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HERON NEWSLETTER

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COVER PHOTO:

"Around the flag they go in a heat of the 27th National Championships at Speers Point."

JOIN THE WINNING FLEET

FLEET SAILS

CALL DON RANTANEN NOW FOR YOUR NEW HERON SAILS

9 Merle Marten Drive
North Haven S.A. 5018
PHONE (08) 248 2580

DEADLINE for JUNE ISSUE, no later than 2nd May, 1986.

THE PRESIDENT WRITES ---

This is the last issue of the Newsletter before the Annual General Meeting, and as such contains the final Notices of Motion to be placed before that meeting. It is through the A.G.M. and Notices of Motion that you, the members, guide and direct your Association. It is therefore your right and responsibility to vote on the motions placed before you - either by your presence on the 5th May, voting in person, or, if that is impractical (as it is for Interstate members) by using the postal voting form enclosed.

In the past we have had less than 15% of members voting on the majority of issues put before them. If you agree with a motion help get it passed; if you disagree, record your vote against - either way, exercise not only your right, but also your responsibility. We only have our existing Constitution as a result of this on-going process.

Those of you who are able to attend, I look forward to seeing you at the A.G.M. Those unable to attend, I look forward to hearing from you, bearing in mind that you must be financial for 1986/87.

Keith Mealey - KOOLAROO (9290g)

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WORDS OF WISDOM - from time to time the Association likes to reproduce, for the benefit of all members, words of wisdom emanating from a 1970 Committee.

"At the risk of being tediously repetitive, the Committee must re-iterate that the Heron is a ONE DESIGN Class. If you win a race it has to be because of better sailing or timing or concentration or more energy or any other superior (temporarily anyway!) characteristic of skipper and crew AND NOT because you have been able to FIDDLE some individual improvement to the design of your boat.

The boat and sails must be as close to identical as the tolerances and permitted optional modifications allow. So to owners and builders we say: 'Please avoid making life difficult for yourselves (and more so for the measurers who are usually pressed men not volunteers) by trying brilliant improvements, however small'. It leads to lots of argument and bruised feelings because it is contary to the one-design concept on which the class is founded AND WHICH WE ACCEPT IN CHOOSING TO SAIL A HERON.

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CONGRATULATIONS to Life Member, Alex McClure of Victoria who, at 62, displayed all the skills learned in his Heron by winning the GRAND MASTER Division of sailing events (Lasers) at the World Master Games in Toronto, Canada. He recently won the same Division in the Australian competition.

SPEERS POINT, NEW SOUTH WALES
AND THE 27TH NATIONAL HERON CHAMPIONSHIPS.

A series won by a true Champion - after all, you can't do any better than five straight wins! But I'm getting ahead of myself. I'll do my best to convey to you the excitement of this series even though for the first time in eleven years I found myself viewing it, mostly, from the shore and not my usual 'working' spot on the Starter's boat - but that's another story. Through the good graces of Viv Picman's brother, Cec Croft, I was able to get some on-the-water shots and round-the buoys placings from his craft BOUNTY.

Eighty competitors from all States except Western Australia and Victoria settled into Speers Point prior to start of the series, the early ones celebrating Christmas Day in fine style thanks to the hard working and generous ladies of the Narrabeen Lakes Club who 'Lenton' Santa Clause to assist in bringing joy to the young and 'not so young'.

As D-DAY approached, the aura around the Club turned decidely BLUE, the sponsors T-shirts (Mercantile Group) being the 'in gear' to be seen in. Deputy Lord Mayor, Ian Nicholson, Commodore, Geoff Klein and O.O.D.Allan Sutton welcomed visitors; Mr.Nicholson expressing pleasure that 'his Lake' had been chosen for the series; Mr.Klein hoping that good sportsmanship would prevail and Mr.Sutton telling us all the things we should hear from an O.O.D.

INVITATION RACE - 29/12/85. The first of many races to be postponed waiting on the wind to decide it's true course. Finally, away into a light sou'easter, the fleet had a chance to sum up the opposition and to find its way around the Lake. Peter Macleod's new ISLE OF SKYE(with the rather unusual bow) was first around the windward mark. Phil Owen put in a challenge in REPRISE but Macleod forged ahead for a win followed by Justin Carey's LITTLE AUSSIE and Michael Groves sailing KOALA into third spot. Craig McPhee's EIGEN VECTOR gave no indication of what was to come in finishing twenty-first!

HEAT ONE, 30/12/85. Postponement, followed by a General Recall tested the patience and added to the excitement of this race. EIGEN VECTOR took a commanding lead while the real battle was going on further down the track. CETUS sailed by Tasmanian junior, Ross Daley, held second place for a time only to be passed on the final work by ISLE OF SKYE, Bill Parry's SILVEST and NSW Junior, Scott Jamieson's, ABRACADABRA.

HEAT TWO, 31/12/85. Fickle winds and heat were the order of the day and yet another postponement before the fleet got away into an 8 knot nor' wester. Syd Dyer's HORNET and a group of followers took of on starboard hand heading for Belmont while the rest sailed the rhumb line hoping for a lift to the first mark. It paid off for Syd, HORNET rounding just ahead of EIGEN VECTOR but within seconds McPhee, with incredible acceleration, opened up a commanding lead. Only 57 Herons were to finish this race in a dying breeze, EMU, sailed by Greg Harris running out of time just FOUR SECONDS from the line. 1st EIGEN VECTOR, 2nd HORNET, 3rd KOALA, 4th TAWNY PORT, Don Rantanen, S.A.

NEW YEAR'S EVE got off to a wild start when at 5 p.m. the sky darkened and the visitors had their first taste of a typical SOUTHERLY BUSTER. Boats were quickly made fast but many of the tents on the water's edge took the full brunt of the blow screaming up from the southern tip of the Lake. Fortunately casualties were light, just two or three tents succumbing to the elements and one skipper was heard to say that his tent had moved faster on land than had his Heron on the water that day!

We saw the Old Year out and the New Year in and enjoyed the entertainment provided by each State, Peter Gilchrist leading the South Aussies in a clever skit (with apologies to Banjo Patterson and a few others); the Middle Harbour 'mob' surprised with a genuine Belly Dancer named Bonny; Queenslanders, under the baton of John McKeown, sang the praises of Joh and invited all (in song) to sail at Hervey Bay next year and the Narrabeen Lakes cast surpassed their standard of excellence (choreographer/producer, Marie Lenton) in presenting OLD KING COLE - a version I've never read in any children's book! Without a doubt AULD LANG SYNE became the hit song for the evening, sung on every occasion that a State welcomed it's NEW YEAR. And it didn't end there, when, on the following day the Danes, Scots, English, Belgian and Dutch nationals had their own special 1986 celebrations. Needless to say things were pretty quiet around the camp for the rest of the day.

