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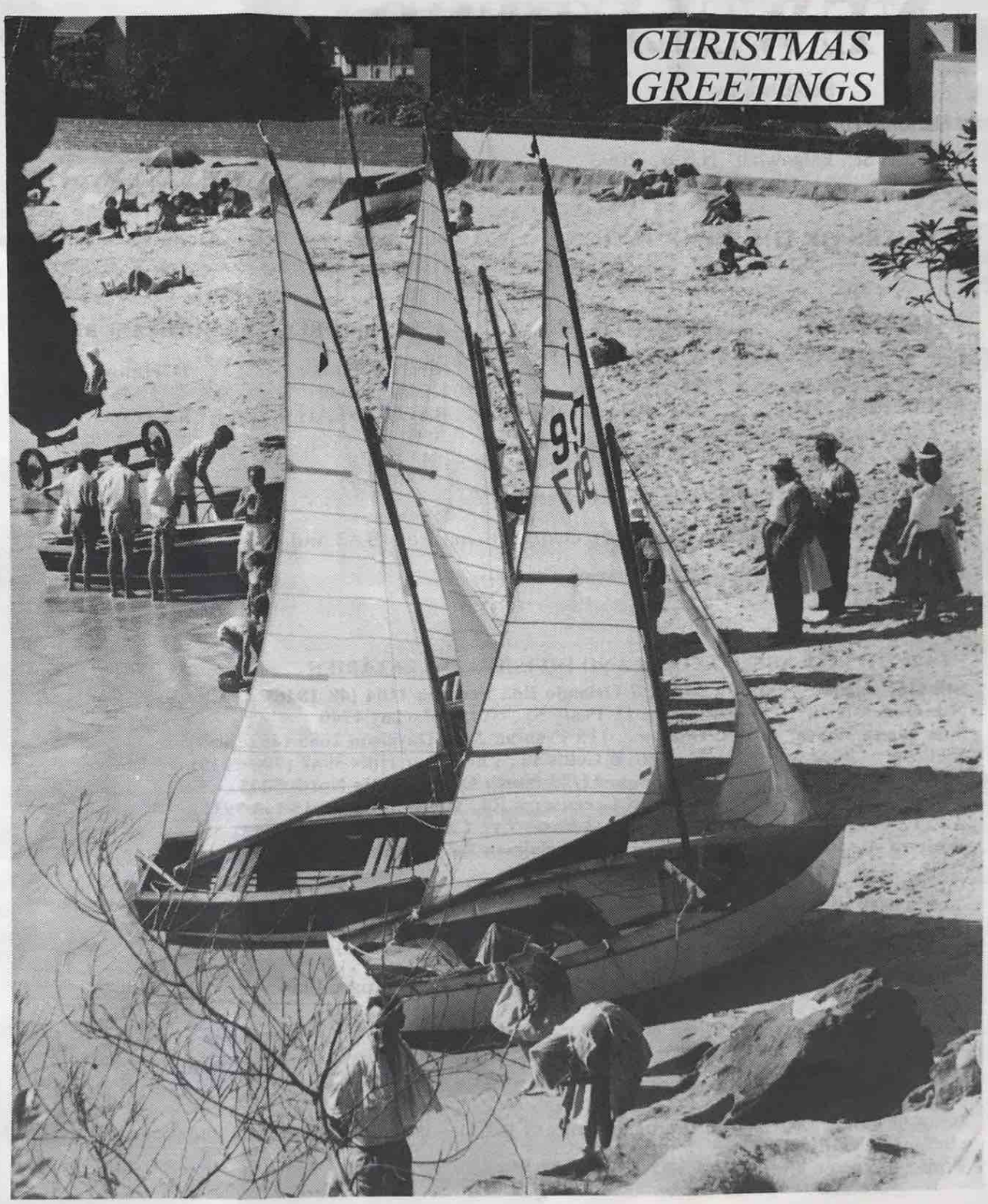
HERON NEWSLETTER



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HERON NEWSLETTER

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DEADLINE for MARCH ISSUE – NO LATER than 7th February 1986

COVER PHOTO:

"Clontarf Beach, 1958 and the beginnings of a Class that has gathered in numbers and grown in rs strength – THE HERON."
Photo – Warren Clarke

THE PRESIDENT WRITES -

With the '85/'86 sailing season now in full swing, many of the cobwebs should have been cleared away and the familiar feel of a Heron deck under your feet restored.

Entries have now closed for the 27th Australian Championships and those travelling to Speers Point will be looking forward to a most enjoyable series, both on and off the water. For those of you who have missed out on entering this series, or who feel that they just aren't good enough to enter, don't be deterred. National and State Titles are great ways to learn how to sail, both by watching the more experienced skippers and by trying to make your own boat (and yourself) achieve their potential. I know that some State Associations run a handicap series in conjunction with their State Titles just for you , so be in it and help them in their attempts to help you.

