The Heron Newsletter

December 2003

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THE HERON NEWSLETTER

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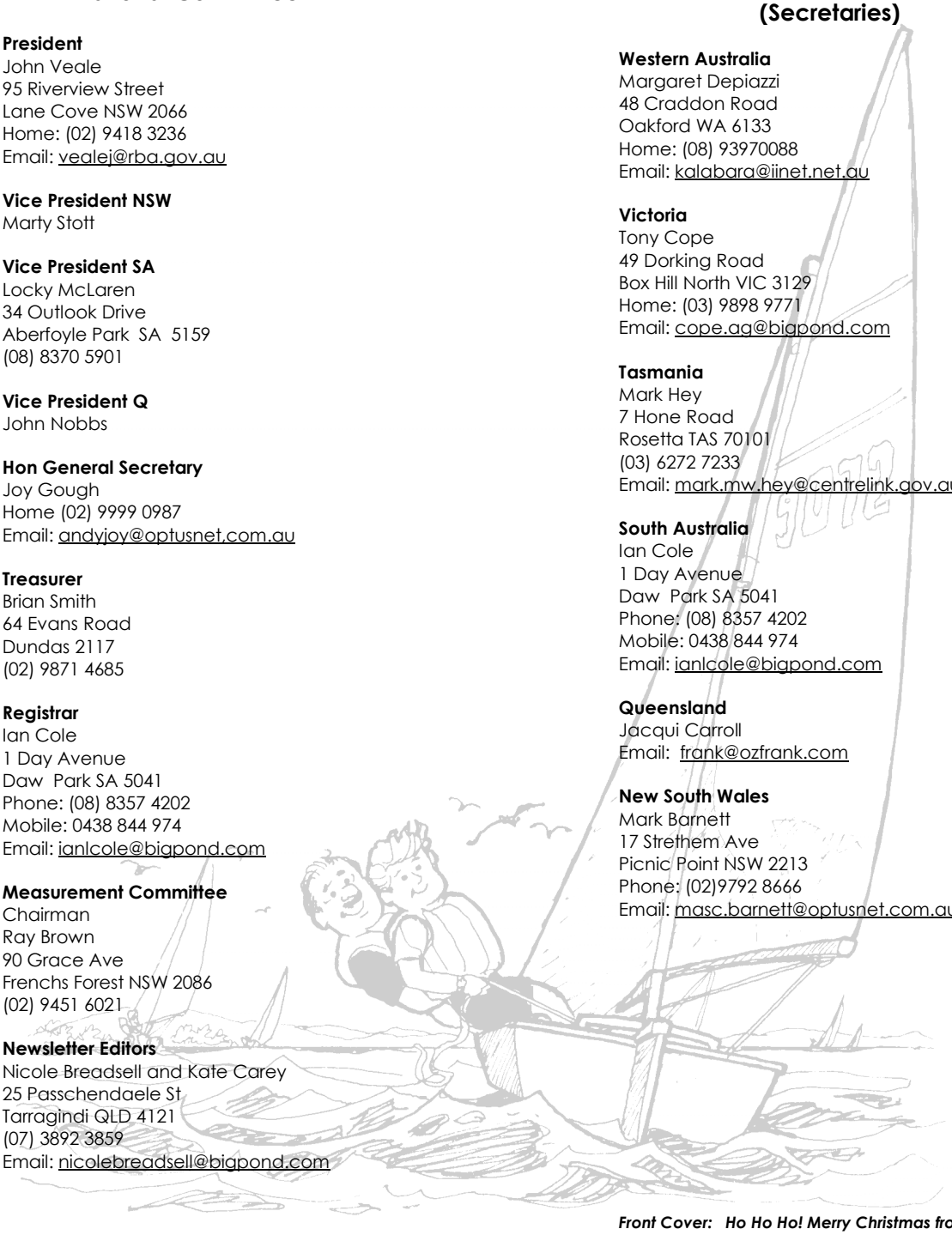


Front Cover: Ho Ho Ho! Merry Christmas from Santa.

NATIONAL REPORT

President's Report December 2003

All the Herons should now have had all the winter dust washed off them by this time in the season as many of us gear up for annual regattas at both the state and national level.

On the National front, the focus is on Brighton and Seacliff in Adelaide where plans are just about complete for this year's National Titles, the 45th to be held in Australia. That the class is still so active after so many years is a testament to the versatility of the dinghy itself and most importantly how much fun it is to sail. The Nationals in particular, provide the opportunity for experienced and capable sailors to test their skills in close racing and for the rest to tussle with whoever is nearby as everybody enjoys themselves. And that, of course, is all before the post race celebrations and post mortems take place. For those of you still wondering whether you should make the effort to get to Adelaide, the answer is yes. I look forward to meeting many of you there.

The National Committee, which is made up of members from every state has been busy this year. Ian Cole from South Australia has taken over as Registrar, and is working hard to get our records into top shape. After taking over as Newsletter editors at the beginning of this year, Nicole Breadsell and Kate Carey from Queensland have produced a series of bumper issues of our newsletter. Ben Short from Tasmania has continued to man the website while Joy Gough and Brian Smith from NSW have done a sterling job as Secretary and Treasurer. And measurers from around the country have continued to work tirelessly on getting boats into shape. My personal thanks to all of our volunteers. While Ben has continued to look after the website, he has decided after many years that it is time to move on and we are still looking for a new webmaster. This is a key role but does not need to be onerous. Please let me know if you can help.

This is the time of year for proposed constitutional amendments to appear in the Newsletter if they are to be voted on at the Annual General Meeting in May. There aren't as many this year as last, but there is one, and I urge all members to consider it and exercise their vote.

Happy sailing.

John Veale
President

Merry Christmas

To all Heroners

Wishing you a safe and happy Christmas Festive Season. Take care if you are travelling on the busy roads.

From the National Heron Sailing Association.

Memberships are now over due!
Remember that you must be a current member to compete in any National or State events.

Don't leave it to the last minute, please send to:-

"The Treasurer
NHSAA
c/- 64 Evans Rd
Dundas NSW 2117'

Please include all details.
For membership form see January and March Newsletters, or contact registrar.

Motion for AGM

The secretary invites members to submit, in writing within 60 days, argument for and against the motion.
Send all correspondence to :
Postal Address : c/o 10 Waterview Street Mona Vale 2103
or email to andyjoy@optusnet.com.au

These responses will be included in the March newsletter which will contain the voting slip to be counted at the AGM scheduled to be held on Tuesday 11th May 2004 at the Forestville RSL.
Notice of AGM will also be included with a meeting agenda in the next newsletter. Postal votes must reach the Secretary not less than 48 hours before the time fixed for the meeting.

