9924)
R.Gallant (5900)
L.Garrett (9629)
A.Gillespie (nbo)
A.& J.Gough (9419)
R.Gregerson (nbo)
R.Gregerson (9759)
Grimwood fam(4075/8575)
M.Groves (9940)
P.Hallworth (9585)
Hughes fam.(9691)
W.Jacobson (9580)
D.Kenny (8292)
M.Kinch (9120)
LaForest fam.(7838)
Lenton fam. (9542)
B.Leonard (4162)
Llewellyn fam.(9782)
C.Lloyd-Owen (4534)
J.Lynn (8236)
N.McDonald (8986)
F.McGrath (5962)
I.& M.MCkay (9645)
McManus fam.(9222/9741)
N.McMiles (8276)
B/Malouf (6600)
B.& H.Manifold (7666)
H.Merlino (4845)
M.H.Yacht Club (8215)
G.Moffatt (7036)
M.Mooy (7966)
S.Morison (9498)
D.Morrow (5536)
P.Muther (9187)
R.Nesbit (8727)
W.& D.Parry (9930)
J.Plowman (9229)
G.Ramsey-Stewart (9198)
G.& P.Ranger (7689)
W. Reed (9666)
K.Robinson (6223)
K. Ross (nbo)
J.Rowan (9583)
R.Rozzoli (9133)
G.Ryman (8934)
S.Salsbury (9679)
A.P.&Saynor (9454)
K.Schulten (9926)
W.Short (7431)
Sea Cebs of Gordon
G.Steel (9254)
Tallis fam. (9118)
R.Tubman (8329)
R.Wake (9765)
B.Waterman (5394)
F.Whitehouse (9532)
G.Withnall (NBO)

VICTORIA

I. Ada (4803)
J.Archibald (6980)
N.Bennett (7152)
K.Bush (9478)
J.Caporn (8515)
J.Horner (8982)
J.Jessop (4841)
C.Knoepfli (6647)
L.Menogue (7611)
A.& J.Moule (nbo)
R.Parkinson (6715)
B.Proctor (7446)
P.Rekers (9935)
Richmond Tech.
N.Ridgway (nbo)
J.Roylance (5513)
S.Rutley (6646)
A.Smith (4750)

SOUTH AUSTRALIA

B.Anderson (5160)
B.Archer (9471)
Ashley fam.(5820)
I.Barker (9621)
Blackham fam.(7881)
Blenkle fam.(6629)
R.Boyce (9655)
A.Braddock (4975)
D.Brooke (6573)
A.Burgess (5844)
B.& S.Caddy (9490)
P.Crosby (9614)
R.Deacon (9908)
J.Duffield (8908)
J.& S.Duval (7442)
G. Earl (9577)
P.England (8533)
R.Gardner (6963)
A.& J.George (9281)
R.&I.Harvey(8974)9289)
R.Hawkes (7077)
G.Haywood (7255)
G.& S.Hewitt (6627)
C.Highet (6550)
P.Hurrell (6628)
I.James (9563)
A.Jones (8564)
J.& L.Kirby (9561)
L.Kirkham (9298)
Knoop fam.(8598)
K.Knott (9188)
L.Krollig (8704)
B.Main (8342)
R.March (5950)
K.Marsh (8576)
J.Messing (8567
G.Mayhew (9786)

S.A. Continued

D.Millard (6400)
Murray fam.(9234)
D.& J.Oakley (9211)
D.Ollerenshaw (9192)
Partridge fam.(7873)
R.Petts (9915)
K.Robinson (5968)
D.Ross (7897)
P.& E.Sappson (7854)
P.Slade (6555)
Smallacombe fam.(9286)
C.Steele-Scott (9610)
Walter fam. (7651)
B.Way (9912)
G.Woodward (5340)

TASMANIA

J.Adkins (4433)
P.Beck/A.Park (8970)
E.Males (9504)
A.Palfreyman (9601)
S.& L.Parkin (nbo)
D.Salter (8526)
M.Spooner (8756