Finally, on behalf of your National Committee, I would like to take this opportunity to wish you and your families a very Happy Christmas.

Keith Mealey - KOOLAROO (9290g)

*****

BEWARE OF THE DARK HORSE (or should we say the fast filly!) The following comes from an anonymous contributor who seems to have "inside" information on the 'form'of a young lass from South Australia. The contributor writes:

> "Just when all in South Australia thought they had the answer along comes a Heron boiling the water under her keel aptly named POWER-PLUS. Unbeaten so far in all of her races this season and sailed by Miss Angela Powers, this boat will be at Speers Point to tackle the favourites. Current National Champion, Jim Armitage, one of the few to sail in this boat says there is no possible hope of OUT CAST ever beating POWER PLUS around an Olympic course, no matter what the conditions."

Editor's Note: Well, there you have it - all eyes will be on this Super Heron when it makes an appearance at the 27th Nationals. She must be a beauty if Jim Armitage is worried!

*****

WINTER PROJECT - How about a brand new, shiny, timber Heron. The Association'has the plans if you've got the time. Boat plans, full size frame plans, building booklets and trailer plan available from the Asst.Secretary, 1 Ethel St.,Balgowlah. 2093. Get yours now and have that brand new Heron on the water for the 86/87 season.
P.S. We have a waiting list for secondhand Herons.

A CALENDAR OF CHAMPIONSHIPS

28TH NATIONALS - Hervey Bay (Queensland) 1986/87.

Peter Carey is the contact for tent and van sites adjacent to the Clubhouse. A blanket booking is to be made and you can contact Peter at 136 Long St.,Pt.Vernon. 4655 (Phone 071-28-1170).

The series proper will get under way on the 30th December but warm-up races, registration, etc. will commence as from the 27th giving you ample time to settle in before the main event starts.

It promises to be a truly memorable series with all types of social functions and organised outings, e.g. Frazer Island, Hawaiian Night, just to mention a few.

By the time you read this the 28th series will be just 12 months away and as Hervey Bay is a popular holiday resort you would be well advised to make that booking NOW and get with the Heron strength.

29TH NATIONALS - Ceduna,(South Australia) 1987/88.

Ceduna is located on the Eyre Highway, 760km west of Adelaide and just 1963km east of Perth. Situated on the shores of the almost land-locked Murat Bay, and adjoining the waters of the Great Australian Bight, it offers a haven of fun for the water sport lover. Sounds great, doesn't it.

Ceduna boasts 4 Caravan Parks, all with on-site accommodation, 3 Licensed motels, 1 Community Hotel-Motel all within 3km of the Sailing Club. As you can imagine Ceduna is a major stopping point for tourists during that time of the year so early bookings are recommended. With the series two years away the dates are not yet confirmed but they will more than likely co-incide with the usual dates for a Heron Nationals.

The Ceduna Sailing Club is fast gathering a reputation for conducting successful National events, hosting the Gwen Class in 86/87, the Herons in 87/88 and the Australian Sharpies in 88/89. The catchphrase around Ceduna is - IT'S A GREAT PLACE TO SAIL.

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AND SPEAKING OF NATIONALS - Don't forget to have those brand new sails measured to maintain the "A" classification of your Heron.

Another tip is to buy a rule book and READ it. It helps if you know when you are in the right and when you should back off.

******

100 TIPS ON HOW TO MAKE YOUR HERON GO FASTER

The sixth in a series of articles written by Peter Macleod (ISLE OF SKYE)

The remaining major spar to cover is the gaff. I would like to be able to say that I have a'you beaut whiz bang' construction method for the gaff but despite much experimentation and work I have not yet found anything to beat two selected pieces of oregon glued together. Dont forget a good finish will be less windage, so fill any imperfections and varnish well.

67. Stiffness. Like the mast, this is very much an individual preference. However, two generalisations can be made - i) light crews sailing in flatter water and predominately lighter winds can use a softer gaff than heavy crews sailing in choppier waters in heavier winds - ii) err on the stiffer than you think side, a stiff gaff helps maintain leech pressure on the top section of your mainsail.

68. Taper. Measurement rules are the guide here. Aim for minimum at both heel and top. In the case of the bottom section the taper should be a straight line from the maximum diameter (at the attachment point) to the heel. (It is not permitted to have this line concave). To achieve your desired stiffness you will probably need to taper at a lesser rate than a straight line, if this is the case you can increase the rate of taper over the top 200mm. as this will not materially affect stiffness.

69. Length. Aim for the minimum (3150mm) anything over this will just be weight and windage stuck above your sail.

70. Sail attachment at head. I have yet to see anything simpler-easier-cheaper-lighter than a hole through the gaff and a piece of lacing on the sail.