HEAT THREE - 2/1/86. The New Year was upon us but the wind was playing Old Year tricks. With course set for a nor'wester, and with just ONE MINUTE to go, the by now familiar Answering Pennant was raised, the Committee boat upanchored and the fleet waited in anticipation. Their patience was rewarded when the nor'easter finally arrived and the race got away at 4.01 p.m. Just 12 minutes later EIGEN VECTOR rounded the windward mark with CETUS and ISLE OF SKYE in hot pursuit. That 'fast filly' ANGELA POWER had POWER PLUS in a handy position and looking good to take out the Ladies Title., her main opposition, Julie Owens having the misfortune to be disqualified in the first heat. Local lad, Paul Amrstrong was far from APPAULED with his position just ahead of Phil Owen's REPRISE. EIGEN VECTOR crossed the line just 1 hour 20 minutes after the start with ISLE OF SKYE second and LITTLE AUSSIE, third.

HEAT FOUR, 4/1/86. Not another nor'wester? Could anything else blow on this Lake? This was a race of surprises, Julie Owens getting the first when she capsized as she was about to lead the fleet around the first mark. Full marks for the righting exercise, Julie and crew back in the boat and rounding just 1½ minutes after Andy Gough's CADMUS had gone through. A quick check down the line found EIVEN VECTOR in eleventh place 24 MINUTES behind CADMUS which held its lead to the end of the first triangle only to lose it to HORNET who then lost it to EIGEN VECTOR making up the 24 minutes and now ahead by 2 minutes. The back-markers were finding it heavy going, rounding marks was not for the fainthearted, Herons bouncing off each other with not all the calls being for buoy room! Bill Tucker's brand new SCROOD'N'GLOOD was forced up on to another's transom opening up a section of the bow,

and only those up front were enjoying themselves. 1st EIGEN VECTOR, 2nd, HORNET, 3rd ISLE OF SKYE, 4th ADEPT, Don Jamieson.

HEAT FIVE, 5/1/86. Hot morning, no wind, wise decision by Race Committee notifying, from the shore, a one hour postponement. Two hours after the scheduled starting time the fleet finally got away into a 10 to 12 knot sou'wester which lived up to it's promise to swing to the South and B L O W. Little separated the first four or five Herons, CETUS leading to the first mark with DR. JAZZ, Chris Carey, finally showing some form. NSW President, John Fowell and wife, Madeline, enjoyed the INTERLUDE of heavier weather and third position, soon to be challenged by (who else) EIGEN VECTOR. As the southerly picked up so came the capsizes and broken gear. CETUS, which had performed so well for the series, incorrectly rounded a mark and lost his third placing in the race. The final heat was won by EIGEN VECTOR with DR.JAZZ second and ADEPT, third.

The OLD RED DOUBLE-DECKER BUS did sterling service carrying many skippers and families to the Cardiff Worker's Club to round off the series at the Presentation Dinner. John Fowell thanked everyone for their participation in the series, Allan Sutton expresses thanks to all involved, both on and off the water and accepted the Mel Picman made trophy representing the Middle Harbour Clubhouse (GOLD TREE.)

Syd Dyer and Aaron Macleod accepted, on behalf of N.S.W., the now INFAMOUS CRICKET TROPHY won, with much skildug gery, by the Host State and the Carey family did their bit in promoting the FAMILY CLASS when Peter (Dad) won the heavyweight (combined crew over 20½stone) division, Chris, the 1st Interstate skipper(outside the winning six) and Justin, the Junior Title and 6th overall. An excited Angela Power received the Lady Winners trophy but no more excited than her crew Jim Armitage, who loaned his Heron and gave his experience to Angela to make it a clean sweep for South Australia.

Having suggested to the N.S.W.Association that the Veteran's Trophy should also honour the memory of the Late President, Noel Hill, I was delighted to be asked to present this trophy to the winner, Mel Picman.

The 'MERCANTILE MAN', Jeff Newey presented the major awards and expressed congratulations to the organisers of the series and the winners, particularly congratulating Craig McPhee on his clean sweep. Craig's 4th National Title, sailed to perfection. Only one other Heron Champion has performed this feat, Mike Fletcher, seventeen years ago at the 10th Nationals at Woollahra. On behalf of all Heroners, Craig, congratulations on a magnificent performance.

Well, there it is. I hope you've enjoyed this account of the 27th Nationals sufficiently to be part of the 28th next year at Hervey Bay.

27TH NATIONAL CHAMPIONSHIP RESULTS (worst heat dropped)

1	8990	EIGEN VECTOR	C. McPhee, SA	1	1	1	1	3 pts.
2	9941	ISLE OF SKYE	P. Macleod, N	2	6	2	6	16
3	9179	HORNET	S. Dyer, N	2	12	2	5	21
4	9940	KOALA	M. Groves, N	5	3	3	13	24
5	9927	ADEPT	D. Jamieson, N	10	7	4	3	24
6	9671	LITTLE AUSSIE-J	J. Carey, Q	11	7	3	6	27
7	9901	DR. JAZZ	C. Carey, Q	12	5	14	2	33
8	9704	APPAULED	P. Armstrong,N	17	5	11	5	38
9	9750	DAEMON	R. Murray, N	7	9	7	17	40
10	9930	SILVEST	W. Parry, N	3	15	15	9	42
11	9525	ABRACADABRA-J	S. Jamieson,N	4	18	16	8	46
11=	9282	POWER PLUS-L	A. Power, S	14	13	9	10	46
13	9782	THE ANSWER	D. Llewellyn, N	14	10	21	4	49
13=	9162	WHY NOT	D. Lane,N	8	8	14	19	49
15	9934	OUT OF THE BLUE	J. Owens,N-L	23	16	8	7	54
16	9919	WHITE POINTER	A. Dyer, N	13	25	6	12	56
16=	9580	TICKLED PINK	W. Jacobsen,N	9	19	20	8	56
18	9763	L'ORANGE	K. LaForest, N	21	17	9	21	68
19	9781	DUNVEGAN-J	S. Macleod, N	18	21	18	12	69
20	9506	CAREW	P. Carey, Q	22	18	15	22	77
21	9692	REPRISE	P. Owens, N	26	20	13	22	81
22	9911	TAWNY PORT	D. Rantanen,S	15	4	31	35	85
23	9442	FREE'N'EASY	M. Salmon, S	18	28	29	19	94
24	9110	CETUS-J	R. Daley, T	6	54	4	32	96
25	9215	SEA FEVER-J	P. Champness, N	37	16	13	31	97
26	9693	AYE AYE	P. Carrick, N	17	24	34	29	104
27	8525	SHEARWATER	V. Lane, N	29	22	35	20	106
28	9568	LIESL	G. Schauwecker,N	24	23	49	11	107
29	9789	RUNNING AMOK-L	M. Bullock, Q	27	27	30	24	108
30	9239	INTERLUDE	J. Fowell,N	25	40	33	15	113
30=	9255	CZECHMATE-V	M. Picman, N	23	39	25	26	113
32	6629	MAN'O'WAR-J	A. Blenkle,S	42	30	30	16	118
33	7838	LOCOMOTION-J	N. LaForest, N	39	26	28	30	123
34	9476	PAKAJAS-LJ	M. Partridge, S	29	22	32	43	126
35	7873	TARPON-L	L. Partridge, S	31	44	11	43	129
36	8974	PIPPIN	R. Harvey, S	30	35	37	33	135
37	9583	RISING DAMP-J	C. Schauwecker,N	38	19	51	28	136
37=	9700	JAWS	J. McKeown, Q	32	33	39	32	136
39	9479	ZINFANDEL	B. Burdon, S	51	37	29	23	140
40	6464	TOBEN-J	A. Eccles, N	46	48	28	20	142
41	9748	TEMERAIRE	M. Frost, N	28	36	39	40	143
42	8302	KARUMBA-V	R. Salmon, S	41	49	34	23	147
43	9767	JET LAG	P.Nicholson, S	57	32	24	37	150
44	5136	HI YAH	G. Deakin, N	55	10	46	45	156
45	9932	CARNABY ST.	M. Harris, N	45	26	47	42	160
46	4754	CUMQUAT MAY	M. Armati, N	36	35	56	34	161
47	9564	MULGA BILL	T. Hill,S	49	45	25	51	170
47=	9419	EZIDUZIT-L	J. Gough,N	35	31	51	53	170

