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HERON NEWSLETTER

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COVER PHOTO:

"Herons at rest at Hervey Bay – your next holiday." – Photo: Dick Buckley.

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CALL DON RANTANEN NOW FOR YOUR NEW HERON SAILS

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DEADLINE for SEPTEMBER ISSUE – NO LATER than 1st August, 1986.

PRESIDENT'S REPORT TO THE 28TH ANNUAL GENERAL MEETING.

The A.G.M. represents the end of the Heron year, but more importantly, marks the commencement of the new year in which we can continue the beneficial projects undertaken in the past twelve months and modify or discard those which were not so favourable.

As far as membership is concerned, we have suffered a decline of 65 members over the last twelve months, with South Queensland being the only Division to record an increase. The interesting point about the decline is that the number of new members joining in 1985/86 is up TWO (111) on those who joined in 1984/85 (109). It therefore appears that we are not lacking in attracting the new member, but rather that we are losing the current ones by non-renewal of membership.

In Queensland, although communication with the Q.H.S.A. has not, at times, been all that I hoped, a large number of the boats registered in the State have been in the Hervey Bay area. This growth has been very largely due to the efforts of Peter Carey. Queensland is the only State to maintain its membership over the last twelve months (58).

The biggest activity of the N.S.W.Association was the hosting of the Nationals at Speers Point. They also continued their good work of encouraging young Heroners by once again conducting the N.S.W.Junior Championships. It was, however, disappointing that attendance by delegates from this State Association to Management Committee meetings was poor.

As in other States, the 75 current members of the Victorian Association need to support their Association by attending the various programmed events. John Caporn has been very frustrated in his attempts to keep the V.H.S.A. going, although he has had good feed-back from those attending the recent State Titles at Cairn Curran. Interest has also been expressed by Bob Lewis in the prospects of hosting a Nationals at the very good venue of the Portland Yacht Club.

The South Australian Association continues to give its members a good and varied programme. Craig McPhee and Don Rantanen also represented the Heron Class very successfully in the annual Two-of-a-Kind Regatta. A special word of thanks must go to George Richardson who is retiring from his office of Vice-President of the National Association, a position he has held with much distinction for the past seven years. George has been a driving force behind the S.A.Association and its continued success is due in no small measure to his efforts and those of his good wife, Marjorie.

It has been a disappointing year for Tasmania following the Nationals in 84/85. They have only four new members and total membership has dropped by 10 to 19.

Stewart McGilvray and Alastair Stewart continue to promote the Class in the A.C.T. and encourage new members by holding night discussions and sailing demonstrations. The A.C.T. has recorded a drop of only one in its annual membership. Unfortunately, Alastair has advised that he is standing down from the position of Secretary. We hope that the good work carried out

by him over the past few years will be continued. A special word of thanks must also go to Stewart who has battled on through the year following the death of his wife, June. To Stewart I again extend our sympathy.

Western Australia suffered a slight drop in membership of 4 to 48. Much interest is being shown by the W.A.Heroner in the Nationals to be held at Ceduna and already many have made plans to attend, with their own turn to come the year after. Rudi Tiessen continues to be the main Heron supplier in the West producing beautiful glass Herons at reasonable price. The W.A. President, Bob Ewin, has maintained good communication with Management.

The previously Acting Newsletter Editor has become the Editor and is most anxious to receive contributions which will maintain the quality and interest of your Newsletter. The series '100 TIPS', for which special thanks must go to Peter Macleod, appears to have been successful. Perhaps those of you who have benefited from this series could contribute some copy on your success. The Editor is to be congratulated on her efforts in the production of the Newsletter in that she has saved your Association between $3,000 and $4,000 by preparing and presenting it in its current format. The only limitation in this method of presentation is that it prevents the reproduction of drawings, etc. She is most thankful, however, for any items such as hints, rigging tips, sailing advice, funny anecdotes (but not detailed club results) which you can provide.

Our Secretary, Ray Brown, kindly prepared two sets of Heron Master Plans (chromoflex) to replace the original linens destroyed by the holding printer and has been investigating the complexities of Incorporation in the State of New South Wales.

Rod Watts must be thanked for his work as Secretary of the Measurement Committee. Once again I must stress the importance of the One Design concept. This is what keeps the Heron afloat and in this era of technological change it places greater importance on the role of the Measurement Committee to resist the often subtle changes which can set in and erode the strength of the Heron.

Our Treasurer, Ray Hann, is unable to seek re-election due to his work committments which keep him out of Australia for much of the year. He has very generously made available a central venue for Management meetings during his term of office and our thanks go to him for continuing his offer into the future. Despite rising costs the Association has held both the subscription and registration fees to last years prices. In fact, over the past year our income has exceeded expenditure by $2,968.34 (largely due to the Registrar's efforts in the Newsletter and other areas). A change in the State allocation formula will mean a better allocation to all States and payment for the 1985/86 period will be made at the end of May.