71. Reference markings. Your normal sail position should be marked with a waterproof felt tip pen. For light weather the mainsail can be set an inch or two higher, fresh weather an inch or two lower.

72. Gaff attachment pin. Instead of the normal $\frac{1}{4}$" diam.pin you can make one up out of 3/16" stainless rod and use a small ring clip on each end. This is about half the weight, less windage and can be done up or undone from either end.

73 Gaff jaws. These need not be of plywood, nor need they be shaped to plan. The rules state that they can be of any material but must function as per plan. Aluminium 3mm thick is quite satisfactory. Design can be changed to be just as functional but with a lot less windage. A "U" piece made from 2" PVC drainage pipe can be attached to the front of the gaff to provide a bearing surface between gaff and mast. It is desirable to let this into the gaff the thickness of the material (about 3mm) but if you do, make sure you position it about 6mm up from the bottom otherwise the bottom thickness measurement of the gaff would be taken from underneath this "U" piece.

Perhaps it is time to restate the objectives of this series. We will not delve into major items such as sail shape, boat tuning or sailing techniques but rather concentrate on many small and individually insignificant factors that could add up to a race winning margin. Remember races are sometimes won or lost by less than one metre and at 4½ knots a Heron travels two metres per second.

In this article we look at rigging and a few things to do with sails. I must point out that with rigging there are two schools of thought, tight or sloppy. Me, I'm tight, so many sloppies will either disagree with or find irrelevant some of these points. As an aside I can say I have seen successful boats in both tight and sloppy styles but have yet to see a Heron sailed well half-tight!

74. Use correct wire types and sizes. Oversize wire is more weight and windage, undersize is risky. Stays and jib strops 3/32" diam. 1/19 construction, main and jib halyard 3/32" diam.7/19 construction. Outhauls, vang, downhaul and uphaul (if these are partly wire) 1/16" diam. 7/7 construction is adequate.

75. General note on wire construction. 1/19 is one wire made up of 19 wires, it is smooth (less windage) has lowest stretch (other than single strand, i.e. rod rigging), highest strength, but is not flexible and would kink or break if asked to run around pulleys (i.e. as halyards).

7/19 is made up of seven strands each strand made up of 19 wires. Much more flexible than 1/19 but also stretches lots more. Because of it's capability to turn around pulleys we are obliged to use 7/19 for halyards.

7/7 is seven strands each consisting of seven wires, a compromise which is quite suitable for use around pulleys in small diameters (1/16").

76. Minimise the stretch wire in the jib halyard. Although we need 7/19 to go around the pulley we can reduce the length of it by having a short 1/19 strop at the head of the jib and a longer one from the highfield lever to the 7/19 halyard.

77. Halyard tails. Rope of 2 or 3mm diam. is adequate for these, they need be no longer than absolutely necessary.

78. Sail lacing. Almost as fine as you can get 1½ to 2mm. diam. will do the job. Don't over tension. The luff rope of the sail should follow a straight line from the bottom of the gaff to the gooseneck.

79. Main halyard tension. In common with most other Heroners I use a rubber door stopper as a spacer between gaff and mast (I cut it down to about 12mm. to make the gaff slightly more vertical). Too much halyard tension compresses the rubber and prevents the gaff from turning.

80. Sail alignment of the corners. Make sure your sail isn't distorted at the corners by the gooseneck, head lacing or outhaul. Your sailmaker has sewn the boltrope on straight intending you to set your sail this way.

81. Half-through battens. Frequently the sailmaker will supply untapered battens, often with a thick plastic end. These usually make a lump in your sail. Fair them down, a belt sander is the ideal tool.

82. Batten pocket end on top batten. Sometimes this is so big and positioned so close to the bolt rope that it inhibits the top batten from turning. Although all is well to windward, the symptom is the top batten turning inside out downwind. Solution is to take a sharp chisel and cut away some of the plastic of the batten p ocket end at a 45 degree angle.

83. Roll your sails around 4" diam. PVC drainage tube rather than folding them. Don't roll them around the boom as this has lumpy things like cleats and blocks sticking out and is too small in size anyway. Remove battens before rolling as these can distort the sail material.

84. DON'T hoist your sails early and leave them flogging, particularly in winds over 10 or 12 knots. You can do more damage to your sails if they flap wildly for 5 or 10 minutes than you will during an entire race. Conversely, in very light winds - up to 5 or 6 knots it is probably beneficial to hoist your sails half an hour or so before going to see to let any little lumps and bumps fall out.

85. Sew your jib sheets to the sails. Don't rely on knots or shackles as these can catch on your halyards and are also extra weight which inhibit the jib from filling in light airs.

******

EDITOR'S NOTE: From September, '84 to December '85 Peter Macleod has given us 85 tips on how to make Herons go faster. These theories, tips and comments must surely have been discussed between fellow Heroners and the authoris rather surprised that, up to this time, his articles have evoked only ONE question. Do you agree or disagree with what he has written? If the latter, why not drop us a line so that Peter can respond and we will all be better informed on sailing the Class.