49	9762	RUNNING HOT-V	A.Bullock, Q	43	41	49	44	177
49=	9764	RUM JUG	D. Malcolm, S	20	55	48	54	177
51	9483	CADMUS	A. Gough, N	56	50	60	17	183
52	9939	SCROOD'N'GLOOD	W. Tucker, S	45	38	63	38	184
53	9703	GRANDE ROUGE-JL	N. Sutton, N	47	41	72	26	186
54	9699	PURPLEXED	P.Robinson,Q	52	48	38	50	188
55	9902	BUTTERFLY	R. Neeley,Q	54	43	40	53	190
56	9264	GISSABREAK-J	A. Boothm N	72	54	31	41	198
56=	9000	EMU -J	G. Harris, N	48	50	61	39	198
58	4695	HERONDIPPITY	R. Brown, N	60	46	55	41	202
59	9544	CHRISANDA	C. Booth, N	62	44	46	55	207
60	8976	DEES YAH-LJ	R.Power, S	34	72	69	36	211
61	8575	ZENITH	C. Grimwood, N	16	37	81	81	215
61=	7857	LIVEWIRE-J	D. Willis, S	59	47	40	69	215
63	9931	ANN M -V	T.Robertson,Q	68	34	66	48	216
64	4534	RUFUS	C.Lloyd Owen,N	61	59	47	52	219
65	8560	CASTAWAY	R. Young, N	52	63	50	57	222
66	9287	DABALAMUNZI	D. Urban, N	58	42	42	81	223
66=	7451	BUNABAROO-J	A.McIntosh, N	50	67	60	46	223
68	9640	AT LAST	J. Deshon, Q	67	53	64	45	229
69	9435	DEMELZA-V	R.Johnson, N	57	64	59	61	241
70	9542	WIZARD OF OZ	K. Lenton, N	65	57	70	58	250
71	9629	RIGEL	L. Garrett, N	64	70	62	62	258
72	8282	AMBER-L	M. Armarti, N	69	58	65	67	259
73	7355	GARFIELD-J	T. Thomson, N	66	81	58	56	261
74	9680	RODEO	J. Barrett, N	71	66	71	59	267
75	9745	KOALA BLUE	S. Roberts, N	74	71	67	63	275
76	9591	SEA JADE	D. Miles, Q	73	61	68	81	283
77,	9139	SCHNOOKY	I. Betenson,N	81	75	73	68	297
78	4656	HOO ROO	M. Buckley, Q	75	81	75	70	301
79	9607	TOUCHE	D. Fielding, Q	76	74	74	81	305
80	9415	SEA EAGLE	R. Croft, N	78	73	81	81	313

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National Champion for 1985/86 - Craig McPhee, EIGEN VECTOR, 8998.
2nd: Peter Macleod, ISLE OF SKYE, 9941 3rd: Syd Dyer, HORNET, 9179
4th: Mike Groves, KOALA, 9940 5th: Don Jamieson, ADEPT, 9927.

Lady Champion for 1985/86 - Miss Angela Power, POWER PLUS, 9282
2nd: Mrs. Julie Owend, OUT OF THE BLUE, 9934.
3rd: Miss Meredith Bullock, RUNNING AMOK, 9789.

Junior Champion for 1985/86 - Justin Carey, LITTLE AUSSIE, 9671
2nd: Scott Jamieson, ABRACADABRA, 9525 3rd Stephen Macleod, DUNVEGAN, 9781

1st Interstate skipper: Chris Carey, DR. JAZZ, 9901. (Qld.)
1st Veteran skipper : Mel Picman, CZECHMATE, 9255
1st Heavyweight (crew weight over 130kg) Peter Carey, CAREW, 9506.

27th Place Overall : Vaughan Lane (Junior) SHEARWATER, 8525.

100 TIPS ON HOW TO MAKE YOUR HERON GO FASTER

The seventh and final article in a series written by PETER MACLEOD. From tips 86 to 91 we present an 'in depth' study of the Whisker pole. This item is regarded by the Rules as a spar, must therefore be made of timber and is not permitted to be hollow (no aluminium tube please!).

86. Strong and light standard dowel ¾" (19mm) in diameter does not seem to be quite man enough for the job. Best pole I have made is of spruce about 1¼" (30mm) in the centre tapering to ¾" (19mm) at each end.

87. Length. The last few years have seen whisker poles grow from about 4ft. (1.2m) to nearly 6ft. (1.8m). The purpose being to allow the pole to be carried much closer to the wind particularly in light to medium breezes. On a square run a very long pole allows the jib to spill breeze out the windward side, so to overcome this we put a couple of fittings to take the jib on the outboard end of the pole. If you choose to have two fittings, put one at the end and the other 12" (300mm) inboard. (This method gives you one right and one wrong position). If you use three fittings, then one each at the end, at 7" (180mm) and 14" (360mm) this method still only gives you one right but you now have two wrong positions.) Obviously three fittings allows for finer adjustment but may be overkill. I use two fittings only and when in doubt always select "long pole".