The Registrar received 1182 items of correspondence during the year and despatched 1941 items. Several follow-ups were made to recalitrant 'subscribers' with a reasonable degree of success but many active Heron club sailors are still not registered with the Association. This is, in part, due to the fact that some members, when they sell their boats, fail to

return their membership cards to the Association endorsed with the new owners name and addresses. These people go along to a club, join and race and are often not asked by the club if their boats are registered with the Association. Hence active skippers are lost to the register and unaware of the advantages of membership.

To the newly elected and continuing officers of State Associations, I must stress the importance of communication on a regular basis. We are all concerned with the same objective - the future of the Heron. To everyone I repeat my plea from last year. It is up to every Heroner, every member to work constructively for the promotion and strength of our chosen Class

In closing I must, as President, thank those who have accepted the challenge of managing the Class at State and National level over the past twelve months and welcome those who are about to embark on this challenge for the 1986/87 season - thank you.

Keith Mealey - President

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THE HERVEY BAY NATIONALS AND YOU!

Are you coming to the 28th National Titles at Hervey Bay, Queensland?

This prestigious and enjoyable event is designed to attract the Hot Shots, the Middlers and the tailers, everyone will have a great time at a great venue - be at Hervey Bay this year - make your plans now.

Expectations are running high for a record fleet in Queensland waters so get with it, BEAT A QUEENSLANDER, IF YOU CAN!

Hervey Bay is approximately 280Kms north of Brisbane with mostly sandy beaches, safe swimming and sailing (if you don't mind a mackerel or dugong joining you) and offers a great holiday venue.

For those wanting to sightsee and combine sailing with a 'holiday' we will be organising a great variety of events including deep sea fishing, a trip to Fraser Island, snorkelling, fishing, relaxing or a thousand and one activities.

For those families or persons wanting to come early or leave late, there are many things to do and see and we can help. The total calendar runs from 26th December through to the 4th January, with the sailing proper commencing with the Invitation Race on the 29th December. There will also be special functions during the series including a "Hawaiian Night" so bring those grass skirts - other functions will be advised in the next Newsletter.

ACCOMMODATION: Tenting and van sites are adjacent to Club House in Council owned caravan parks but many visitors will prefer private parks - for Council Parks contact Peter & Helen Carey, 136 Long St.,Pt.Vernon, 4655. (071) 28-1170.

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

Decide NOW to make Hervey Bay your end of year destination - it promises to be the Nationals to beat all Nationals.

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SUPER SAILING SUPPLEMENT | SUPER SAILING SUPPLEMENT | SUPER SAILING SUPPLEMENT

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In the words of our 'mystery' writer, his first contribution is a little "off-beat" being based on a Lightweight Sharpie race, but it serves to introduce his style to the readers and is a fore-runner to (we hope) many more interesting articles.

THE FINAL TRIANGLE

"Squirt coming in about 5 seconds", yelled by foreward hand.
"O.K. lean her to weather," Our mainsheet hand eased the main a little to compensate as the gust hit, the bow lifted and the yacht came alive as it planed up-wind.
"We're up 6", called my mainsheet hand glancing at the compass. Second place in a Sharpie fleet after working through from fifth.

It had taken a triangle and loop to get within striking distance of the lead. At the weather mark again the 6 degree lift would be enough to lay the mark and maybe place us in front, our opposition coming in on the opposite tack and had to be on a 6 degree break. Round we went one boat length in the lead on a reach; up went the kite and up with the centre-board, right up! We caught a wave and headed down to get on the plane, then up a little to stay on the wave face to get as much benefit as possible.

I glanced back to see the second boat struggling with a stubborn kite. Now 50 metres in front and planing away from the fleet, very exciting and very fast sailing these hard reaches with no board. The trick is to work the kite and main together with the jib cleated; the tendance is to roll in to windward if reactions are slow. The boat has to be steered below the true course in the gusts as the sheets are eased, then up when the gust has left. As the board has been lifted there is little tendance to "trip" over, the boat simply slips bodily fractionally side-ways but because it now sails more upright and therefore much faster this side-slip is not noticeable.

Try this with your Heron, you'll find the same reaction. The Heron, having a short flat hull will need some board on a hard reach; mark your board so that 200 to 250mm only is in the water and about 400mm in lighter conditions. If your boat tends to trip or lay down, lift the board more and shift the crew weight aft. The square run is different in light conditions; lift the board right up, as the wind speeds increase push it down by degrees to stop side-roll until in heavy breezes push it right down. Leave it down on the gybes also but remember to pack crew weight aft, this will keep as much rudder in the water as possible and help stop broaching (but more about that later.)

The breeze now had picked up to about 25 plus knots which suited us just fine with 15 stone on the trapeze - the ride was fabulous. Then it happened - human error - we dropped off the plane and the boat rolled to windward. I gave the tiller a violent shove as the main was hauled in to bring us upright again.