Motion to Alter the Constitution, Sailing Rules, and Construction Measurement Rules of the NHSAA

Moved	Peter Nicholson	"Splash"	10218	(South Australia)
Seconded	John Deshon	"Only Human"	3068	(Queensland)
Seconded	Robin Frost	"Hocus Pocus"	10141	(South Australia)
Seconded	Richard Gibson	"Rich & Famous"	9515	(South Australia)

That clause 6.1 of "Part 2-Construction and Measurement rules" be amended by adding the following wording at the end of section 6.1

"A transparent panel is permitted in the mainsail. Its area shall not exceed 1290 sq cm, no part of the panel may be closer than 203 mm to any edge of the sail"

Approval of the above motion will enhance safety in avoiding port / starboard collisions. The helmsperson will be able to see through the mainsail window for approaching boats on other tacks without having to duck his head under the boom or leaning forward and downwards to see through the jib window. Thus boat stability and sailing trim will not be compromised. The sighting of approaching boats by the helmsperson becomes more critical to crew and boat safety from collisions when sailing in large and mixed fleets (boat sailing at different speeds) and also in high winds conditions. The mainsail window also reduces the reliance of the helmsperson on the crew to see an approaching boat on collision course due to inexperience or loss of concentration by the crew.

The inclusion of this provision will not render craft which do not exploit it redundant. It will not enhance performance in terms of boat speed. It can be utilised in existing sails at minimum expense.

Summary: The use of a window in mainsails of other high speed classes has long been in use as a safety measure. Approval by vote of the above motion will bring the Heron Class to a new level of safety and thus sailing enjoyment.

(A circle of this area has a diameter of a little more than 400mm)

MEASUREMENT MATTERS

MEASUREMENT COMMITTEE REPORT

For all Heroners participating in the coming Nationals, the committee strongly suggest checking all your boat's measurements before you leave home.

Some items that are easily overlooked may have been worked on during the off-season, such as:-

Centreboard position and rotation (not forward of right angle).
Mast and Gaff dimensions (over vigorous sanding).
Rudder blades and boxes. These must be shaped to plan and conform to Measurement Form (eg. B5.6, - Max distance of box above outside skin is 30mm.).

Don't forget that any measurements may be checked, not only those on the checklist in September's Newsletter.

Good Sailing.
Bill Parry
Secretary, Measurement Committee.

Motion for Management Committee

The following motion is for voting on by the Management Committee ONLY which shall determine the Annual Subscription. (clause 5.1)
.
The Committee wants to be open about its plans and welcomes feedback from members. Please feel free to discuss this or any other subject with us (your Committee) as we would like to hear you views.

For those who do not have a copy of the Constitution, the Management Committee (clause 4.2) consists of the Officers of the Association, the Chairman of the Measurement Committee, Life Members as defined in clause 4.2.2 and a number of representatives appointed by the officers in pursuance of clause 4.2.3.

Membership and Boat Registration Fees for Season 2004 / 2005

Motion: To revise the Membership and Boat Registration Fees for the Season 2004 /2005 in line with the following schedule:

Sole Boat Owner Membership	$30.00
Joint Boat Owner Membership	$30.00
Family Boat Owner Membership	$30.00
Adult Non-Boat Owner Membership	$30.00
Junior Non-Boat Owner Membership	$5.00
Life Membership	$ 0.00

Boat Registration Fee $10.00 1st boat and $5.00 for each subsequent boat

Moved: Brian Smith Seconded: Andy Gough

Notes:

1. Family Membership includes Spouse and any other family members 17 and under. (Eligibility to sail as a Junior in Association events requires the skipper to be under 18 on day of the regattas.)
2. Full time Students 18 and over may also be included in a Family Membership on application.
3. Joint owners of a single boat would be treated as a Family Membership.
4. Sole Boat Owners Membership Fees in full are applicable where the boat owner is a Junior, 17 years and under.
5. Voting eligibility is as per clause 3.3 of the constitution.
6. Only a registered member, (Includes family member as defined above), may sail in a State or National organised Regattas including Championships, Travellers Trophy, Teams Races etc. in a registered boat. In other words, if you only register one boat then only that boat may be entered.
7. Junior Non-Boat Owner Members, 17 years and under are eligible to sail in State or National organised Regattas including Championships, Travellers Trophy, Teams Races etc. in a registered boat that has been hired or borrowed for the event.
8. If a boats registration lapses more than 18 months it will require re-measuring as per rule 6.4.4

A small comment on the tired and lengthy rules debate

Timber bow blocks mandatory
time blokes bought measurements
tepid bartering betrays moralism
turgid bombasts besmirch measurers
trepidation becomes boats measuring
temerity bewails bent mores
too bad, ban miscreants
tell benders beware mensuration
timber bow blocks mandatory.

John Gaunt (Perth)

Progress Report – Stitch and Glue Project

The Boat

Don Jamieson pointed out at the Royal Queensland Nationals that 'Stitches' didn't reflect the shape of the bottom of the Mark 2 (fibreglass) hull. Although there was no doubt the chines (which is what we measured) are in the right place, the very full section at frame 1 and the fundamental departure from Jack Holt's plan at frame 5 (and hence the longitudinal profile along the keel) were not manifest in our prototype.

Since the AGM we have been trying to get a better match. At the same time we have been experimenting with a jig design. It is almost impossible to get a reliable aft shape with conventional stitch-and-glue processes, because the bottom wants to straighten itself out: and the work required to get enough bend in the bottom bow panels is considerable. A modified procedure is required, which utilises the use of a jig, foreshadowed, in any case, in the supportive text for the constitution amendment motions.

We have designed and constructed a prototype jig from 10mm ply and a couple of aluminium box sections as rails. When in use, it is oriented with the bottom of the boat uppermost, and is a 'male' jig - that is, the panels are placed around it. The jig can sit on low trestles or blocks to save your back. It doesn't need to be levelled, but it is necessary to ensure that it isn't warped - that is, the rails need to be parallel. It is intended to be robust enough to stand up in a corner when not in use. Professional builders may have other ideas about how best to put the boat together, but we are aiming at the home builder here and trying to minimise the opportunities for getting it wrong. In addition, the jig itself should be easily reproduced so that the hulls built in different parts of the country are as close to identical as possible.

Tom Robertson continues to do most of the hard yakka on the project and its eventual success will be largely due to his absolute commitment to it.

We are now working on the panel shapes, in preparation for Ric Svanberg to draw them up and complete his drawings. He will probably digitise the jig drawings, too. We intend to do a video or at least some still photos to bring to South Australia.

Prototype 2 may simply be a hull mock-up using the new panel shapes. Once that's done and measured, we are ready to go with formal building instructions.