*****

THE BOAT THAT MARY BUILT - The U.K.July Newsletter carried a story written by Mary Davis who took her courage in both hands and BUILT HER OWN HERON.

"Many years ago when I was quite small (about 10) I had the ambition to build a boat of my own to sail in. My dreamboat was a HERON (I worked out that by saving my pocket money I could afford to buy a kit). The dream was put on hold when my parents bought an Enterprise, then a Fire fly, then a change of jobs and finally a move to the Midlands. There followed a period of frustration (weekend meetings and commitments) which nearly made me give up sailing altogether but one Saturday afternoon I spied a Heron sailing on a reservoir near home and those early dreams were rekindled. Kits were no longer availble so plans were purchased and the

building site chosen - the dining room! With doors, a chimney breast and just under 12 feet square this meant that the frames had to be set up diagonally across the room (they just fitted). The floor was solid so a temporary frame was built of secondhand timber (5" x 1" planks for the cross members and held lengthwise by a length of 4" x 3"). The frames themselves were made from Gaboon as was the centreboard case and stringers. The frame joints were half-lapped to make a neater finish and save weight. Setting up could only be described as fiddly.

Getting the apron attached to frame 1 was probably the most awkward part of all. The pressure exerted by the hog and chine stringers when they were bent round the frame was quite something and weights from the Grandfather Clock were pressed into service whenever the base frame started to lift. The gunwales were most difficult in that space did not allow me to fix the apron first and then bend them round the frames. The problem was overcome with liberal application of rags soaked in boiling water, a kicking strap tackle to haul the gunwales together forward of frame 1 and an extra pair of hands. This was the only time in the whole building operation that two hands were just not enough.

Planking was comparatively straightforward. The bottom panels were scarfe-jointed for me by Ron (friendly builder) but I settled for butt joints on the topsides. The only difficult bit was the forward ends of the bottom panels.

At long last she was turned over and the excess framing removed. Seats and thwarts were added, plus framing to the deck. These were mostly pine, making a nice contrast to the darker wood of the rest of the hull. Carlins refused to bend when I wanted them to, so I sawed them in half lengthwise and glued them together when they were in place.

Looking back, the most formidable task was fitting the stem-block. When it arrived it was a vast chunk of mahogany looking like half a tree. Eventually patience reduced it to size and shape and I threw caution to the winds glueing the thing to the boat even though it looked like a deformed nose at the time.

The time of building (18 months) would have been far less if I had had more free time and spare time did not always coincide with the inclination to work. Building a boat in a house is a messy business. It is amazing how far shavings can travel, especially when they are aided and abetted by a young dog. The strangest thing is the way the boat has changed in character, for months being a pile of timber being fastened together - then, one night it turned into a boat, somewhere about the time I got the thwarts in - from then on she was my pride and joy.

By the end of last summer and a few months of sailing she is simply MY BOAT and her building has been almost forgotten. The end result of my labours is a handy little boat that is pleasant to sail - the dreamboat of my youth.

HANDY HINT DEPARTMENT - Particularly to new owners. This tip comes out of a sad tale of woe to a recent buyer who discovered that his half-height built-in forward buoyancy compartment is split on the top section. It seems that the previous owner kept the boat out in the open with the inspection port covers tightly screwed in place. An absolute no-no. The expansion of tha tank through heat caused the plywood to split.

MORAL OF THE STORY - when hosed down and put away for the day, please leave those compartments OPEN to air circulation.

******

HELP A KIWI! (Or I don't know why we should after the first Test)

Many Heroners will remember Colleen Worters, a regular visitor from the land of the Great White Cloud to Heron Nationals all around Australia. Colleen purchased a Heron (CAN A KIWI) which she left 'on the mainland' for this purpose but a recent letter from her advises that she has finally put down permanent roots in Auckland, purchasing a townhouse, so has had to put on-hold any idea of participating in future Aussie Nationals.

Consequently CAN A KIWI is looking for another home, not wanting to gather dust and take up space at the Ralph Residence in Melbourne. Anyone interested in buying can contact Len Ralph on 03-337-8272.

******

VALE JOHN HILL. W.A. State Measurer, Newsletter Editor and Committeeman. Struck down in the prime of life with motor neurone disease, John contributed much to the progress of the Heron class in the West. His sailing record in VAT 70 was enviable and each one of his five sons sailed in the boat with John at some stage with John usually, but not always, skippering. We echo the words of W.A.President, Bob Ewin who said of John "He was an estimable man...he will be sorely missed and remembered with warmth by all who knew him."