88. Use two jib sticks. Stow one to port and one to starboard. The main reason to carry two is in case one goes overboard. Sailing rules require that you attempt a recovery. This "attempt" can vary according to the conditions, for instance lose the pole just after rounding the first windward mark in heat one of the Nationals with twenty five boats right behind you - an "attempt" could be the skipper trying to grab the pole as it floated past, any further recovery attempt would be deemed to be impractical and dangerous.

89. Keep the fittings light and simple. I use PNP5 snap fairleads for the outboard end and PNP.4 inboard end with PNP2 mast bracket. The only problem with these is that when gybing the pole must be brought in and sheet rotated or else it tends to flick off the mast. My daughter has suggested a solution and I hope by the time you read this the problem will have been overcome.

90. A short strop or rope from the jib (about 6"/150mm) to the jibsheet is the ideal place to clip the outboard end of the whisker pole. I use 6mm. diam.rope for the strop.

91. Ready access and develop a sound technique/the pole should be stowed where the skipper can easily grab it with one hand. Develop a good technique with your forward hand. Our technique is:

a) Before the mark I advise the forward hand the following mark, point of sailing (reach or run), which side the pole, long or short.
b) we round the mark, ease sails, I hand end of pole to forward hand.
c) forward hand clips pole to jib sheet, pushes out and clips onto mast. Meanwhile skipper adjusts downhaul, uphaul and centreboard.
d) we both pull back on jib sheet.

Tips 92 to 100 deal with YOU. Proper preparation of both the boat and crew can make life easier ashore and afloat.

92. Build up a stock of spares. Carry a spares box in your car with nuts, bolts, screws, shackles, lacing, etc. We are a two Heron family and carry spares of all spars (rigged ready to step), complete suits of sails, even a spare rudder.

93. Check your sailing gear (and that of your forward hand) to make sure it is comfortable and practical. I use a short sleeve spray jacket, for me this is the most comfortable and has no cuffs to catch on fittings, or tiller extension, I can easily see my watch. Mae West type Lifejackets restrict movement and are therefore a NO NO. Children feel cold a lot more than adults, forward hands cop a lot more spray than the skipper, so it is more important the forward hand is well protected by wet suit, spray jacket, etc.

94. Don't suffer little annoyances. Before a major series have a haircut, hair in the eyes or ears will not help concentration. Fix anything likely to bug you like floorboard screws that can cut your feet, or frayed rope ends which make rigging more difficult.

95. Develop a team spirit with your forward hand, when you have put in a good race it should be WE sailed well, WE picked the shift but never blame the forward hand when things go wrong. I mucked it up, I hit the rounding mark.

96. Listen to suggestions from the forward hand and, if practical, implement them. Often these ideas are simple a bit of non-skid here or stow the bucket there. They may actually be good ideas and implementation (with due credit given) is a great morale booster.

97. Develop a rigging habit. By this I mean a regular sequence to rig the boat. A systematic, step by step, approach cuts down the risk of an idiotic error such as forgetting the sail battens or not tying off the mast lacing.

98. Tune the boat before the start. Try yourself out through the line and up the first work. Use this short beat to pick the favoured end of the line, best side of the course and adjust your sails. Once your sails are set for optimum windward performance don't alter them.

99. Despite my comments above in 98 don't wear yourself out before the start. Wild reaches up and down the line are thrilling and look spectacular but carry the risk of a swim or collision and can also be tiring. Better to just slowly sail back and forth without the sails flapping but also without any great effort.

100. Get to the venue early, give yourself a chance to rig without rush, attend the race briefing and be at the starting line when the ten minute signal goes.

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NEXT ISSUE: A few tips on 'Sailing to Win' by a 'MYSTERY' writer!!! (can hardly wait).

NATIONAL HERON SAILING ASSOCIATION OF AUSTRALIA

28TH ANNUAL GENERAL MEETING

Please note that the 28TH 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 **MONDAY, 5TH MAY, 1986** 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 27th Annual General Meeting.
3. President's Report.
4. Financial Report.
5. Motion on Notice (i)
   Life Membership nomination - Thomas Robertson (QLD)
6. Motion on Notice (ii)
   Life Membership nomination - Ian Grant Cook (NSW)
7. Motion on Notice (iii)
   Life Membership nomination - Rudolf Jan Tiessen (WA)
8. Motion on Notice (A) Amendment and addition to PART ONE Constitution. Clause 3(d) Life Membership.
   (see motion in full elsewhere in this Newsletter).
9. Election of Officers
10. Election of Auditor
11. General Business

* Comment supporting Life Membership nominations appears elsewhere in this issue.

IF UNABLE TO ATTEND, please complete the apology and postal voting form below and return to the Hon. Gen. Secretary, NHSAA, 1 Ethel St., Balgowlah 2093 before **FRIDAY, 2ND MAY, 1986.**

APOLOGY AND POSTAL VOTE.

I, ... of .....
tender my apology for non-attendance at the 28th Annual General Meeting and wish to record my vote for the several Motions on notice as follows:-

	YES	NO
Motion on Notice (i) - Nomination for Life Membership, T. Robertson	☐	☐
Motion on Notice (ii) - Nomination for Life Membership, I.G. Cook	☐	☐
Motion on Notice (iii) - Nomination for Life Membership, R.J. Tiessen	☐	☐
Motion on Notice (A) Amendment and addition to Constitution, PART ONE, Clause 3(d) Life Membership	☐	☐

Signed ..... Dated .....

ACCEPTANCE to attend meeting (information required by the M.H. Yacht Club)

Please note that I will attend the 28th Annual General Meeting of the National Heron Sailing Association of Australia to be held Monday, 5th May, 1986 with ..... friends.

SAIL NO. ..... Signed ..... Dated .....

A LITTLE BACKGROUND ON THE NOMINEES FOR LIFE MEMBERSHIP

THOMAS ROBERTSON (QLD) - Proposed: P. Carey, Seconded: A.W. Bullock

Peter writes "I have known Tom for 9½ years or more and even at our first meeting he was regarded as one of the Queensland Heron stalwarts. Tom has been deeply involved in Herons for approx. 13 years and in that time he has held numerous state offices, including that of President - he just keeps going fostering and helping the Class.

He is a non-stop worker, interested more in teaching others than reaching any dizzy heights himself. Nothing is too much trouble to this very fine person. A great family man, Tom has enveloped all his family into the sport and Arthur and I have great pride in nominating Tom for Life Membership - an award Tom justly deserves for service well above the normal.