The anticipated approach to building the hull is -

1. Make up the 'egg-crate', which is the three framing-pieces at the sharp end - strongback, frame 1 and frame 2 - and have the hull panels and transom ready.
2. Get the jig - approximately 8 feet long (easily carried on a box or dinghy trailer, or on a roof rack provided you remember it's there when you get home - the rails are 900mm apart, which enable the jig to be tied down without difficulty while being transported)
3. Clamp the egg-crate to the front of the jig and the transom to the back of the jig
4. Fit the hog. Glue it to the egg-crate and the transom, and wire it to the jig. The jig has a central spine which provides the right profile for the hog (and therefore the keel)
5. Fit (but don't fix) the sides and bottom panels. Bending the bottom panels for the bow section really needs some work, but the rigid egg-crate and hog provide a reliable base. Staple and wire the panels where necessary - it is surprising how little you need aft of frame 2. (The building instructions will address this phase -the one which determines the shape of the hull - in considerable detail)
6. Glue-fix the panels to the egg-crate, the hog, and the transom.
7. Fill the gap where the hull panels meet at the chines, sand off, and tape the chines.
8. If you like, fit the keel while you're upside down, too
9. Glue-fix the gunwales
10. Turn the assembly over, and bog the chines between the jig frames. Undo the clamps, and lift out the jig. The hull should now be rigid enough to withstand any accidental distortion
11. Complete making the fillet joint at the chines, and tape it.
12. Glue-fix the tank formers at stations 3, 4 and 5
13. Frame and sheet the tank sides, frame the thwarts, fit and fix the centreboard case, and sheet off the top of the tanks.

By this stage you have the equivalent of a floppy fibreglass hull, ready to deck out and fit off.

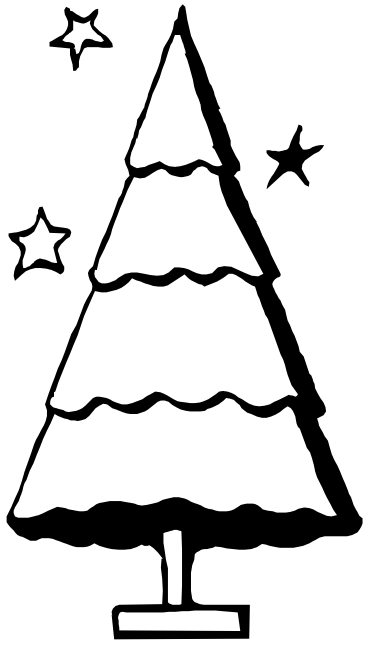
The Measurement Form

The measurement committee has modified the measurement form to meet the constitutional amendments made at the AGM. As of that time, there is nothing to prevent anyone submitting a boat with stitch-and-glue chines for measurement and subsequent A Class classification.

Fore-and aft mass distribution

In the beginning there was considerable concern about the advantage which boats with light ends may enjoy over those which followed the spirit of the rules and did not use exotic or lightweight materials, particularly at the bow. There is some cynicism about the argument of a 'crumple zone', the attitude being that it is a convenient justification for a smart bit of advantage-taking. There is some pressure to reverse the decision taken by the members to introduce a measure of fore-and aft mass distribution. My feeling is that we should let the matter lie for a year or two until the new timber hulls become more plentiful, so that they can be assessed against the more conventional timber hulls and the 'glass ones.

John Deshon AM
3068 'Only Human'



STATE NEWS

Victorian News

Report on the Vic Heron's Racing Skills Workshop 1/2 November with Don Jamieson, National Heron Champion

The VHSA conducted a racing skills workshop at Hampton Sailing Club with the current national champion, Mr Don Jamieson .

The crews of approximately nine Victorian Herons attended the event. Attendees included Steve Murphy and Paul Wedding (***Teena Lindberg***), Martin and Kieran Prescott, Tony and Emma Cope (***Madame Elegance***), Ian Monk (***7664***), Laurie Menogue, Ralph Brown (***Sarie),*** Jules Hogan (*5858*), Bridget Hardie (***Bang***), Stuart , Elise and Leigh Brennan -Smith (***Tuki)***.

Visitors during the weekend included Anne Locke and family (***Kuana***), Anne Prescott, Julie Brennan-Smith, Peter Champnes (***Zeus***), David Ryan (***Sailmaker***) and lifetime NHSAA member and former Vic. state champion, Mr. Len Ralph.

Unfortunately as in August (when we were forced to cancel), the weather was not favourable with a strong wind warning forecast for Port Phillip Bay on both the Saturday and Sunday.

Saturday morning was spent tuning and adjusting the Herons present to more modern racing configuration as outlined in Don's book,The Heron Racing Handbook.

The changes included modifying the position of jib sheet tracks, increasing mast rake, vang settings and the installation of cunningham adjusters. One skipper was seen to be keeping a healthy distance from his prized cedar dinghy as "the pit crew", consisting of Don Jamieson, Laurie Menogue (VHSA President) and Dave Ryan all took turns in drilling, adjusting and watching the effects of the changes taking place. About 80 years of combined sailing experience really did improve the performance!

The changes were supported by 14 pages of technical notes that Don had written just for the workshop (and were provided to all attendees).

Due to a wide variation in skills and experience amongst those present, a modest sail training regime was set for the weekend.

Tuition started with a lesson in how to control both the tiller and the mainsheet using the tiller hand whilst hiking out.

A short course was then set up on the sheltered Sandringham boat basin to promote correct buoy rounding and tacking technique. Don supervised from the deck of the Hampton start boat, "**Kingfisher**", with Peter Jones (HSC Commodore) at the helm. Laurie Menogue was seen to be testing a new R/C yacht at the edges. Does it go better than your Heron, we asked?

After lunch, a longer sailing session was organised outside the breakwater in the abating conditions. Two buoys were set up with buoy rounding, tacking, grannies, gybing and starts being practiced. A mini handicap race was conducted, which Emma and Tony Cope won. Bridget and Martin (both committed lone sailors) were seen to be having a great sail together in ***Bang***, Bridget 's Mirror-like red sailed Heron. Practice included getting wet in a downpour (an essential skill in Melbourne), then struggling to get back in to the breakwater as the wind dropped off.

Saturday night a few sailors attended a local Hampton pasta joint for a fun get together. Steve Murphy was heard to tell the joke about the grass hopper named Cecil…..again.

Sunday was sunnier but the wind was gusting between 20 and 30 knots.

A theory, tactics and rules session was conducted during the morning in the HSC club house ably demonstrated with a whiteboard and plastic bath yachts. Were they stolen from the Brennan -Smith's bath?