*****

WE NEED YOUR HELP. The Registrar is being hounded by impatient, would-be buyers of secondhand Herons and the list is looking very sick with only three or four boats available at present. New or old, timber or glass, any condition, list with your Association for a speedy sale. Please send all information, including price, to Mary Clarke, 1 Ethel St.,Balgowlah. 2093.

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VICTORIA

Reporter: Neil Bennett

The V.H.S.A. has finalised a programme of sailing functions to see out the 1985/86 season, the first event being the Portland Regatta (Bob Lewis' territory) on January 26/27.

This will be followed by a Picnic sail on Albert Park Lake. The State Titles are going to the country this year with the Cairn Curran Sailing Club hosting the event during the Labour Day week-end on the 8th-10th March.

And on to the highlight of the Victorian Sailing Calendar when we join our friends at Lake Boga Yacht Club for the Sun Centre Easter Regatta where a strong roll-up of members is expected.

Brian Proven contines to make his presence felt amongst the mixed fleet at Elwood Sailing Club and he and Victorian President, John Caporn, are looking for interested Heron owners to join them.

Lysterfield Sailing Club has finally launched its first sponsored Heron for the training school and negotiations for another three Herons are proceeding favourably.

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WESTERN AUSTRALIA

The first heat of the W.A.Titles has been saild (sorry, they didn't advise the winner) at the Perth Dinghy Club and 5 more are to follow on a monthly basis to the final heat to be sailed at the Shelley Club on the 6th April, 1986. With a view to promoting the Class the handicap series to be held in conjunction with the Championships will spread over nine races giving an additional race to each of the three clubs, Perth Dinghy, Maylands and Shelley.

All roads lead to Denmark for the annual Christmas safari and unconfirmed reports indicate that the Herons and Hartley Trailer/ Sailers are joining forces in this venture.

Hilary Arber's WILDFIRE has found a new home with Neil Dvorak. Hilary would have given a great deal not to have had to sell her pride and joy but a car accident left her with neck damage making it impossible to handle the Heron. Our loss appears to be Hartley's gain, but at least the sailing should be a lot dryer.

******

NEW SOUTH WALES

Reporter: WIZARD OF OZ.

With a lot of help from the Narrabeeners and Middle Harbourites, the NSW Association held an October Regatta at Lake Munmorah on the Central Coast. Forty seven Heroners and families participated in the 3 day event.

Saturdays event took the form of sailing around the Lake looking for answers to questions posed by Ian Cook, plus many confusing searches for land clues within and outside the caravan park, such as "How many pelicans are standing in the weeds?" "How many T.V. aerials in the park" (this was as sneaky as the pelicans bit with birds arriving and leaving like jet planes). Then there were the screaming reaches from one side of the lake to the other trying to count power station chimneys whilst holding on to the deck with your teeth!

Sunday morning's race resulted in 19 early retirements with broken gear and seasickness - God it was blowing so hard we had no time to drink our beer (must get a long rubber syphon hose connected to a babies dummy).

The afternoon race was the first heat of this season's Travellers Trophy and proved briefly competitive with several lead changes eventuating in Peter Macleod (N'been) taking first place followed by Michael Groves (MH) and Phil Owens (SP). Allan Sutton (SP) won on handicap.

Sunday's P.M. race was closely fought in heavy winds and whitecaps with exhilarating reaches - head snapping jibes - some Heroners going dramatically into the drink to become stuck in the black mud from the shallow lakes waters. Don Jamieson (MH) was successful with David Llewellyn (N)second and Michael Groves (MH) third.

For those sailors who remained until the Monday afternoon another race was organised in lesser wind conditions with pleasant sailing and sunny blue skies and was won on scratch by Scott Jamieson (MH) followed by Syd Dyer (N) and D.Llewellyn (N).

Our thanks to the organising Committee, especially Peter Macleod, Bob Murrary, Ian Cook and the trophy buying Brown/Macleod team. We heartily recommend the Caravan Park site with its excellent and various amenities and several tent-pitching Heroners (resembled the crowd scene from Laurence of Arabia) joined in the fun, laughing a lot, drinking a little! and enjoying the company.

A certain person with a "big mouth" rashly stated at the Trophy Presentation that he would be going down the giantwater slide at 1600 hours on the final day. With all means of escape cut off and supported by other brave Narrabeeners Llewellyn, Parry and Brown, a hush fell over the crowd as each prepared to plunge from a great height into the freezing

water below. A road from the crowd watching, bodies rocketted down the fibreglass to meet a solid mass of icy water. No prize for guessing who made the biggest bow wave splashing everyone in close proximity - why should the kids have all the fun, we went back and did it again!

A great Heron weekend, come and join us next time.

******

A.C.T.DIVISION — Reporter: Alastair Stewart

Racing began on Lake Burley Griffin on October 12 and a fleet of 5 Herons enjoyed an excellent and close race in cold, windy and wet conditions. Six more sailed the course on the following Saturday and this augurs well for a fine 85/86 season.