IAN GRANT COOK (NSW) - Proposed: R. Murray, Seconded: J. McManus

Bob writes "Ian Cook joined our Heron community in 1972 sailing with the Middle Harbour Heron Sailing Club. His contributions to the Heron cause over the following 13 years have been above and beyond the call of duty: Vice Commodore, then Commodore MHSC for 4 years; Secretary of the NSWHA for several years; NSW Delegate to the National body for many years; YA delegate at club level; Consistant support in all Jax events; training support for MHHSC members and particularly their younger members; close association with YA on licensing programs to strengthen knowledge, seamanship and tactical sailing; organising training programs for all Heroners.

Ian is one of those people who dedicate themselves to everything they do. Fortunately for us he has chosen to bring some of his considerable management skills to the betterment of Heron sailing. He has had a great deal of enjoyment from his Heron sailing and is one of the few that has endeavoured to contribute something in return.

RUDOLF JAN TIESSEN (WA) - Proposed: P. Carroll, Seconded: R. Ewin

Bob writes "Rudi joined the Heron fraternity in the West in 1970 choosing Maylands Club as his home base. He is probably best known outside W.A. as a builder of top-class fibreglass Herons (he is currently building his twenty-sixth) but he is known inside the State for his contribution to Heron sailing in all its aspects. He has been a measurer for some time, has an excellent sailing record, is ever helpful to people building Herons, has coached, encouraged young sailors in the most direct and helpful ways and so on. All of this activity has been on top of his admininstrative contribution. This last year has been the first for a decade in which the WAHSA has had to operate without Rudi Tiessen as a member of its Management Committee. Rudi's prolonged efforts to sustain and develop the Heron Class in W.A. entitle him to a rest. They also entitle him to be honoured with Life Membership and we are privileged to present his nomination.

MOTION ON NOTICE (A) - Proposed: J.C. Coen (Vic), Seconded: A.J. Stewart (A.C.T.)

Constitutional change PART ONE, Section 3 - MEMBERSHIP:

Clause 3.1 (d) to be identified as 3.1 (d) (i).

Add a new paragraph 3.1 (d) (ii) to read:

"Life Membership to be limited to one (1) only nomination per year. To qualify for this award a nominee must have

- been a member of the Association for a minimum of (10) years.
- contributed, for at least five (5) years of such membership period, some special and continuous service to the Association at either State or National level. The service given can be in administration, organisation, training and/or coaching, promotion and public relations, conducting and co-ordinating more than one (1) National or State Championship series or any other **extraordinary** activity for the wellbeing of the Association and its membership.
- actual performance(s) on the water in Class competition is not to be accepted as "Special and continuous service."

Mr. Coen writes "The purpose in putting this proposal is to preserve the extraordinary status which a Life Membership is expected to hold. It is not unusual in organisations that a similar one (1) only per year restriction on Life Membership exists. Just to note two, the Australian Sports Medicine Foundation and the Naval and Military Club, Melbourne.

At one time the Heron Association had a total limit of ten (10) Life Members at any one time. No other appointments could be made short of an existing appointee dying or relinquishing his/her appointment. This seemed to be unfair to other members whose service had been deserving of the honour.

A later Constitutional change reversed the situation by opening the doors completely. Unfortunately, NO GUIDELINES had been prepared to guard against a "Pandora's Box" situation.

My motion is designed to not only preserve the traditional honour and status which comes with a "controlled" entry into the Life Membership group, but also to offer a form of GUIDELINE to ensure that only the most deserving of members who have given, or are continuing to give long and generous service to the Class and it's members, gain entry.

* * * *

The Champion Team

The 'Mercantile' Trophy presented to Craig by Jeff Newey.

Lady Champion, Angela Power and her very happy crew. Jim Armitage.

"There's a happy lot for you".

Aaron Macleod and his Vice-Captain, Syd Dyer proudly display THE CRICKET TROPHY.

"Bonny, the Belly dancer with her Middle Harbour 'slaves'."

THE FIDDLERS THREE – Ray Brown, Ian Betenson and Syd Dyer.

Peter & Raelene Macleod enjoy the spoils of second place.

Junior Champion, Justin Carey (left) and crew, Colin Portbury caught in their working clothes!

BACK TO THE HOME OF THE HERON.

Derek Urban, a member of the Narrabeem Lakes Club, recently paid a visit to the land of his birth and told us of his encounter with the English Heroners.

"A letter to U.K.President, Ernest Cornish, produced details of the Eyott Sailing Club located about 15 minutes drive from where we were staying at Westliff on Sea on the East Coast. Finding the Sailing Club, however, proved to be no easy task as a new housing estate was under construction nearby with resulting difficulties of access. Heron, Solo and Mirror sails could be seen tantalisingly in the distance, apparently sailing across the open fields of the flat estuary terrain, for no water whatsoever could be seen.

After several abortive attempts to find water, the clubhouse was eventually located on a tributory of the River Crouch. At low tide the tributory, correctly termed 'saltings' (a saltmarsh) was devoid of water, on high tide had a width of 50 metres at the clubhouse with a depth of approximately 6 metres. It came as no surprise, therefore, that the Eyott Sailing Club programme was heavily influenced by tidal conditions, starting times varying from mid-morning to late afternoon.

Eyott (meaning river island) Club members are indeed a hardy lot. Their sailing season extends from April to October inclusive, April, May and October extremely chilly. For example it was snowing on April 28th, the day we arrived in London so it was not surprising that heavy full length waterproof gear tended to be the norm. Fortunately the day I sailed the weather had improved to a mini heat wave with blue skies, good breeze and a temperature of about 25°.

The pre-start manoeuvring on the very short starting line was something to behold, each Heron seemingly intent on executing as many 720's as possible. I declined to partake in this feverish activity, having already gone 'gardening' (aground) in the grassy banks. As would be expected, Eyott Club members have a considerable store of local knowledge. This fact became increasingly apparent as the race proceeded around the seemingly endless series of hairpin bends to be negotiated before reaching the main river. The ensuing relatively open stretch of water presented an opportunity for more relaxed sailing, lee-ho's and gybe-ho's becoming less frequent, then back once again to the hairpin bends.

On our visits to Eyott up to 12 Herons of differing types were racing, some with standard rigs, but with genoa foresails, others had onepiece aluminium masts with non-standard rudder blade shapes. More than one Club member expressed regret at the modifications now permitted in the U.K. and urged Australian Heroners to keep the class PURE.