After the BBQ lunch (cooked by Tony and Julie), a short session on the water was arranged. A short test sail proved it was far too windy for Leigh and Elise to contemplate sharing the small boat basin with two other Herons. A collision with another Heron or the Hampton jetty being top of mind in the gusting conditions. Chicken was definitely on the menu!

Ralph and Martin made more of it with a quick trip amongst the moorings outside the boat basin. All remaining sailing exercises were cancelled due to the high winds persisting from the South. Still 25 - 30 knots.

After a quick awards session, we said our thanks to Don Jamieson for all his work and encouragement on helping us to improve the sailing standards of the Victorian Heroners. Everyone appeared to have a great time and enjoyed the mix of tuition, story telling and sailing that make Heron events worthwhile.

At last count, we are likely to add two more NHSAA members, a new Hampton Sailing Club (Heron) member and a commitment of three (potentially four) Victorian Herons to go to the Nationals in Adelaide. Several occasional Heron sailors were heard to be contemplating a more regular Sunday morning family sail.

Thanks must also go to the Hampton Sailing Club (who hosted this event) and provided boat crews (Peter Jones, Ken Hope, Neil Pope, Stewart Simmons and Charles Bagossy).

Leigh Brennan-Smith, VHSA (Tuki)

Three tuned Herons ready for sail at the Heron Racing Skills Workshop at Hampton Sailing Club. L to R. *Tuki 5996, Sarie 5723, Madame Elegance 5381*

Queensland News

Queensland State Heron Titles 2003/2004
1st – 2nd November 2003 – Humpybong

By Rob Duhig
Gypsy Sam 6616

Due to the unavailability of the Lake Cootharaba Sailing Club over the May 2004 long weekend, the Qld State Heron Titles were brought forward this year to November and sailed on the Humpybong course on Bramble Bay. It was a break with long tradition but it aimed to give National Title aspirants some hard regatta sailing before Christmas and this certainly proved to be the case.

The change in time and location and the Rugby World Cup all conspired to reduce the numbers somewhat on last season, but did nothing to reduce the enthusiastic battles for placings that was experienced throughout the 11 boat fleet over the 5 heats. My own experience in ***Gypsy Sam*** of a dead heat for 4th in Heat 3 with ***Just a Breeze*** – Fraser and Robert Galloway is a great example.

Hogwarts Express sailed by Peter and Josh Bailey won the series with great upwind speed and a keen strategic eye, winning heats 2, 3 and 4. Peter's win in Heat 4 was especially convincing given that he was over the line at the start and as a result was second last after restarting.

Last over the line in that heat, for some reason was ***Plan X From Outer Space***, sailed by John Nobbs and Katie Galloway, who were second to the first mark in a brilliant quick recovery from a bad start. John's tactical savvy, his prowess upwind and great consistency throughout – four seconds – led to a much deserved second place in the series.

Gypsy Sam sailed by Rob and Tom Duhig showed great speed off the wind culminating in a win in the final heat that gave them third overall.

The breeze at Humpybong blew in the 8 to 20 knot range coming from a very shifty South West throughout both days. The shifts were responsible for quite marked changes to the fortunes of each boat throughout the fleet in every heat. In Heat 1, Fraser and Robert Galloway in ***Just a Breeze*** capitalised on a lift out to sea on the second windward leg that won them the race. Fraser and Robert were later to take out the handicap honours for the series – congratulations Fraser.

Fast upwind and always in the hunt at the front of the fleet was ***Bullfrog*** – Mardi Smith and Vanessa Palmer. Also fast upwind and always in the hunt at the front of the fleet were ***Pardon Me*** – Ian Ham and ***Caffeine Rush*** – Colin and Penny Loel, Colin taking out the Heavyweight division for the series. Good on ya Col.

Always a threat at the front of the fleet and quick downwind when the wind eased a little was ***Pinto*** sailed by Gerry Deakin and Katie Deakin-Sharpe. Again Gerry deserves a warm thanks for the work he did on the Results and the Handicap – its greatly appreciated Gerry.

Showing great promise at the age of 10 was last seasons State Champion crew, Angus Galloway, sailing ***Almost Human*** with Craig Banham, taking out the junior trophy, well done Angus.

Great improvements over the series were also seen in ***George the Boat*** sailed by Katrina Ham and Elizabeth Higgs who took out 2nd on handicap for the series, and ***Running Hot*** – Tertia Hogan and Beth Molnar who were 3rd on handicap for the series, great work!

Thanks go to all those volunteers who helped stage the weekend, especially to John Palmer who did the bulk of the organization, Gerry Deakin who ably supported John with e-mails and Keith Galloway who helped over the weekend on the starting boat. Thanks also to Mardi Smith, you did a fantastic job with the trophies.

Last but not least, thanks to Phil and all the crew at the Humpybong Yacht Club, you put on a great series, we all had plenty of fun, thanks a lot.

3rd Overall – Rob and Tom Duhig *Gypsy Sam*

REMINDER

2003/2004 Travellers Trophy NOR and entry form available on Qld Heron website.

Series started in September-all still welcome to compete.

See QHSA website for all dates and all details.

1st Junior Division
Angus Galloway (Right) and Craig Banham - *Only Human*

Overall winners of the Queensland State Heron Championships
Peter Bailey and crew Joshua Bailey(Left). *Hogwarts Express*

Qld Heron Sailing Association

Series Scratch Results 2003/2004 Qld State Titles

Monday, 3 November 2003

	Sail	Boat Name	Skipper	Crew
1	9717	Hogwarts Express	P Bailey	J Bailey
2	5805	Plan X from Outerspace	J Nobbs	E Duhig
3	6616	Gypsy Sam	R Duhig	T Duhig
4	9535	Bullfrog	M Smith	V Palmer
5	9965	Justa Breeze	F Galloway	R Galloway
6	9726	Pinto	G Deakin	K Deakin-Sharpe
7	9545	Caffeine Rush	C Loel	F Loel
8	9587	Pardon Me	I Ham	E Higgs
9	3068	Only Human	A Galloway	C Banham
10	4656	George the Boat	K Ham	J Higgs
11	9762	Running Hot	T Hogan	B Molnar
12	9902	Butterfly	J Palmer	B Palmer

New South Wales News

States Titles – Jim Fairlie

The weekend of 22nd & 23rd November 2003 saw Herons travel up the freeway to Teralba SC situated on the northwestern shores of Lake Macquarie. In the midst of a drought and water restrictions no one expected the drive to be slow with non-stop rain and heavy traffic. A soggy wet Saturday morning awaited us. It was spongy underfoot and miserable rigging in the drizzle. However, spirits were high catching up with old friends and with the expectation of wind for a 1pm start.