"What's happened to the kite, has it ripped?", I yelled to my forward hand, he being on the wire has the best view of everything.
"The halliard knot has let go", I grabbed the mainsheet so that the mainsheet hand could retrieve the sail which was now acting as a good sea anchor.
"If you spent as much time rigging the spinnaker on the beach as you do gaping at the local talent maybe the ..... kite would stay up," He nodded and grinned to show he'd got the message - no good reprimanding any more, we still have a race to sail.

Ditch the boat to re-fasten the halliard or sail two reaches of the final triangle without a kite - that was the choice. We could manage third with no spinnaker and elected to go this way.

We reached the next mark still in front so good had been our lead, the second and third boats gybed around and planed away from us, rounding the last mark about 300 metres in front. I felt that we would need a miracle to get to them now on the final work. This leg had to be our best for the day. My crew had five jugs of beer riding on this race (big stakes for them) fortunately the ones they had bet with were all behind us.

"O.K.chaps, the race isn't over till the gun goes so let's give it our best."
"Squirt coming, could be a knock", from my foreward hand.
"Lean her to windward" (Leaning the boat to windward slightly as the gust hits gives instant acceleration, don't waste a gust by allowing the boat to lay down).
"We're down 6", from my mainsheet hand. "Tacking", I called. "Helm down" called my forewardhand a few seconds later. (Never tack until your foreward hand is ready, it's more critical on a trapeze boat, let the foreward hand make the final call by saying "Helm down" or words to that effect.)

The boat comes around on the new tack, "We're up 8" chants my mainsheet hand. I can feel that the yacht is in that magic groove that all skippers strive for; all tell-tales on both sides of the jib streaming aft, a slight shift of the helm to leeward sends the windward tufts into a hint of a gyration while a slight shift to windward has the same reaction on the leeward tufts.
"Squirt coming, it's knock - the leaders have tacked."
Close to the finish and we have made up a lot on the front two, following them will accomplish an assured third; if we punt maybe a first or second. The fourth boat is too far behind to be a threat so I decide to punt, sailing into the knock, breaking tacks with the others now enjoying a lift.
"Down 12 and 100 metres from the lay line", calls my mainsheet hand.
I glance at the leaders, not enough yet! Deeper into the knock we sail, I'm looking for that miracle.
"Down 15 and on the lay line". The crew both look to me waiting for the tack. I know that if we tack and this wind direction holds we will oversail the finish line - experience, and the shift pattern for this race tells me that this wind direction won't stay as it is, and I decide to go a further 30 metres.
"Down 20", comes the call. "Tacking". "Helm down". A few seconds later on the final tack, heading above the line, looking to cross in front.

"Up 17", from my mainsheet hand, but even as he calls it my foreward hand yells, "The leaders are lifting." At the same time our windward tufts spin telling me to bear away, crossing behind them hardly managing now to lay the finish line. The leading two tack to finish and the gun is fired. Eight seconds later our boat crosses the line just managing to beat the second boat home.

That was an account of the final triangle of a race I recently skippered in, explaining the method and approach we used as a team. The message from this is, involve your crew in the event, don't make them feel as if they are just an extension of yourself. Finding marks can be a problem, encourage your crew to know the starting procedure and vicinity of marks, two heads are better than one. If you sail in open waters where a compass is essentia teach your crew how to read it and call the shifts, that allows you to saile more precisely. (More about compass sailing later). Have the crew scan the area in front for gusts and the angles that boats in front of you are sailing, even yachts in different races can be used as indicators.

Don't over-dramatise mistakes, remember you proba bly make more yourself, a slow tack by a foreward hand may cost a few seconds, a wrong tack by you could cost a race. A simple thank-you after a race costs nothing and could mean a lot.

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EDITOR'S NOTE: If you didn't find the above article exciting and interesting reading, then you are pretty hard to please and I, for one, will be eagerly awaiting more from our 'mystery' contributor.

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SUMMARY of 28th Heron Association Annual General meeting - 5th May, 1986.

A wet night and small attendance marred what was otherwise a successful A.G.M., one which saw the election of three new Life Members, i.e. Tom Robertson (Qld), Ian Cook (NSW) and Rudi Tiessen (WA) and John Coen's motion to amend the Constitutional clause relating to Life Membership gain a two-third majority.

The President's report appears elsewhere in this Newsletter and is well worth reading because it indicates that, although representative numbers on Management during the year were depleted, your Committee has done its job in keeping the Association on the rails, both financially and administratively.

Returned to office for a further twelve months are President, Keith Mealey, Vice Presidents John Coen (Vic), Robert Murray (NSW) and we welcome Bill Tucker (SA), Hon.Gen.Secretary, Ray Brown; Registrar/ Newsletter Editor. Ray Hann declined nomination as Treasurer but has been elected Association Auditor. As we go to press the Association is without a Treasurer, a most important office in the Association and one which brings with it a seat on the Management Committee - Any Volunteers?

General business got a 'bit' lively when Mike Harris introduced a few controversial suggestions to make the Heron easier to build and Mary Clarke hoped that apathy shown last year by likely delegates to assisting with management of the Association would be reversed in 1986/87. It was fairly evident that the President's plea for communication between Management and States should be heeded for the good of the Class.