Gasps of astonishment were heard when stories were told of the vast distances travelled by Australians to attend National and State Titles. In particular, I was asked to send a photo of the trailer carrying 11 Herons which transported the NSW fleet, a distance of over 4,000 miles from Sydney to Perth and Back. During our final visit to Eyott Club at

the conclusion of our holiday, Commodore Reay McBridge wished us bon voyage for our return to Australia and presented us with some momentos of our visit, including a club pennant, club tie and a colour print of the Club-house and river. Sadly we took our leave of our fellow sailors in Eyott, thanking them for their hospitality, and assuring them that N.L.S.C. would respond to their kind gesture in a suitable way.

Derek Urban - DABALAMANZI - 9287g.

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Ed's Note: Thank you, Derek, for your most interesting letter and, as a follow up to your visit to the Old Dart, I'm pleased to advise that this year's winner of the BROLGA TROPHY was John Taylor of the Kingsmeade Sailing Club.

This gives me a chance to let our newer members know that the BROLGA TROPHY is a most magnificent 20" x 12" Silver Salver presented to the U.K. Heron Association by the Australian counterpart in 1967. It is housed in a case of Queensland Maple, the handiwork of Alec Barrett.and was presented for perpetual competition.

The much coveted SILVER HERON was a gift from the U.K.Heron Association presented to the Australian Association some many years ago. It has graced the mantel of many an Australian Champion. Up to this year Jim Armitage, holder of the trophy on no less than four occasions, could say that he had a bigger stake in the SILVER HERON than anyone else - but he has now been joined by Craig McPhee, also a four times winner.

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NOMINATIONS FOR OFFICE (Annual General Meeting, 5th May, 1986).

In acoordance with the Constitution, nominations for office are required to be published in the March Newsletter and the following are to hand:

Nomination for	President:	Mr. Keith Mealey
" "	Vice-President:	Mr. John Coen (Victoria)
" "	" "	Mr. R. Murray (NSW)
" "	" "	Mr. W. Tucker (SA)
" "	Hon.Gen.Sec:	Mr. R. Brown
" "	Hon.Treasurer:	to be advised
" "	Editor/Registrar:	Mrs. M. Clarke

In accordance with Cl.4.1.3 vacancies in any of the above positions may be filled by resolution of the Management Committee, but all such appointees may hold office only until the next A.G.M. and may then stand for election or reappointment as the case may be.

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WINTER BUILDING PROJECT. Building plans, full size frame plans, building booklet, all sorts of advice to the builder - will cost you $35, every cent well spent. Available from NHSAA, 1 Ethel St.,Balgowlah. 2093.

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WESTERN AUSTRALIA — Reporter: Bob Ewin (9773g)

This season has seen a return to near former strength in support of Association events and new blood in the form of Brian Plumb and Peter Carroll, coming from Moths and Diamonds respectively. The improvement which has undeniably taken place in the standard of Heron sailing here over the last couple of seasons will have a chance to test itself when the Nationals are held here in 1988/89.

New senior sailors have joined Maylands, Shelly and the Perth Dinghy Club and the strength of junior sailing continues to grow with some outstanding performances from our younger members.

The Heron Open Day held at the Dinghy Club provided the Class with good publicity and those intending Heron buyers with excitement, some having their very first sail. Local newspapers picked up on the launching of Hank Lingius' new Heron (complete with champagne) and gave it good coverage with report and photographs. The particular point of interest was that this boat was the twenty-fifth fibreglass Heron to be made by Rudi Tiessen.

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AUSTRALIAN CAPITAL TERRITORY — Reporter: Alastair Stewart (6376)

With the close of the season approaching so the number of competitors are decreasing. The A.C.T.Heron Championships, sailed over the weekend November 30/December 1 were enjoyable and enthusiastically sailed, the four heats being won by three different helsmen, Dave Simmonds winning overall. Junior, Edward Louis performed well to win the Handicap section.

Our next event is the Junior Heron Championships in February and we look forward to welcoming our annual visitors, the Sea-Cebs of Gordon.

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NEW SOUTH WALES — Reporter: Mike Harris (9932g)

Despite the large number of N.S.W.Heroners who were still recovering from the rigors of the recent National Titles at Speers Point, fifty (50) entries were received for the N.S.W.Heron Championships held at Pittwater over the Australia Day weekend. Forty eight (48) boats faced the starter for the five races sailed in mostly light breezes.

The event was ably hosted by the Bayview Yacht Racing Association whose members put in a great effort to ensure its success and the N.S.W. Heron Association would like to express its thanks to that club.

The previous State Champion, Peter Macleod in ISLE OF SKYE did it again becoming a four times winner (3 times consecutively) with two 1sts, two 3rds and a discarded 10th in the final heat. Peter demonstrated once again his ability to produce a consistently high performance.

However, there were many surprise results with the top placed boats being significantly different in each heat. The "dark horse" of the series was State President, John Fowell, in INTERLUDE who, due to baby-sitting problems was 'forced' to sail with his young sons Robert and Andrewin 4 of the 5 heats. John, with Robert, "blitzed" the fleet in heats 4 and 5 and his overall results were 2, 20, 15, 1 and 1 which, after discard, gave him a Championship third.

There were many other great performances too numerous to mention, however, two worthy placegetters were Chris.(Kit) LaForest from NLSC sailing L'Orange who finished 5th overall and Paul Armstrong from SPASC in APPAULED in equal fifth placing. After Paul's very creditable 8th at the Nationals, it is clear he will be a serious contender in future.

Junior Champion is Scott Jamieson from Middle Harbour who just got better and better as the series progressed finishing 8th overall. Best Lady was Julie Owens from SPASC in OUT OF THE BLUE and the overall Handicap winner was Joy Gough from BYRA in EZIDUZIT who also progressively improved and deserved her win.

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REMINDER that the N.S.W.JUNIOR HERON CHAMPIONSHIPS are to be conducted at the Narrabeen Lakes Sailing Club (enter from Mactier St., which runs off the main road, Pittwater Rd., at Narrabeen) on the 22nd and 23rd March.

By the time you receive this Newsletter, the entry date of 22nd February will have passed. If your crew is a late entrant PLEASE CONTACT MIKE HARRIS - 8 Edgar St.,Baulkham Hills 2153 - tele: (02) 639-4636. Entry fee is $12 and two divisions Junior/Junior and Junior/Senior are available.

Encourage your current crew to enter this exciting series. If age or size of skipper is of concern, then you can crew in the Junior/Senior section and share the excitement.... DO IT NOW.

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SOUTH AUSTRALIA Reporter: Colin Gurr (8085)

Our State Titles were held on the Australia Day long weekend at Wallaroo Sailing Club coinciding with that Club's 21st birthday. What a series - perfect weather, excellent conditions, wonderful food and hard working ladies, top class on-water administration with good rescue crews and capably run sailing Committee.