Several sausages & numerous cups of tea were consumed while we waited and kept warm. Conditions improved and after two postponements, the skies gradually cleared. A port course was set and 28 Herons were off and racing for the first heat of the 2003 NSW State Titles.

The light wind improved as the race went on with Peter Vaiciurgi and Daniel Sloey in ***Two Goats in a Boat***, Don Jamieson with Victoria Dey in ***Abracadabra***, and Kylie Mara with Sara Kerr in ***Agrovation*** fighting out the top places.

Dinner was served at the Club for a number of families who camped or stayed near by. The club had also set up a big screen for the Australia v England Rugby World Cup Final. That's hospitality.

Sunday saw clearer skies. At 1100 sailing started again. The quiet conditions had changed to a moderate wind. Positions changed throughout the race as waves increased in size. Once again, Peter, Don & Kylie led the fleet home. Bill & Nina Peterson in ***Freewill***, Brian & Ellen Jenkinson in ***The Duke***, Warren Hodgkins with Josh Passofaro in ***Uputu*** all doing well. Sailing was nothing like Brisbane in the Nationals last year but in these conditions, most enjoyable.

Final positions are on the web site **www.nhsaa** looking under related links, NSW Heron Sailing Association under "Warrens Results".

Next three heats are at Toukley on 24th –25th –26th January 2004. Hope you are there to see who is the Champion this year.

South Australian News

The Nationals

Excitement is mounting in the SA Heron community as the 45th Nationals get closer. The SA Committee has put in a lot of planning to make the series a special one. We hope that all competitors and their support teams have a great regatta.

If you are thinking of coming to SA for the Nationals but do not have a boat…and I hope that it is not too late to enter by the time you read this….. the SA Association has boats to lease for the series. First in best dressed! – enquiries to Ian Cole on 08 8357 4202 or ianlcole@bigpond.com

There has been a mixed start to the season for most SA fleets. A cold October and strong winds have kept boats in some fleets off the water. Don't get your hopes up too high, all you heavy weather specialists - it doesn't always blow down here. Just ask the Sabre sailors who slopped around at BSYC last Christmas.

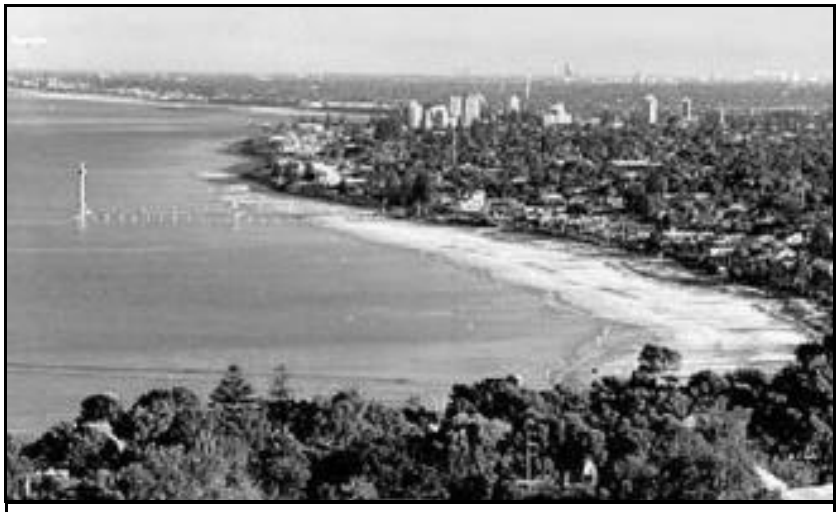
The first fleet race of the season at Grange was an example of the weather we have been having. A cold day, 20 knots on the water and a big shore break. The small fleet sailed well in the difficult conditions, with **6165 *Kumale*** sailed by Neil and Matt Burford leading the way home. Ian Glasson in **6716 *Sharob*** had the misfortune to break a timber mast coming in through the shore break, but willing hands gathered around and he soon found himself on the receiving end of numerous offers of spares.

We held a successful Trading Day at Somerton Yacht Club on November 2. While boat sales were slow, a lot of measuring was carried out and several boats got on the water for a sail.

The next State activity will be our pre-Nationals Camp. This will be an excellent opportunity to listen and learn, and then do it out on the water. Many thanks to Francis Watson, Craig McPhee and everyone else who has had a hand in organising this event. The camp will ensure that South Australia's Heroners are cherry ripe in their own waters for the Nationals…..watch out! See you at BSYC,

Richard Gibson

9515 Rich and Famous.



Location for the 2003/2004 Nationals – Brighton & Seacliff

Port River News

Richard Gibson *9515 Rich and Famous*

South Australia has been buffeted by strong winds over the first part of the season. Unlike most of the coast clubs, the Port River fleet has managed to get on the water each week. It was great to welcome visitors from Largs Bay on one afternoon when the gulf conditions were a little extreme.

The competition at PRSC this season is hot-hot-hot. Champion for the last two seasons, Adrian Knoop in, **10106 Smooth Operator,** has found that he is surrounded by a number of boats vying for the lead.

Duane Clerke in **9211 Still Deciding** is going fast in the lighter stuff. Duane is a very experienced sailor, but his Heron has not been wet since the 1999 States. He has been amusing himself with a Paper Tiger since then. But the lure of the Heron is strong….and after winning the Opening Day race, the lure is even stronger.

We have had the pleasure of welcoming Daniel McLaren to the Port River fleet. Daniel has relocated to the northern Adelaide area, driving a change in clubs from Somerton. Their loss is our gain. Daniel and **10197 RC Mac** bring good sailing and camaraderie with them wherever they go. Soon, Daniel will get used to our system, and will not wonder why the gun does not always greet the first finisher.....it helps to pay your entry fee, my friend!

Don Rantanen has been out with **10216 Last Crusade**. At this stage, he is still settling down a new crew, but we all know Don's pedigree and it won't be long before he is up there.

I'm back on the water at Club level in **9515 Rich and Famous** after a four-year break with Club admin and sailing another boat. R&F alternates blistering speed with excruciating errors. I am hoping that the consistency will improve soon.

Special mention should be made of two Herons that have arrived at the Club looking very different this season. Shane and Matt Gubbin have done a wonderful job on **5992 Tempest**, with side tanks, a new deck, new colour and less avoirdupois the net result. **Tempest** has been putting in consistent performances, with a breakthrough to the front runners close.

7801 Eos has also had a similar makeover. Ric "der Gaffmeister" Wenske has done a great job, and with fairer breezes, we should start seeing more consistent on-the-water performances from him. Ric has added boat alterations to his gaff building endeavours, with several boats on the way to his shed at Clare (aka Heron Heaven) for the side tank treatment.