BUOYANCY

Buoyancy means safety in your Heron. Be it bag buoyancy or built-in tanks, sufficient buoyancy must be carried to ensure the safety of the crew at all times.

A No.1 P.V.C. bag kit containing 1 bow bag, 2 long and 2 short side bags is the required minimum. Built-in tanks are often supplemented by two long bags, one on either side under the side seats.

POINTS TO REMEMBER

To be totally effective, the buoyancy must be well secured, preferably by the use of webbing straps and clips. A set of straps can be readily made from 6 metres of 5cm.terylene webbing cut into 72cm. lengths with a hot knife (which seals the ends and stops fraying). Holes are drilled with a hot nail - approx. 2cm. in from the ends and the sides.

Clips can be made of stainless steel or bylon and should be 1.5cm. wide by 5cm.long with two screw holes.

The usual bag placement commences with the front edge of the short bag level with the front edge of the front thwart (leaving the crew clear room to move from port to starboard). The long bag is placed next to this and will extend into the rear, almost to the transom. Line up the loops on the bags with a spot on the chine. Take the centre of a strap, place the clip through this centre line and screw clip and strap to the chine, leaving two tails which are then threaded through the bag loops and tied off at the ends.

A false shelf fixed to the risers under the foredeck is a suggested method of holding down a bow bag in the bottom of the boat WHERE IT IS NEEDED. Although the bags are quite durable, they don't take kindly to screw points or splinters. Small repairs can be effected with the aid of a P.V.C. repair kit (available from the Association) but major gashes could mean replacement or return to the manufacturer for attention.

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THINKING OF WINNING - When yachting conversations turn to achievement the name of Sir James Hardy is usually one of the first mentioned and we acknowledge, with thanks, his thoughts given at a Seminar held at the Brighton and Seacliff Yacht Club on WHAT COUNTS MOST IN YACHT RACING IN ORDER OF PREFERENCE:

1. SKIPPER & CREW (a) Winning mental attitude
   (b) Ability, I.Q., etc.
   (c) Concentration and (d) Discipline and effort.
2. SAILS (a) Quality of cloth, (b) Draft depth and
   (c) Draft position.

3. SPARS & RIGGING (a) Minimum weight, (b) minimum windage
(c) Minimum complexity and (d) running rigging and sheets, etc. must run.

4. BALANCE (a) Slight weather helm sailing upwind.
(b) Neutral helm sailing downwind
(c) Sail the yacht on its least resistant lines.

5. HULL (a) If restricted design, minimum all up weight
(b) Super smooth outside surface.

6. PRACTICE (a) Boat and sail handling, (b) Remedy the cause of anything that fouls, (c) Waves, an enemy upwind, a friend downwind and (d) Do everything for a reason.

7. STARTING (a) Favoured end of starting line for wind and course.
(b) Tight leeches to eat out to windward
(c) Loosen leeches for speed.
(d) Know the course and sail the shortest route.

8. RULES & TACTICS (a) Complete knowledge of racing and class rules.
(b) Stay between a beaten boat and the next mark.
(c) Advantages of loose cover and close cover.

9. SEA & WEATHER (a) Predictions of tidal currents.
(b) Predictions of wind patterns.

10. RELAXATION (a) Yacht racing is a sport
(b) Reflect on your good and bad performances.

CONCLUSION: If you remember only three points from my presentation, I sha be satisfied - (1) The side force or lift developed by the keel or centre board of a yacht increases by the square of the boat's speed increase. (2) A yacht's propulsion is dependent on the differential in wind speed o both sides of the sails. The critical maintenance of the maximum differer sorts out the quality of all helmsmen. (3) In the final analysis, it is sum total of all the little things being well covered in their order of ma that produces the consistent yacht racing Champion.

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CAPSIZE SAFETY - If you have lost your head and all about you are losing theirs, then you might have capsized in deep, rough water for the first time. This situation can be pretty annoying for an adult skipper and very frightening for a small crew. It could put him/her off sailing for a long time.

Fear of a capsize can be lulled to a large degree by making a trial run in fairly shallow, calm water. In the case of a small, or uncertain crew, mak it a part of the days fun. However, be sure to go through the correct dril for righting. Make sure the crew is O.K., head the bow into the wind, use the centreboard as a lever and haul her up.

It is possible to finish upright with the crew already in the boat, by instructing him/her to keep inside as the boat lifts. In strong winds with a small crew, it may be necessary to lower the main. However, in ordinary circumstances keeping the bow into the wind and bailing is sufficient to get you going again.

POINTS TO REMEMBER: Before leaving shore -

1) Check built-in buoyancy, make certain buoyancy bags, or any other forms of buoyancy are fixed in VERY securely. This is a MUST.
2) Bailing bucket/s should be tied with enough free rope to allow easy use.
3) Paddles and whisker pole should be made secure.
4) The rudder should have positive fixing. (It's awkward sailing without it).