Congratulations, Wallaroo Sailing Club, for your effort in making this 21st year of the Heron State Titles a memorable occasion. Now to the heat reports:-

HEAT ONE - Saturday p.m. start, sou'west course, wind 12-18 knots. The breeze was perfect and it wasn't long before Craig McPhee showed his superiority over the fleet and was leading around the last mark when his gaff came down - what a dilemma. We heard across the water

"darn it, I have lost my halliard, will I try to win on jib alone, or swim the boat up the last beat." Well, as all Heroners know when that happens a tow is the best bet. Roger Deacon was running second at the time and went on to win the heat. Well done, Roger.

HEAT TWO. Sunday a.m. Sou'east course, wind 1 to 15 knots. With a change to the sou'west on the loop. What a race, a blustery work to the first mark, the breeze gradually dropping to a crawl around the first triangle to leave 38 of the 46 starters in a 'big hole' just before the second windward buoy, all bunched up, bumping gunwales, whisker poles, booms and you name it, trying to get around the mark with little to no breeze. The miracle was the first 6 made it before the big hole arrived, then suddenly a boat that had been 44th at the previous mark picked up a breeze channelling near the Silo jetty to the second windward mark zipped into 7th place - guess who it was, the author of this article. It was interesting to hear all the 'comments' (friendly, of course) like starboard being repeated about 38 times or more when the breeze finally found the group. While all this was happening Craig McPhee had, once again, cleared out to win the heat which finished the last triangle in a beautiful sou'wester.

HEAT THREE. Sunday p.m. start, Sou'west course, wind 20-30 knots. A gale with the reaches magic. If anybody says that Herons don't plane, well they should have been at Wallaroo watching during this heat. There were 18 retirements but those who stuck it out enjoyed their sail even though most of it was almost survival conditions. Guess who was in front at the first mark and won by about a leg of the course - Craig. He sails his boat upwind to perfection. There were a few collisions and broken gear during this race and probably a few adjectives mentioned on or off the water, however, at the B.B.Q. after, this was all forgotten.

HEAT FOUR. Monday a.m. start, sou'east course, winds gusty to 18 knots. A good race for all with only a few capsizes, not like the previous race with many masts layed down. The breeze made it very interesting with many positions being gained or lost during the race. Craig also won this heat to have a perfect score at the finish of the series with one heat dropped. Well done, Craig, to once again take out the State Title.

One must not forget all the competitors and crews as without them a series would not have a winner, particularly the very young crews who generally sail with Dad, those who sail with friends and the Mums and Dads who make up the rest of the fleet. I cannot end this report without mentioning our Saturday Night Live Entertainment. A beaut meal was followed by a hilarious play presented by the Port River Sailing Club which had the audience of 50 plus in splits of laughter. Then followed the S.A.Committee who rendered the HERON song, sung to the tune of Waltzing Matilda. They sing better than they sail but they did get the crowd tojoin in the choruses. And finally, Wallaroo Sailing Club performers staged Cinderella, with Prince Charming, the Ugly Sisters and a rather big HAIRY God Mother - a real scream. After the show a large sponge cake in the shape of a Heron with 21 candles was presented by the Club to the Heroners and was quickly devoured. A great thought by the Club and very much appreciated by all in attendance.

And now for the results:
1st 8998 EIGEN VECTOR, Craig McPhee scoring zero points.
2nd 9911 TAWNY PORT Don Rantanen with 21.7 points
3rd 9796 EVEN BETTER Damien Carey 22.7 "
1st unplaced junior was 6629 MAN'O'WAR, Allan Blenkle, with 23.7 points
1st " lady was 9282 POWER PLUS, Angela Power with 24.7 points
1st " city was 9442 FREE'N'EASY, Mark Salmon with 23 points.
1st veteran skipper was 9764 RUM JUG, Don Malcolm with 60 points.

Once again the Largs Bay Commemorative Plaque was won by the Port River Club, Henley second and Brighton & Seacliff, third.

Two special presentations were made, firstly by the Wallaroo Sailing Club for the skipper and crew with closest points to 21. Don Rantanen and his little son won a trophy each. Then Don Malcolm presented the Club with a perpetual trophy from the S.A.Heron Association. A fitting end to a wonderful series and congratulations to all.

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

LINDISFARNE SAILING CLUB - Tasmania Reporter: David Salter (8526)

The first pennant series sailed before Christmas was won by Ross Daley with Elizabeth Males taking out the handicap award. Ross was the only Tasmanian competitor at the 27th Nationals at Speers Point and he is to be congratulated on his commendable performance.

Club racing has been very keen with newcomers Matthew Tyson, Mark Stirling and Matthew Spooner adding to a competitive fleet. The 1986 State Championships are to be held at Lindisfarne (3 heats) and Swansea (2 heats), the latter venue on the East Coast should provide a great weekend.

Three Heroners, Liz Males, Colleen Darcey and Ross Daley were chosen for the TYA Youth Sail series and no doubt gained a lot from the weekend course. Andrew Palfreyman, one of the leading lights in the Class for many years, is leaving the State for greener? pastures (Geelong) and the Association wishes him well. He says that "Revenge" is not to be sold!!

John Savage has been prompted to write a series "50 ways to enjoy your Heron more." , this follows a successful weekend sail down river to Richardson's Beach. Approximate sailing time 3½ hours with a camp overnight. The run home under spinnakers (sorry to mention that) made a colourful sight. Another day sail was undertaken to Sandy Bay beach to view the finish of the Sydney/Hobart Yacht Race. We have all reached the conclusion that cruising in Herons is as good as racing.

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Like UNCLE SAM, the Association NEEDS YOU. Please complete the renewal form in the front of the Newsletter and return it without delay - thank you.

NARRABEEN LAKES SAILING CLUB Reporter: The Wizard of Oz (9542)

We were all delighted to extend our congratulations to Peter and Raylene Macleod for their successful SECOND place and to Syd and Alison Dyer for their THIRD place positions in the recent highly competitive NATIONAL TITLES - well sailed, ladies and gentleman. Our fleet join in sending warm congratulations to this year's winner, Craig McPhee who with crew Michael Willis sailed an excellent performance in all five races to prove he is indeed a CHAMPION.