Our division was fortunate to be given Heron No. 4219 earlier this year and after some loving restoration and a lot of hard work she had her first outing, sailed by Stewart McGilvray, on the Point-score Race on 19th October. She led the fleet to the first mark but then succumbed to bailer trouble and gradually lost ground. She should provide encouragement to those persons wishing to take up Heron sailing by being available for test sail on future Saturdays.

******

QUEENSLAND — Reporter: Arthur Bullock

The Heron Class figured prominently at the recently held 1985 Telegraph Boat Show and created a considerable amount of interest throughout the display. The fact that it was located close to constantly passing public certainly did much to draw attention to the Class and there was always someone on the stand to provide answers to the dozens of questions put by the public.

As a follow up to the Show, Humpybong Yacht Club reserved the following Sunday as an Open day to take the public out on the water for a test sail. This promotion, together with a video of the "How to Build a Heron" film is to be continued at various venues and the Class must benefit from this type of promotion.

******

MEASUREMENT APPOINTMENTS

N.S.W. G. Brunton, 14 Wilson Parade, Heathcote, (520-8983)
P. Armstrong, 33 Kullaroo Road, Charlestown (049-43-2753)
P. Armati, 6 Highland Ave., Gordon (498-1264)
S.A. D. Rantanen, 9 Merle Marten Drive, North Haven (08-248-2480)

BOTANY BAY HERON SAILING CLUB

Henry Heron issues an invitation to come and join the fun at Botany Bay any Saturday afternoon - venue, end of Sanoni Ave., Dolls Point. The Herons start flying at 2 p.m., the sand is clean, the water clear and the wind true (except the Westerlies).

If you think about it Botany Bay is unique in this respect, the clean sand covers approx. 80% of the shore line, good for landing in strong winds. Its low shore line allows for true winds and the 10km fetch on a nor'easterly rolls the clean water into those rolling waves on which Herons love to play.

*****

LAKE BONNEY YACHT CLUB

Reporter: Grant Haywood (14 yrs.)

If you are not doing anything over the Christmas school holidays why not come up to the Riverland (with your Herons, of course) and see what sailing is like on Lake Bonney.

You can be assured of warm to hot days and some very relaxing sailing and for the family who can't sail because it's Dads and Sons turn, the club is air conditioned and has a bar that caters for everyone.

At the moment there is only 1 Heron sailing but if all the people interested in getting Herons got them, then we would have a fleet.

By the way, if you have a loose floorboard or protruding bolts from your fairlead tracks, GET RID OF THEM. I was gybing and went over in our usual spectacular style. As I sorted everything out and brought up the hull with my crew in it I noticed that he had a great gash in his upper leg. Jason, my crew, told me that it was beginning to hurt so I got a pleasure craft to take him back to shore where the gash required 3 stitches. My crew sits facing forward with one leg aside to the centreboard case and as we capsized the floorboard came out and he probably got cut by the screws of the floorboard. Clean up your boat and make those scews heads flush, I have sliced my toes many a time during tacking because of these but not any more. But enough of my troubles.

Treat yourself to a wailing and touring holiday around the Riverland. There is a caravan park and a motel right on the Lake and beside the clubhouse. Racing starts at 2.00 p.m. Hope to see you soon and have a Merry Christmas and a Happy New Year.

EDITOR'S NOTE: Grant supplied a photograph of himself and Jason sailing JUPITER (7255) which, unfortunately, we cannot print but I thank him, most sincerely, for his report and congratulate him on being a great ambassador for the Heron Class.

*****

BRIGHTON AND SEACLIFF YACHT CLUB Reporter: Bill Tucker

With the new season underway there are new Heroners who must be welcomed to the Club. Paul and Jason Whittaker (ESRA TEW), Angus Ellershaw and 'Jacko' Jackson (SEA WOLF) and Tony and Caroline Hooper (ROT).

So far the season is shaping up to an even tussle with Tracy Tucker (JIGSAW) and Damien Tucker (JIGSAW) both winning a tune-up race, Peter Beaumont (TOUCH OF CLASS) winning the Opening Day race and Jim Hood (XIPHIAS) winning the first trophy race. An official inquiry will be held into this result as Jim is one of the handicappers.

Added competition from Jim Armitage, Peter Nicholson and Roy Salmon was most welcome early in the season with Jim giving everyone a substantial start but still managing to get the gun.

My new boat (SCROOD'N'GLOOD) and a new crew, Natalie Bridge were well and truly christened in their first race with a capsize to open up the competition for the submarine trophy. Quite a few Heroners will be travelling to Wallaroo to compete in the State Titles at the end of January.

*****

Editor's Note: I'm sure all those who know the Tucker family will join me in expressing to Bill, Tracy and Damien our most sincere sympathy on the loss of his beloved Helen, wife and mother. Helen was Bill's right-hand-man when he was S.A.Secretary, always willing to give a helping hand and a wonderful lady to know. We will remember her with great warmth and much affection. M.C.