Congratulations to Geoff Palmer and partner Sarah on the birth of Henry. **9277 Happy Daze** has been sold, but secret weapon **7483 Bone of Contention** has had the Heron Heaven side tank treatment and is waiting patiently in the shed for duties on the home front to subside sufficiently for a little sailing to take place.

Tasmanian News

HERON SAILING IN TASSIE

After a very quiet Winter with no Herons participating in the Frost-Bite Series, the 2003/04 Summer sailing season is well under way at Lindisfarne Sailing Club. An average of about 8 Herons have been sailing each week with a few of the regulars missing. All are eager to gain places in both trophy and pennant races.

Brett Clark has handed over the reins of ***Family Ties*** to his daughter Elise, and Hannah Morgan has been crew.
Elise and Hannah have surprised many of the sailors at the Club, with their boat handling skills and their ability to cope with the moderate sea-breezes and choppy conditions. At this stage they have competed in 3 races, winning each one outright.

Monkey Business sailed by Andrew Askey and daughter Jessica, has been on the water each week and has been nipping at the stern of the race winners. A little more local knowledge of the Derwent will hopefully see them out in front.

Wot Not unfortunately will be needing major repairs following a collision with a Flying 11. This left a 1 metre hole just aft of the bow which included smashd frames and stringer. No doubt, members will pitch in to give John Cooper a hand, and get the boat back on the water.

Gorilla Biscuit hasn't been on the water due to an injured Chris. His crew, Jake Morgan has been sailing in ***Happy Hour*** and passing on all Chris' secrets to Steve.

Telopea has a new owner and has been on the water competing very well, and may soon be a challenge to the top sailors.

Des Clark in ***Nan*** is still sailing with his grandson Rowan, and Tony Pearce, with regular crew Bev Thomson in ***This Is The Life*** never fails to turn up on a Sunday.

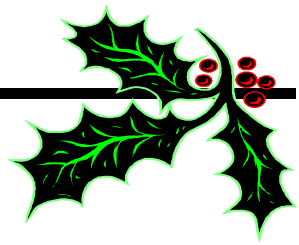
Matthew Pearce in ***The Cutting Edge*** is looking for a permanent crew. Good reliable crew are getting hard to come by.

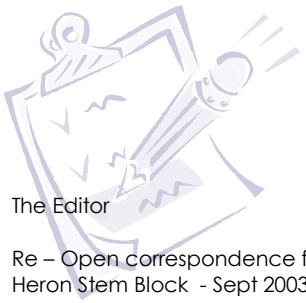
Flash Harry sails as often as possible, but work commitments often cause him to miss races.

Seven Herons will be making the trek to Adelaide for the Nationals this season. All are hoping to perform well and anticipate it will be as exciting as the last ones hosted by S.A.

Looking forward to seeing everyone.

Chris Williams
Publicity T.H.Y.R.A.





Letters To The Editor

The Editor

Re – Open correspondence from Bill Petersen
Heron Stem Block - Sept 2003 newsletter

I am obliged to respond to Bill Petersen's correspondence.

1/ Bill is quite wrong to suggest that some prior measurement issue had anything to do with, or influenced my discussions with him regarding his boat. A volunteer measurer should be afforded every right to confirm a boat complies with the class rules. I agree however that my sarcasm regarding the use of foam on my own boat to save weight was possibly not warranted but obviously makes a point.

2/ Bill Petersen's contention that because the boat measured as an 'A' class with a foam bow it is therefore justification for its continued existence is the style of problem that besets all classes, we must as competitors therefore take personal responsibility for the measurement correctness of our boat and do our own pre - regatta measurement checks, read the class rules from cover to cover, consult the plans and seek clarification from the National Measurement Committee as necessary.

John Deshon has spoken previously about the measurers role being onerous once a boat has tanks installed and is painted, and the need to rely heavily on the good faith of all parties, this applies equally to the other constructions which might be concealed, including bow pieces.

Could Bill have done more to confirm the boats measurement complies? Contrast his approach to that of John Palmer's methodical approach with the Jib sheeting arrangement for 'Butterfly'. He consulted a local measurer then submitted an explanatory sketch of the proposal to the National Measurement Committee and received written advice prior to the National titles for confirmation of its compliance. This method could easily have been undertaken by Bill the first time he observed foam in his damaged bow.

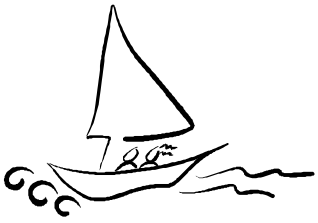
3/ I acknowledge Bill Petersen's philosophical stance regarding history, shape, weight distribution & discrepancies between differing construction techniques of Herons and these are useful comments for the class moving forward and particularly relevant to the current work of Brian Smith, however they are personal opinions and as such do not support his argument conclusively. The rule regarding bow construction is clear and has been reaffirmed by the National Measurement Committee – not changed, not clarified nor reinterpreted, but reaffirmed.

4/ Bill Petersen should not be displeased with the concept of altering his boat to conform to class rules but deserves our congratulations for doing the 'right thing'.

This whole business is a regrettable occurrence within a great family class that is on the whole very convivial but however reflects the work that still needs to be done to ensure a trouble free National titles in the future. This sorry debate should now be left to the membership at large to draw its own conclusions and move on.

Yours Faithfully

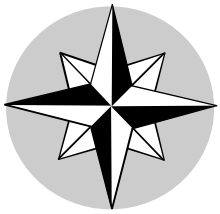
Ric Svanberg
QHSA measurer
PO Box 450 Lutwyche Qld



CENTREBOARDS AND RUDDER BLADES FOR THE HERON
By Len Ralph

Heron 7446 "*Meta*" with completed rudder blade.

Len Ralph, a Life member of the National Heron Sailing Association, outlines how to build (and tune) a centreboard and rudder for peak performance. Len's background in engineering and Herons is obvious. He is also a great communicator.



It should be stated from the outset that it is highly controversial as to whether a beautifully manufactured hydrofoil blade will make your Heron sail significantly faster. It is this writer's opinion that it does not. However there are two advantages of which I would be dogmatically sure. Firstly it will make me sail faster, psychologically speaking. Secondly, a blade which is made in the fashion to be described will be very robust and almost maintenance free. My last two Herons both had this type of blade.

Indeed, **Luff Affair** which today is sailed by my grandchildren, still has the original blades which were made over 20 years ago The manufacturing process to be described was arrived at after some failures, but ultimately the blades produced proved to be very satisfactory.

The following description relates to a rudder blade but it can also be applied to centreboards with appropriate changes. The most important consideration is that the final product will fit neatly into your rudder box. You may need to use more or less layers of fibreglass than I have used.