Sixteen Narrabeeners competed - all giving their best withoutstanding performances from Bill and David Parry (10th), David and Rhys Llewellyn (13th), Denis and Natalie Lane (14th), Anthony Dyer and Melinda Brown (16th), Kit and Ben LaForest (18th), Steven Macleod and Andrew Schauwecker (19th and THIRD junior), George Schauwecker and Michael Sutton (28th and THIRD on handicap), Nicholas LaForest and Jason Llewellyn (33rd), Ray and Michael Brown (57th), Vaughan and Rodney Lane (27th and FIFTH junior, plus the 27th place prize), Derek Urban and Andrew Campbell (65th), The Wizard and Suzanne Lenton (70th) Ian and Annie Bettinson (77th). In all an exciting sailing series with great fun socially and the opportunity to renew old friend ships with our Heron friends from South Australia, Tasmania, Queensland and, of course, from our own home State. A great way to spend our annual holidays, looking forward to the Hervey Bay titles.
P.S. Need any good Housie or Bingo callers? Bill Parry and The Wizard are available - very cheap if we can ever get the tar and feathers off (some say we put the game back ten years?).

Ed's Note: THE WIZARD (alias Ken Lenton) epitomises all that is good with the Heron Class. He totally enjoys his sailing, usually in the last third of a fleet,and goes out of his way to ensure that people enjoy themselves. His is an infectious kind of humour and Heroners are all the better for knowing him and his family.

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BIG RIVER SAILING CLUB, HARWOOD. M. Clarke

I do hope that the Rev. Ivan Ransom won't mind my sharing with you a tale from the Big River Club. It seems that Ivan challenged the local Ambulance Superintendent to a race up the Clarence River and this is the way he told it: "I challenged him in his gung-ho Sabre "father and son" space-age-technology, speed machine to a race from Harwood Island up the river eight kilometres to Maclean. Admittedly there was a fierce 30 knot southerly and a raging 10 knot ebb tide to make things interesting and the old 2416 didn't even utter a groan of protest in its venerable frame, but as I was loading NABI back on to the trailer WHILE WAITING for the Sabre to come into view through the spray (I love that bit, Ivan), I discovered why the old girl had not been pointing too well into the wind - the centreboard had disintegrated under the strain. The price of victory looks like being a new centreboard." And yes, we have been able to secure one for Ivan so that he can defend his victory over the Ambulance Superintendent - THREE CHEERS FOR IVAN!

NEW MEMBERS AND RENEWALS FROM 1/11/85 to 31/1/86. Those joining prior to 1/11/85, please see Vol.24, Nos. 2,3, and 4. Newsletters.

NEW SOUTH WALES

C. Allon (nbo)
B.Barry (4159)
P. Black (9615g)
P. Burke (9243)
I,S,D,& B,Deaney (8792)
I. Garrity (5045)
M.Jordan-Watt (9535g)
K. Miller (7489)
C. Morrell (4205)
J.Peachey (4226)
H. Pfeiffer (8393)
G. Race (4461)
W.Stevenson (8793
W. Stokes (9943)
R.N.Walker (9738g)
P. Wiseman (8343)

VICTORIA

G. Daher (6501)
W. Major (8707)
R.Mansfield (7054)

SOUTH AUSTRALIA

D. Carey (nbo)
T. Christofis (6713)
M. Cowell (6550)
Miss A.Fryer (6615)
T.,T.,M. Gregory (6784)
Miss C.Hooper (9921g)
G.Pendergrast (9668)
D.Powell (9420g)
D. Rodenburg (8037)
K.Turnbull (7690)

W.A.

R. Constantine (8315)
G. Fairclough (8582)
J. Grehan (8766)

TASMANIA

J. Rice (9106)
J.Savage (753)
M.Tyson (nbo)

STH.QUEENSLAND

W.Marley (9726g)
Neely fam.(9902g)

NEW ZEALAND

Miss C.Worters (6710)

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WHAT'S RED AND WHITE and should be gracing the transom of your Heron in the very near future?
ANSWER: The 1986/87 sticker showing that you support your National Heron Association in the most practical way - you have paid your subs!

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WANTED * WANTED * WANTED * WANTED * WANTED * WANTED * WANTED

Herons - new, old, or inbetween - good condition or not so good condition, plywood or glass, with or without trailer. It's a seller's market at the moment with few boats on our secondhand boat listing - why not cash in on the situation and make a Heron hunter's dream come true.

Drop a line to the Asst.Secretary with the following information: Boat number, classification, if painted or varnished, plywood or glass, built-in or bag byncy, brand of sails, with or withour self bailers, trailer - AND DON'T FORGET ASKING PRICE, NAME, ADDRESS AND PHONE NUMBER.

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STOP PRESS - 28TH NATIONAL CHAMPIONSHIPS - HERVEY BAY - QUEENSLAND

This series is now only 9 months away - If you haven't done so already, you would be well advised to make that booking NOW. Peter Carey is the contact for tent and van sites adjacent to the Clubhouse and you can contact him at 136 Long St.,Pt.Vernon 4655 (Phone (071) 28-1170.

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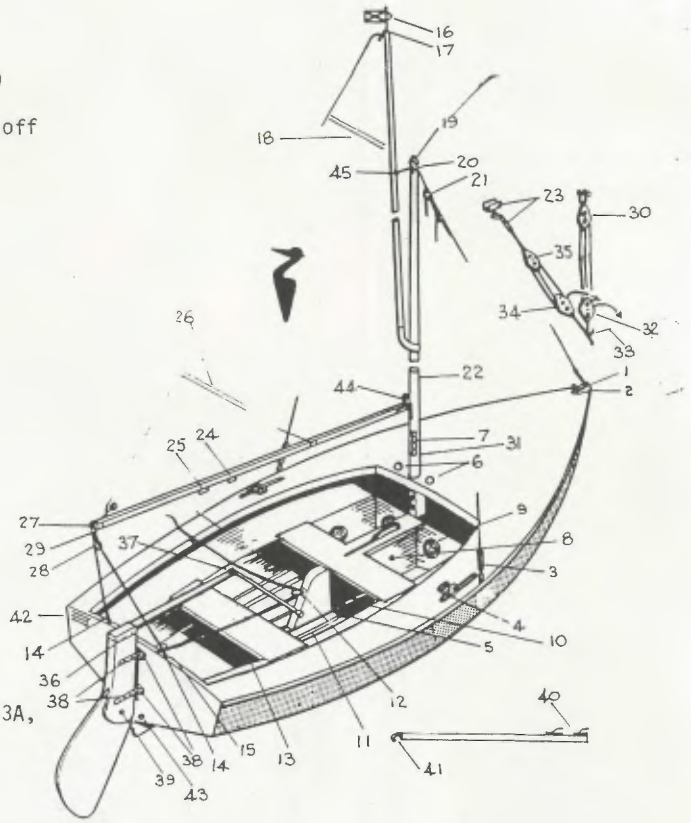
BUOYANCY BAGS, T-SHIRTS, TIES, LAPEL BADGES - all available from your friendly National Association - 1 Ethel St.,Balgowlah,,2093. (948-8142)

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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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

"Just some of the 80 Herons on the starting line"

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