******

NARRABEEN LAKES SAILING CLUB Reporter: WIZARD OF OZ.

Having missed the last Newsletter I am pleased to report that we are all alive and well at THE LAKE and after an aggressive Spring season are now into our Championship racing (and participating of the amber in case of snake bite on the water). Congrats. to Ron Gilholme, spring winner.

Over a glass of orangeade resently we counted HERON HEADS in our Club and came up with a rewarding 28 boats with the possibility of

extras coming from a recent SAIL A HERON DAY - great to see such an interes and the regular faces appearing back at the beach each year.

On our sick list but now getting better - Bill Fowler (HOT DOG) recovering from open-heart surgery; George Schauwecker (LIESL) now out of hospital following an operation (did you do any home improvements whilst recuperating, George, or did you tie yourself into the bed?). Junior, Nicholas LaForest spent recent time in hospital but is now home and impatient to be sailing his own boat LOCOMOTION passed to him from Dad who is the new owner of Macleod's former boat DUNVEGAN, now re-named LA'ORANGE (not Duck A L'orange).

Peter Macleod swears he has to tie the new ISLE OF SKYE down as she is so fast she wants to fly on her own. Peter took out last seasons Club Championship in the old ISLE OF SKYE after a close tussle with Syd 'How da ya feel?" Dyer who is now sailing flying machine, HORNET, having swapped WHITE POINTER with son, Anthony, who was last seasons Junior Champ.

Bill Parry launched his new addition to the family SILVEST, a new glass boat, complete with champagne and topless lady windsurfer who came in close for a look...we reciprocated through closed fingers of course (some Heroners were seen eating wet sand).

Narrabeen boats continue to support the Association sponsored Regattas and Travellers Trophy events usually totalling 45% of the fleet. We look forward to renewing old and making new friendships at the National and State Titles.

In the annual Duffield Plaque event sailed between Narrabeen, Bayview and Hawkesbury River, the first heat at Hawkesbury proved to be a draw between Narrabeen and the home club, well done. Bayview finished close behind in what was a very pleasant days sailing made even more exciting by the welcome presence of our friends from Middle Harbour.

As usual our famed hospitality is extended to visiting Herners so when you are in the area drop in...(we need extra aluminium cans to cash in to buy the Heron captain a new blow up lady doll)..God, I hope I don't get another ugly one!

****

WAS YOUR CLUB REPORTED IN THIS NEWSLETTER? It would be a great pity if these pages were to be monopolised by only a few who are prepared to let us know of their activities. HOW ABOUT IT? Will we be hearing from you in the March, 1986 issue?

****

NEW MEMBERS AND RENEWALS FROM 1/8/1985 to 31/10/1985 - those joining prior to 1/8/85, please see the June and September Newsletters.

NEW SOUTH WALES

J. Armitstead (9937)
R. Backhouse (6239)
J. Barrett (9680)
W. Bowie (9636)
M. Boyd (8711)
R. Buxton (9489)
N.& M.Cerny (7351)
N. Coady (9619g)
S. Dose (8585)
G. Edwards (5772)
D. Evans (3261)
D. Freer (5121)
P. Geelan (9701g)
A. Gibbs (7667)
D.,M.& L.Goodwin (6359)
W. Grounds (5783)
M. Haining (7950)
G. Hale (6783)
G. Higgins (8284)
K. Hummel (5827)
A. Imlay (5703)
M. Jennings (7818)
I.,Kitterigham (9550g)
H. Konig (9555)
G. Lack (9613)
LaForest fam.(7838/9763)
C. Lawless (nbo)
J.,S.,D.Langton (7300)
G. Lewkovitz (7300)
R. Lindsay (6988)
A. McIntosh (7451)
R. McPhail (9269g)
P. Mears (6188)
L. Moore (7959)
G. Morley (9661)
J. O'Connor (8720)
H. Panjer (4156)
M. Payne (3769)
Pearce fam.(4138/7158)
S.,R.,J.Roberts (9745g)
Mrs. J. Rowan (9583)
M. Sant (9645)
S. Savery (5808)
J. Stone (5798)
T. Thomson (7355)
G. Tyrril (7987)
N. Vida (5123)
W. Vukoder (5360)
W. Ward (9740)
D. Webb (7080)
M. Yeoland (9171g)

VICTORIA

C. Buckland (9620g)
M. Drake (8740)
J. Erlandsen (nbo)
Mrs. A.Locke (9416)
B. Logan (5679)
LysterfieldSC.(9942)
A. McIntyre (8047)
T. Matthews (9468g)
P. Oldridge (6196)
Mrs.M.Rothery (7040)
W. Wiseman (8285)
N. Wright (4083)