WESTERN AUSTRALIA

T.& T.Brown (9674)
A.Christie (9903)
L.Christie (7942)
N.Dvorak (8766)
R.Edwards (8074)
T.Gaunt (nbo)
I.Jarvis (9790)
Lingius fam.(9928)
P.& S.Mahony (8223)
J.& J.Muir (9642)
C.Mumme (9167)
J.Rogesson (9657)
J.Scott (9567)
Taylor fam. 7847)
A.Wilson (nbo)
K. Wood (9757)

STH.QUEENSLAND

G.Birch (7653)
S.Brown (9584)
Bullock family
J.Dill-Macky (3687)
F.Fielding (9607)

Green fam. (9922)
C.& T.Jackson (9754)
I.Kennedy (9800)
L.Lumsden (9523)
G.Read (9933)
Scott family.
T/S Paluma Cadets

A.C.T.

R.& A.Howlin (5352)
A.Lejins (9572)
J.M'ald-Holmes (7606)
J.Meder (3617)
F.Simmonds (8746)
J.& E.Tucker (3620)
J.Wenborn (9774)

NTH.QUEENSLAND

B.Farley (8379)

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DON'T LOOK NOW, but CHRISTMAS is coming and I can't think of a better Christmas gift for a member of a Heron family other than THE FAMOUS HERON T-SHIRT. They come in all sizes and really are what the best dressed Heron family are wearing in the summer of '85. $7.50 and a brief note quoting size(s) sent to Mary Clarke, 1 Ethel St.,Balgowlah will guarantee early supply.

It's also the time to check those BUOYANCY BAGS for that little nick or leaking valve. Nothing more embarrassing than a failed bag in a capsize. We have a good stock of bow, long and short bags and a quick phone call or letter will see them on their way to you.

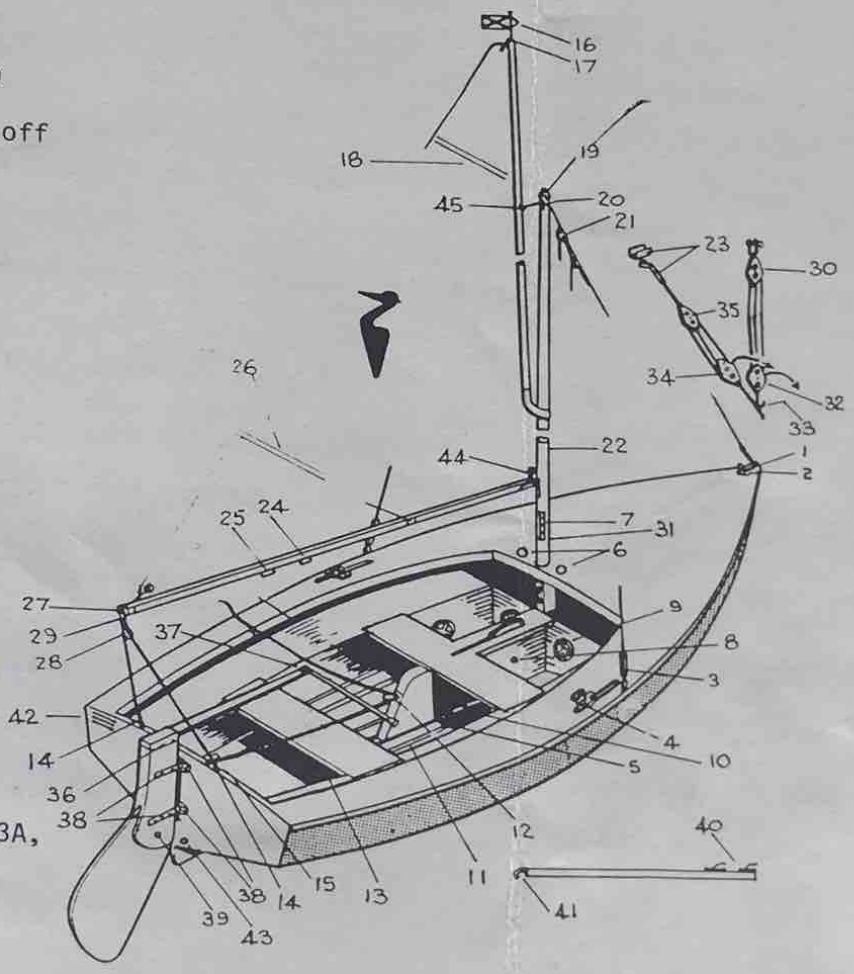
BOAT Plans, Full Size Frame Plans, Trailer plans and loads of advice on building Herons available from that Balgowlah address. We can't keep recycling old Herons forever so how about a few of those handymen and handyladies out there replenishing the s tock by building a brand new, shiny HERON - You never know, you might be the lucky one to get SAIL NUMBER 9999!!