In the water (after capsize):

1) Crew O.K.?
2) Ensure self-bailing gear is closed.
3) Rudder in place.
4) No gear floating around.
5) Centreboard down.
6) Head to wind.
7) Move on to centreboard to bring boat upright.
8) Come over the stern and start bailing.

This article is written with some authority, the author having won TWO 'Dunk' Trophies and one highly commendable effort!

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THE DUTIES OF A GOOD CREW. At all times, watch out for other boats. Tell your skipper if any are close enough to worry about and be ready to call starboard on other boats when necessary.

When going to windward have jib sheets on firmly but not too hard. The lighter the wind, the less tight the jib sheet. In very strong winds the jib sheet can be on hard.

When going about a) uncleat jib sheet, b) ease off old jib sheet a lot so jib will not catch on mast, c) pull on new jib sheet firmly BUT NOT TOO HARD, d) move over to the other side of the boat AFTER the skipper does and e) look out for other boats.

When rounding the windward mark onto a reach a) ease jib sheet as the mark is rounded and watch the tell tales while easing to keep correct trim. b) pull centreboard up to the right position and c) look out for other boats.

When rounding onto a run a) ease jib sheet a fair lot, moving over to the leeward as you go, b) take jib pole to leeward and clip onto jib, c) push jip pole out forward of mast and place in position on mast and then eall out 'right' to skipper who will cleat jib sheet. d) sit down to leeward, e) pull up centreboard and e) look out for other boats.

When you have rounded the leeward mark a) when skipper tells you, pull in jib pole and hand to skipper, b) pull jib sheet partly on and cleat, c) when skipper tells you to, pull centreboard down, d) as mark is rounded pull jib sheet on steadily until it is trim and e) DONT FORGET - watch out for other boats.

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WHAT'S RED AND WHITE and should be gracing the transom of your Heron? Why, your 1986/87 transom sticker which you received when you paid your 1986/87 subscription! You have paid your sub. haven't you?

STATE NEWS * STATE NEWS * STATE NEWS * STATE NEWS * STATE NEWS

WESTERN AUSTRALIA. Reporter: Bob Ewin

The 1985/86 season saw a resurgence of sailing activity and the number of actual participants was much higher in the season just past. New Heroners have appeared and, though I cannot claim to have kept figures over the years, my impression is that they have appeared in much stronger numbers this year than is usual. Every Club has had new members in its fleet, and the enthusiasm sparked by new members augurs well for the continued development of the Class.

Rudi Tiessen has made a great contribution to Heron Sailing in Western Australia and I know all Heroners will join with me in congratulating Rudi on being honoured with Life Membership of the National Association.

The big news here is our successful application to hold the Nationals in 1988/89 and we will be wasting no time in laying the foundation for what we hope will be a most successful series. Heron sailing in W.A. is undeniably becoming more competitive. It is usually a very long trip for W.A.Heroners to travel to National series but I encourage as many Heroners as possible to attend the 87/88 series to be held at Ceduna, S.A. Our appearance there is likely to improve, even more, the standard of sailing in W.A. and to encourage other Heroners to come West the following summer, as well as giving us a chance to make or renew acquaintance with Heroners from other States.

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SOUTH AUSTRALIA Reporter: Colin Gurr

Well the season is now over and congratulations to all Heroners who kept the flag flying at the various clubs during the season. In Adelaide we have had one topsy turvy year with weather either 30 knots or nothing, with a few good sailing days in between. The weather pattern has been blamed on Halleys Comet however that is 69 million miles away so, how come?

Our programme has been a very busy one with resail after resail being used up with the Fair Go series but we did get four heats sailed. Our 21st State Title was very successfully run by Wallaroo Sailing Club, our picnic day was a success at Murray Bridge Yacht Club, the Two of a Kind regatta was won by the Heron pair, Craig McPhee (EIGEN VECTOR) and Don Rantanen (TAWNY PORT.)

The Inter-Schools Regatta was a great success story at West Lakes where 16 Heroners loaned their boats to Schools for a 6 race round robin regatta run by YASA. What a great way to promote Herons.

Once again we have a South Australian winning the Nationals, congratulations Craig and Crew. We look forward to a successful A.G.M. and 1986/87, the Herons are well alive in S.A. and will continue to be so whilst we have this great family Class introducing young crews to sailing.

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QUEENSLAND Reporter: Dick Buckley

The South Queensland Heron Championships were contested at Lake Cootharaba on the 3/4th May and drew a strong contingent of eight boats from Hervey Bay, fourteen from Brisbane and three from Speers Point in N.S.W. Several others attended but, wisely, decided not to compete because of the rather strong conditions. Rain and wind squalls, interspersed with periods of almost dead calm, prevailed through Heat 1 on Saturday and the morning and afternoon heats on Sunday.