SOUTH AUSTRALIA

M. Bates (6114)
C. Caffin (9796)
B. Eves (7187)
Mrs.J.Furnell (8586)
I. Glasson (6716)
D. Grundy (6895)
I. Harrison (9558)
R. Holden (8039)
J.&D.Holland (6987/9738)
D. & C.Hood (9729)
W. Hunter (8568)
F. Jewell (7836)
T. Koch (9277g)
P.,S.,J.Manoel (7025)
D. Markwell (9486)
Miss T.Marschall(5354)
D. Maxwell (6522)
R. Paterson (6118)
Power fam.(8976/9163)
Mrs. C.Radzik (4284)
R.Robert (5976)
D.Scraggs (7920/7964)
Smith fam. (9689g)
R. Whitaker (9174)

A.C.T.

D.Cameron/R.Gerritson (7892)
D. Clark (5859)
G. Hedgecoe (9586)
R.Matthews (7480)
C. Stafferton (9473)

WESTERN AUSTRALIA

H.,N.Arber,fam (nbo)
R. Bradshaw (9511g)
J.& T.Carroll (9787)
E.,M.,SDavies (9938g)
K. Gammie (8315)
Gollagher fam.6438)
R.McGregor (9581)
N. Stephens (5546)
M. Taylor (5656/9604g)

TASMANIA

J. Craven (7814)
Miss W. Elliott (9641)

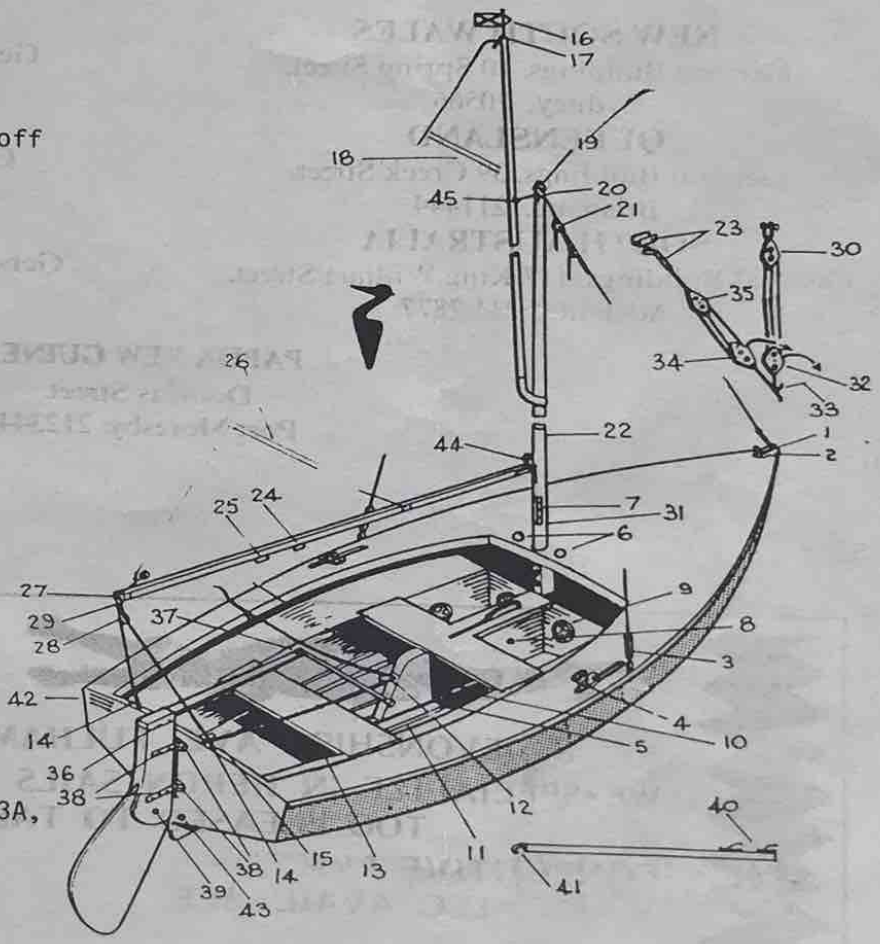
QUEENSLAND

Adshead fam. (7444)
Carey fam. (9671g/9901)
D.Connellan (9721)
R.& T.Kehoe (4206)
D. Straker (9646)
M, Vandeleur (8389)

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



THE ABOVE FITTING OUT GUIDE IS SUPPLIED BY CITY SAILING CENTRE WHO ALSO OFFER A COMPLETE RIGGING SERVICE TOGETHER WITH A COMPREHENSIVE RANGE OF MARINE EQUIPMENT AND ACCESSORIES.

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WE HAVE A SPECIAL ARRANGEMENT TO FULLY INSURE YOUR HERON SAILING DINGHY OR OTHER PROPERTY

Contact us NOW

General Accident

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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

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