FINALLY, your Editor would like to thank those who have contributed copy over the past year and is grateful for the support and encouragement shown by many members. KEEP THAT MATERIAL COMING IN and help keep up the standard of YOUR Magazine.

FITTING OUT GUIDE

HERON

1. RF101 BOW FITTING
2. RM250 TOWING RING
3. RF134, RF445 2 off SADDLE AND ADJUSTER
4. JIB SHEET LEADS VARIOUS FITTINGS USED RF56, RF106, RF55, RF57, RF373
5. SEASURE TOE STRAP ANCHORS 2 off
6. 10 mm PLASTIC THROUGH DECK FAIRLEAD 2 off
7. RF377 LEVER ON TRACK
8. 8 mm SS BOLT
9. INSPECTION PORT RF530 4 off
10. RM179 BAILER 2 off
11. WEBBING TOE STRAPS 2 off
12. RF410, RM324 SWIVEL BASE AND RATCHET BLOCK
13. SEASURE TOE STRAP ANCHORS 2 off
14. RF134 SADDLE 2 off
15. RF1281 SINGLE BLOCK
16. WIND INDICATOR
17. MODIFIED RF412
18. BATTEN
19. MASTHEAD RM57A
20. SHEAVE 50 mm x 10 mm
21. FG904 WIRE BLOCK
22. PNP2 POLE ATTACHMENT
23. RF18, RF22 VANG ATTACHMENT
24. RF2335 PLUS V CLEAT
25. RF2336 BLOCK
26. BATTEN
27. RF453 SHEAVE BOX
28. RM17 BLOCK
29. RF180 BLOCK HANGER
30. RF188 BLOCK
31. "S" HOOK
32. RF187 BLOCK
33. RF415 or RF416
34. RF343 BLOCK
35. RF83 BLOCK
36. RM241 RUDDER CAP
37. RF1127 TILLER EXTENSION
38. RUDDER FITTINGS RM242A, RM243A, RM62C, RM62CL, RM152
39. RF693 RUDDER BOLT
40. PNP5 POLE FITTING
41. PNP4 2 off
42. STICK-ON NO's and NAME
43. RF294 DRAIN PLUGS 2 off
44. RF420 GOOSENECK
45. RF466 GAFF PIN



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General Accident

NEW SOUTH WALES
General Buildings, 10 Spring Street,
Sydney, 20566

QUEENSLAND
General Buildings, 39 Creek Street,
Brisbane, 211444

SOUTH AUSTRALIA
General Buildings, 117 King William Street,
Adelaide, 211 7877

TASMANIA
General Buildings, 111 Macquarie Street,
Hobart, 237999

VICTORIA
General Buildings, 394 Collins Street,
Melbourne, 620051

WESTERN AUSTRALIA
General Buildings, 172 St. George's Terrace,
Perth, 321 2254

PAPUA NEW GUINEA
Douglas Street,
Port Moresby, 212344

"A quiet moment before the race begins."