LITTLE AUSSIE (Justin Carey and Colin Portbury) won Heats 1 and 3 to take out both the Open and Junion Championships for their sixth and seventh Championships this year (including Regional Secondary Schools C'ship). KURINANA (Chris Carey and Daryl Portbury) won Heat 2 and second place in the Open Championship, with PARDEN ME (John Campbell, Humpybong) third. DRIFTALONG (Peter Spring and Steven Portbury) was placed second in Junior and Handicap sections. Other Handicap placings were AQUAVITE (Mike Marley) 1, SEA JADE (Derek Miles) 3, both from South Brisbane.

The Ladies Trophy went to OUT OF THE BLUE (Julie Owens, Speers Pt). and the Veterans to DR.JAZZ (Peter Carey and Meade Barnes.) The first heat of this series was scored as the fourth and final heat of the Qld. Travellers Trophy which was won by LITTLE AUSSIE with Handicap honours going to SEA JADE.

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AUSTRALIAN CAPITAL TERRITORY Reporter: Alastair Stewart

The 1985/86 season with the YMCA Sailing Club continued our tradition of pleasant family sailing and keenly contested races. Our numbers are small (7) but competition is keen and the Club Championship was won by your scribe with Dave Simmonds and Arvid Lejins equal second.

The annual Lindsay Rimington Three-of-a-kind race between various YMCA yacht classes was held in breezy conditions with two of the three Herons capsizing, dashing our hopes for success. However, we shall return!

We continue to promote the Class by conducting discussion evenings followed by beachmornings where assistance is given with rigging, helming and general information. The Heron donated to the club last season has been completely restored (chiefly by our President, Stewart McGilvray) and sailed on several Saturdays.

Incorporation of this Division was effected on the 28th June, 1985, the purpose being to limit liability of Division members against actions, costs, losses, damages, etc.

The Division was much saddened by the death during the season of June McGilvray, wife of Stewart. June was always willing to assist with Club and Heron activities and we miss her very much.

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CLUB NEWS * CLUB NEWS * CLUB NEWS * CLUB NEWS * CLUB NEWS
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BRIGHTON & SEACLIFF YACHT CLUB Reporter: Bill Tucker

News is that Tony Hooper decided to test-float his Heron in his swimming pool to check mast rake and balance. After mubh lifting, puffing and struggling she was finally lifted over the child-proof fence and placed in the pool. Spirit levels were duly set in position then - shock/horror.- the boat floated correctly but the pool was CROOKED. Caroline claims that this was the reason why she found difficulty gybing at the shallow end.

The season finished full of pressure with three championship heats in three weeks (the last two in 25knots plus) and the last race of the season deciding the consistency trophy, four skippers vying for the honour and some very smug handicappers. Jim Hood and Paul Hender were the eventual winners. Ian Barker took out the last trophy race and the dunking of Hoopers Heron in the pool paid off with them winning two trophies.

A new trophy was introduced this year, donated and made by George Richardson and titled THE STONE MOTHERLESS LAST TROPHY. It consisted of a rather large stone complete with chastity belt and padlock mounted on an old boot last. James Jackson's mantelpiece will have to be reinforced to hold it.

The Hot Shot Trophy was won by John Tanner with Nicholas as crew. (Take note, handicappers). The crews race was won by David Thompson with Geoff as crew; and the Mike Witty Memorial Trophy was won by Peter Beaumont sailing Mike's old boat TOUCH OF CLASS.

Yours truly with crew, Natalie Bridge, showed real versatility in winning the Club Championship, the Ron Stone Memorial (most fastest times) AND the Submarine trophy. All in all it was a very successful season with a few new faces gradually improving over the season.

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HAWKESBURY RIVER SAILING CLUB Reporter: Terry Dawhurst

A successful season, but weather always plays a big part, deciding whether you will sail through your planned programme or create headaches and frustrations. Weather wise, we copped the lot from almost total capsizes to light winds, combined with current, seeing a few boats even making the starting line!!

During the Christmas break we displayed a Heron outside the Hornsby Northgate shopping complex and were kept busy all day answering questions. However, the final result (after many promises) was the addition of only one member. Undaunted we will hold another before the start of the 86/87 season.

The Duffield Plaque sailed between ouselves, BYRA and Narrabeen was won, yet again, by Narrabeen and our thanks go to Ken Lenton and the Narrabeen Ladies for a great barbecue and an excellent evening. See you all next season.

******

The following have joined the Association or renewed subscription and are financial for the 86/87 season which commenced on the 1st April, 1986.

NEW SOUTH WALES

Armati fam.(4754/8282)
A. Barrett (L/M)
E. Bateman (7171)
I.& A.Betenson (9139)
S.Bettison and
B.Paddick (6767)
K.& R. Black (nbo)
D. Blamires (9202)
C.,A.,C.Booth (9264/9544)
D. Boye, (5720)
Brown fam. (4695)
P. Bryden (9936)
R. Burwood (9678g)
M.B.Carr (7191)
R.& P.Champness(9311/9215)
J. Church (9438g)
W.&M.Clarke (9449 L/M)
K. Clinch (5714)
N.J.Coady (9619g)
T.Connor (4229)
N. Corvisy (L/M)
B. Craig (9151)
A.B.Crane (L/M)
D. Crawford (4271)
I.S.Cull (7472)
J.F.Daley (4826)
K. Dane (L/M)
E.C.Daniels (5777)
Deany fam. (8792)
S. Dearnley (L/M)
T.& B.Newhurst (8367)
A. Dobson (96 69g)
P. Donner (9793)
Dove fam. (4533)
Dyer fam. (9179/9919g)
G. Edwards (5772)
E. Elliott (4681)
L. & R.Ellis and
J. Keane (7687)
J.& F.Fowell (9239/9946g)
M.D.Frost (9748g)
J.Griffin (9177)
Grounds fam (5783)
R.& A.Hampton (7256)
R. Hann (9570g)
J. Harris (8722)
Harris fam. (9000/9932g)
D.Henderson (7929)
G.& K.Hing (9187g)
Holmes fam. (9220g)
L.Horner (8764)
D. Jamieson (9927)
S. Jamieson (9525g)
G.& J.Keane (9109)
D.Kenny (8292)
I.Lambert (4126)
Lane fam. (8525/9162)
Lenton fam. (9542)
D. Lewis (9500g)
N.McDonald (8986)
F. McGrath (5962)
R.McKern (6371)
I. McLeod (7435)
McManus fam.(9222g/9741g)
Macleod fam.(9781g/9941)
R.McKenzie (9501g)
E.& K.Mealey (9290g)
P.Mears (6188)
H.Melzer (9414)
C.Milner (9203g)
P. Moate (7413)
L. Morris (9534)
M.Nelson-Marshall(6855)
R.Nesbit (8727)
A. Orange (8988)
L.O'Riordan (9461g)
J.Owens (9934g)
P. Owens (9692g)
W.& D.Parry (nbo)
N. Parson (3883)
R.& S.Partridge (3647/5033)
Pearce fam.(4138/7158)
J.& J.Perry (8333)
P.Pfister (5673)
G. Race (4461)
P. Relf (7011)
E. Rice (4482)
I.Ransom (2416)
T.Reynolds (8800)
D. Robb (9509g)
N.Royle (9877)
J.Rudd (8035)
C. Ryan (9175)
G. Ryan (8749)
D.Sangster (4123/9462g)
M.& C.Sant, (9645)
D. Santleben (6239)
I.Saunders (6508)
R. Scott (1583)
C.Sharp (6109)
J. Shipton (L/M-
R.Skilleter (5670)
D.& K.Sonneman (8596)
W.Stevens (6441)
W.Stevenson (8793)
W. Stokes (9943)
D.Stonehouse (8288)
E.Stutshbury (3812)
Sutton fam(9703g)
G. Swales (8716)
C.Thwaites (9530g)
G. Vella (5919)
C. Walker (9710g)
Westwood fam.(4434)
J. Wheeler (5869)
G.Withnall (9569)
J. Woolfson (3380)
K. Wonson (9595g)
W.Youll (L/M)

VICTORIA

D.Bateman (8341)
M.Boswell (9724g)
J. Coen (L/M)
N.Cooke (6515)
N. Cooper (6495)
J. Corby (5031)
B. Crosbie (8012)
M. Dalton (5722)
R. Friday (3805)
R.Haselgrove (8977)
M. Hawes (L/M)
K.& M.Jenkins (9485g)
R.Lewis (6410/8726/9753)
R. Lye (9944)
A.J.McClure (L/M)
R. Morrison (6757)
L. Nangle (L/M)
R. Parkinson (6715)
V. Pellegrini (8516)
B. Proven (9775)
L. Ralph (L/M)
Richmond T.Sc.(7907/09)
A.Shortis and
A.MacGregor (7013)
M.& P.Wadsley (4082)
P.Weiss (6121)
J.& J.Woodland (5606)
N.Wright (4083)

SOUTH AUSTRALIA

B. Adams (8510)
J.Armitage (9282)
B. Archer (9471)
I. Barker (9621)
R. Boyce (9655)
I. Brett (9429g)
D. Brook (6573)
G. Brougham (7358)
M.& G.Brunger (8355)
Burdon fam.(9479g)
N. Clark (7432)
D. Clarke (5824)
P. Crosby (9614)
R. Deacon (9947)
T. Durbridge (9205)
P. Eckert (6885)
B. Eves (7187)
S. Flavel (9262)
Fleet Sails (9948g)
H. Fletcher (8096)
R. Frost (9285g)
R. Hawkes (7077)
A. Hayter (nbo)
T. Hill (9564)
R. Holden (8339)
J. Jackson (9447g)
J. Keen (L/M)
L. McLaren (8533)
D.& J.Malcolm (9764)
J.Mallon (5889)
R.Marshman (8030)
G. May (8382)
I. Murray (9469g)
P.Nicholson (9767)
C. Ormrod (9512g)
R.Petts (9915)
P.Polmear (7803)
D. Rantanen (9911)
M. Reynolds (8520)
G.Richardson (L/M)
G. Robertson (L/M)
D. Ross (7897)
D.& M.Sabey (9499g)
R.& M.Salmon (9442)
N. Slee (6987)
D. Smith (8304)
Tucker fam.(9634/9939)
Walter fam.(7651/5905)
T.Watkins (6166)
E.Wilmot (7832)
G. Woodward (5340)
J.Yuan/S.Park (9503)

A.C.T.

P.A.Hopps (5859)
F.& K.McGilvray (8318)
J.McDonald Holmes (7606)
C.Robertson (5167)
F.Simmonds (8746)
D.Waller (9549)
J.Wenborn (9774g)

WESTERN AUSTRALIA

D. Beilby (4488)
J.& T.Carroll (9787)
R.Christie (7942)
J.Coleman (9651g)
H.& M.Cull (9653g)
P.& N.Cull (9770g)
R.Davies (9566g)
S.Demchenko (7088)
R.Edwards (9642g)
E.& R.Ewin (9792g)
R.Ewin (9773g)
G.Fairclough (8582)
G.Fell (9768)
C. Gould (8074)
I. Jarvis (9790g)
H. Lingius (9928g)
J.Livingstone (5672/9920g)
H.Oram (L/M)
B.Plumb (9758g)
P.Price (8223)
R.T.Yachts (nbo)
J. Scott (9567g)
G.& R.Stone (9470)
M.& M.Taylor (5656/960
Taylor fam.(5359/7847)
Tiessen fam. (nbo)
L.Toussaint (9495g)
M.Winter (9511g)
K. Wood (9757g)

TASMANIA

C.Darcey (8753)
D.Morgan (8984)
M.Spooner (8756)

QUEENSLAND

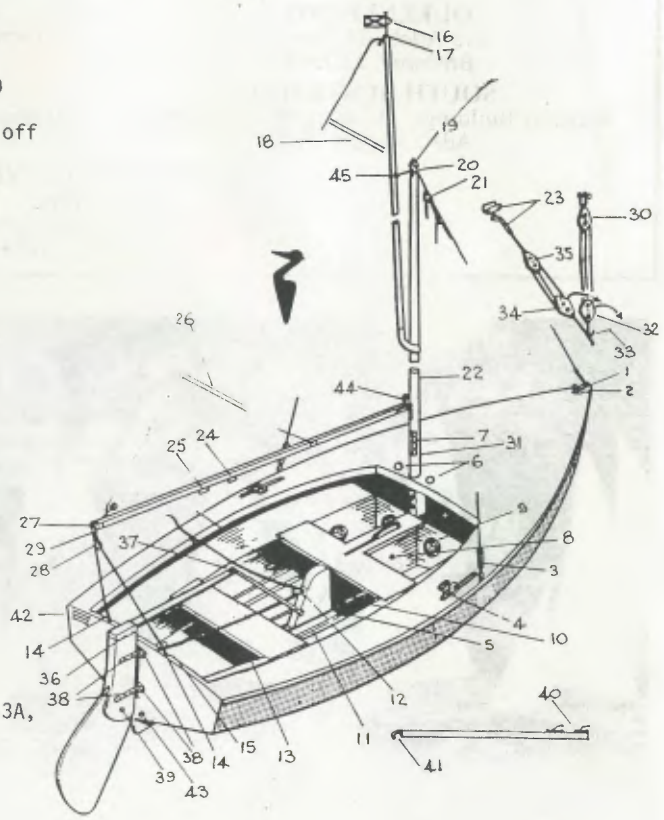
M.Buckley (4656/9909)
Bullock fam.(9587/9762
J.Campbell (nbo)
Carey fam.(9506/9901/9
P.Carey (L/M)
T.Cecil (9676)
K.& T.Crellin (9545)
J.Deshon (9640g)
P. Deshon (3068)
Elcock fam.(8703)
F.Fielding (9607g)
J.& G.Green (8041)
I.Hunter (9210)
T.& R.Kehoe (4206)
I.Kennedy (9800g)
C.McKeown (9699g)
J. McKeown (9700g)
D.Miles (9591g)
A.& C.Mitchell (6616/8
G.Mohay (9582g)
P.Robinson (9742g)
B.& R.Short (9292g)
E.& D.Sporne (5151)
J.& J.Spriggs (6452)
R.& A.Spring (6502)
D.Straker (9646)
T.& V.Tim ins (9656g)
TS Paluma (4364/8580,et
D.Waller (8252)
D.Webster (8987)
D.Whisson (5797)
N.Young (9161)
Reading fam.(9761)
M.Vandeleur (8389)

WANTED - copy for YOUR Newsletter - share with us what is happening in your State and your Club. Spare a thoughtfor your poor, old EDITOR!

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
215 Adelaide Street,
Brisbane, 2211444

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, 6023177

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

PAPUA NEW GUINEA
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"Last year Speers Point, NSW, this year Hervey Bay, Qld."

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