I have specified 4mm three ply because there always seemed to be bits of this material left over in my garage. Probably 8mm five ply will be OK.

Using 4 mm marine three ply cut two pieces about 6 mm all round larger than the profile as indicated in your Heron plans. It is most important that the direction of the grain of the outer plies runs across the blade, not along the length. *See Figure 1*. These two pieces have to be glued together, using epoxy resin and quite a lot of pressure. Apply the resin sparingly, but completely, to both surfaces. Sandwich your three ply pieces between two sheets of 18 mm particle board. Use sheets of polyethylene film to ensure that excess epoxy that may be exuded cannot adhere your embryonic rudder to the particle board.

Place the assembly on a flat surface, such as a concrete path, then stack on top as many bricks as you can find. Two layers of bricks would be ideal, but this adds up to a large number of bricks!

When the resin has hardened, remove the blade and trim it to the required profile. However, you need to remove about 6 mm extra from around the trailing edge. This will be replaced later by fibreglass. Now the hard work begins. Rasp and sand both sides along the leading and trailing edges until you achieve something like that which is shown in Figure 1. The trailing edge should be about 1 mm thick whilst the leading edge should be about 6mm radius. Note that the thickness of the outer ply tapers to zero as it approaches the bottom of the blade. Drill a 12 mm hole in the specified position for the pin and plug it with a tight roll of F/G and resin. Later this will be drilled out to 6mm for the pin.

Measure the thickness of the blade at several places, in the area which will fit into the rudder box. Follow the directions in *Figure 2* to put the first two layers of woven fibreglass on each side of the blade. Do not use chopped strand mat F/G. Lay the F/G so that the weft of the glass runs from the top of the board to the bottom. Rough sand the resin when it has hardened. It is advisable that you wear a particulate face mask and gloves whilst you are sanding anything which contains glass.

Measure the thickness once more. It will now be necessary to make a calculation to ensure that your finished job will fit your rudder box. Make your decision based on the following criteria: The final layer (Fig 3) and layer 3 (Fig 2) are essential. If it is necessary to get extra thickness, layers 3, 2 or 1 may be duplicated. The layers on one side must be matched by the layers on the other side. The assembly must be symmetrical. It is preferable to be a little too thin than to be even a fraction too thick.

Rough sand to get a smooth surface. Ensure that there are no ridges at the edges of the layers. There must be a constant taper from the area that is covered by the rudder box to the lower edge of the blade. You must not try to make corrections to the taper after the last layer of F/G is applied. If you do, this vital layer may be weakened.

The final layer (Fig 3) is applied as one piece, wrapped around the leading edge. The sketch shows six spring-back paper clips in use but you should use an extra two at both the top and the bottom of the blade, that is, a total of ten. Try to get the glass laid tightly, with a uniform tension, free of wrinkles. Apply the resin in one application to both sides, but ensure that there is NO resin within about 30mm of the trailing edge on both sides. Obviously you must not put resin near the clips.

When the resin has hardened, remove the paper clips. Finish the trailing edge as outlined in Fig 4a. Apply resin to the edges at the top and the bottom. Drill the 6mm hole for the pin.

Finally, when your Heron is fitted with its new blade and new centre board, remember the huge psychological advantage that the winged keel gave to the crew of "Australia 2" when they won the America's Cup. Make it work for you.

Definition: A Sailors Dictionary.

Rudder: A vertically mounted, hydrodynamically contoured piece of wood with which, through the action of a tiller, it is possible, during brief intervals, to point a sailing vessel in a direction which, due to a combination of effects caused by tide, current, the force and direction of the wind, the size of the waves and the shape of the hull, it does not wish to go.

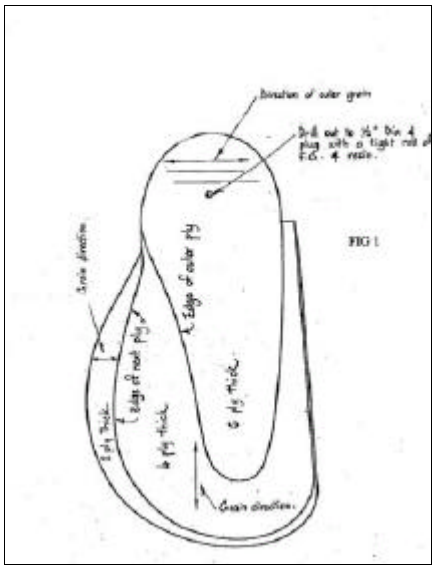


Figure 1

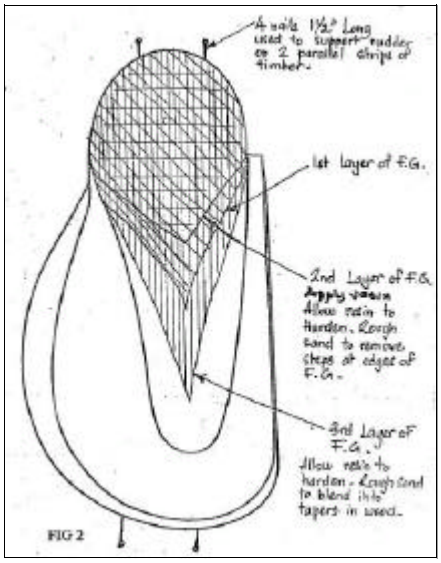


Figure 2

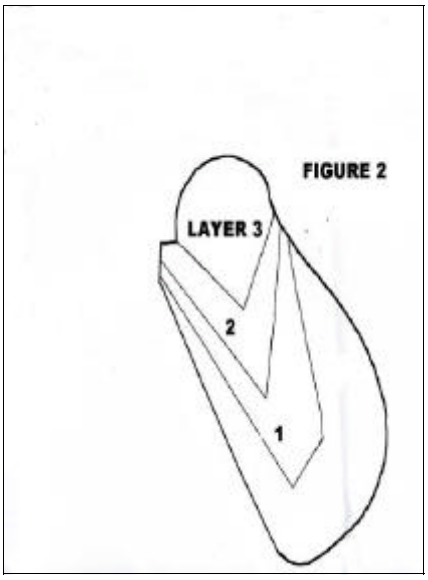


Figure 2a

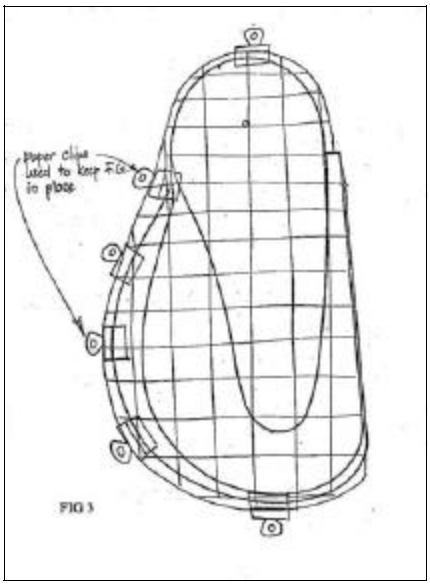


Figure 3

These diagrams can be viewed in more detail on the Victorian Heron Website:

www.vicherons.yachting.org.au

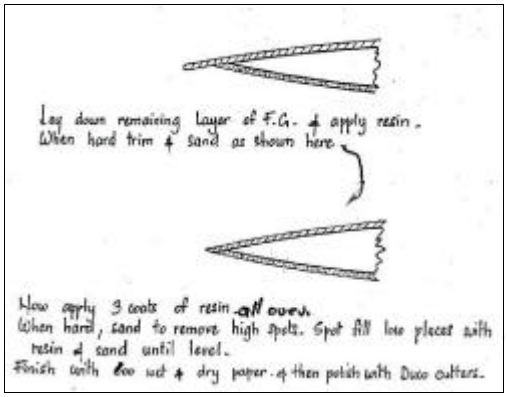


Figure 4

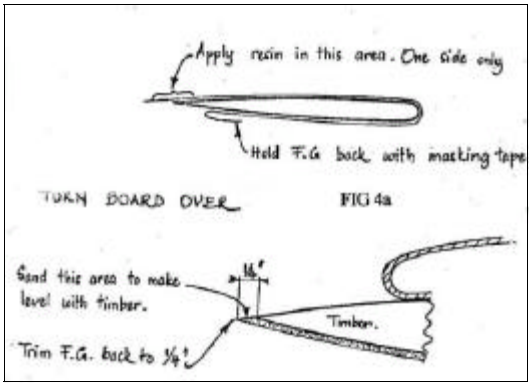


Figure 4a

Personality Profile No. 3

We thought it fitting to feature Ian Cole as our Personality Profile this edition, as he is the Associations newly elected Registrar, responsible for all our memberships, records and keeping track of new and old Herons and their various owners, among many other things of course. Although only involved in the Heron class for a relatively short period, he has made an impact on many Heroners and our class is grateful to have people like Ian taking an active role and helping to promote our class.

Ian in front of the boats he used to sail in!

A history of Ian's Heron sailing career or ...

" How not to start out in Herons"

Ian's Heron "career" started in Sept '98, with the purchase of Halcyon 5095, a boat bought out of a paddock! This purchase was made with the intention of getting on the water so more time could be spent with Ian's children (who had been sailing in the class for the previous 3 years,) instead of standing on the beach watching. Coincidentally, Halcyon hasn't seen the light of day as yet!

November 98 saw the purchase of a blank hull 8714. This boat was fitted up with the spars & sails from 5095 and named '*One Day*'

One weekend in November the herons headed for Victor Harbour for a pre Nationals training day. A great day to start his sailing career, Ian successfully launched the boat by himself and set off sailing, without a crew towards Granite Island. After his first attempt at tacking, followed by several minutes in the water trying to right the boat he managed to slide back in, only to find himself tipping the boat the other way. Finally he was towed back to the beach where he learnt another valuable lesson - do not lift a 'ply' boat that is half full of water. The next two weekends were spent gluing the bottom ply back to the keel/hog.

Another sailing day came around at SYC, Ian found a crew, attempted his first gibe running off the wind in a fully powered up mode and capsized again! After righting the boat, they found no stability, and they were very low in the water. Towed to the beach again, they found the boat had taken water into the front and rear tanks! The fix was to buy some 'o' rings for the inspection covers! The next weekend Dennis Ollerenshaw '9192 Patrick Owen' offered to crew for Ian. Things were going well until the windward mark rounding where he realised the 'o' rings weren't the fix after all! Suffice to say they were towed back to the beach, with Dennis hanging off the transom 'acting like a rudder'. Ian later found out his boat had previously been called 'The Blue Submarine' – with good cause!

August 2000 Ian bought a boat called "*Cruise Control*" 9921, it had a glass hull, ply deck and side tanks. He also had a permanent crew – his daughter, Jacqui. After a few more capsizes and the revelation that he did not like the water, Locky McLaren came to Ian's aid and, loaned him the 'Bible' ! 9921 actually turned out to be a comfortable and forgiving boat.

With a change in work circumstances, a holiday was in order and at the last minute Ian entered the 42nd Nationals at Lake Macquarie. This series turned out to be an exciting experience, and Ian learned a fantastic amount, including why the boom needs to be avoided at all costs especially when doing a forced tack.

That season, Ian won about three trophies at club level, thanks to his persistence and learning experiences at the Nationals.

Achievements in sailing

Whilst trophies can be considered achievements, his biggest achievements whilst being involved in Heron sailing are the bonds he has been able to forge with his children! It is a fantastic way to spend time around each other, and see them grow.

Also the friendships that have developed with others in the class. The assistance, the joking, and the encouragement received have been fantastic for Ian.

He has also found that sailing is a great stress relief, no phones, no worrying about financial woes, just which way is the wind coming from next!

Roles and responsibilities

Apart from the coveted role of National Registrar, Ian has also spent the last 2-3yrs as SA State Secretary, trying to track downs boats, so they get back on the water!

He has also assisted with Administration at the Somerton Yacht club, the largest Heron fleet in the state.

"With my own personal experiences I have tried to encourage owners to join the class and gain from the experience. It is a great class of boat and people.

Whether you're 7 or 70 there's something in it for every one.

Between my son Simon, daughter Jacqui and I , there are 5 herons in sheds, of course not all float!

And on sailing, this is only my sixth season/ year in sailing and I hope to …..

Hope to see many of you in Adelaide! "

Ian's first crew in '*One Day' 8714*

Look out for our next Personality Profile in our March 2004 Newsletter.– it could be YOU!

A NOTE FROM YOUR REGISTRAR

With the registration date looming for the 45th Nationals we are somewhat concerned that there are quite a few boat registrations and memberships still outstanding.

As a request to Life Members, whilst you have 'life membership', it would be appreciated if you could still fill in the forms and re-register your boats. This will also ensure we have your correct postal address, phone number and also e-mail address.

Change of boat Ownership
Don't forget if you sell your boat, please return the Certificate to the Association (it is not transferable) with the new owners details. This will ensure we can advise the State Committee and they are then able to follow up the new owner offering their services and hopefully gain a new member.

Thank you
Ian Cole

From the Editors' Desk

Please note the deadline date for the March issue is **18 February 2004**

Please send any **photos, pictures or articles** of interest to us by the above date to ensure inclusion.

THANK YOU

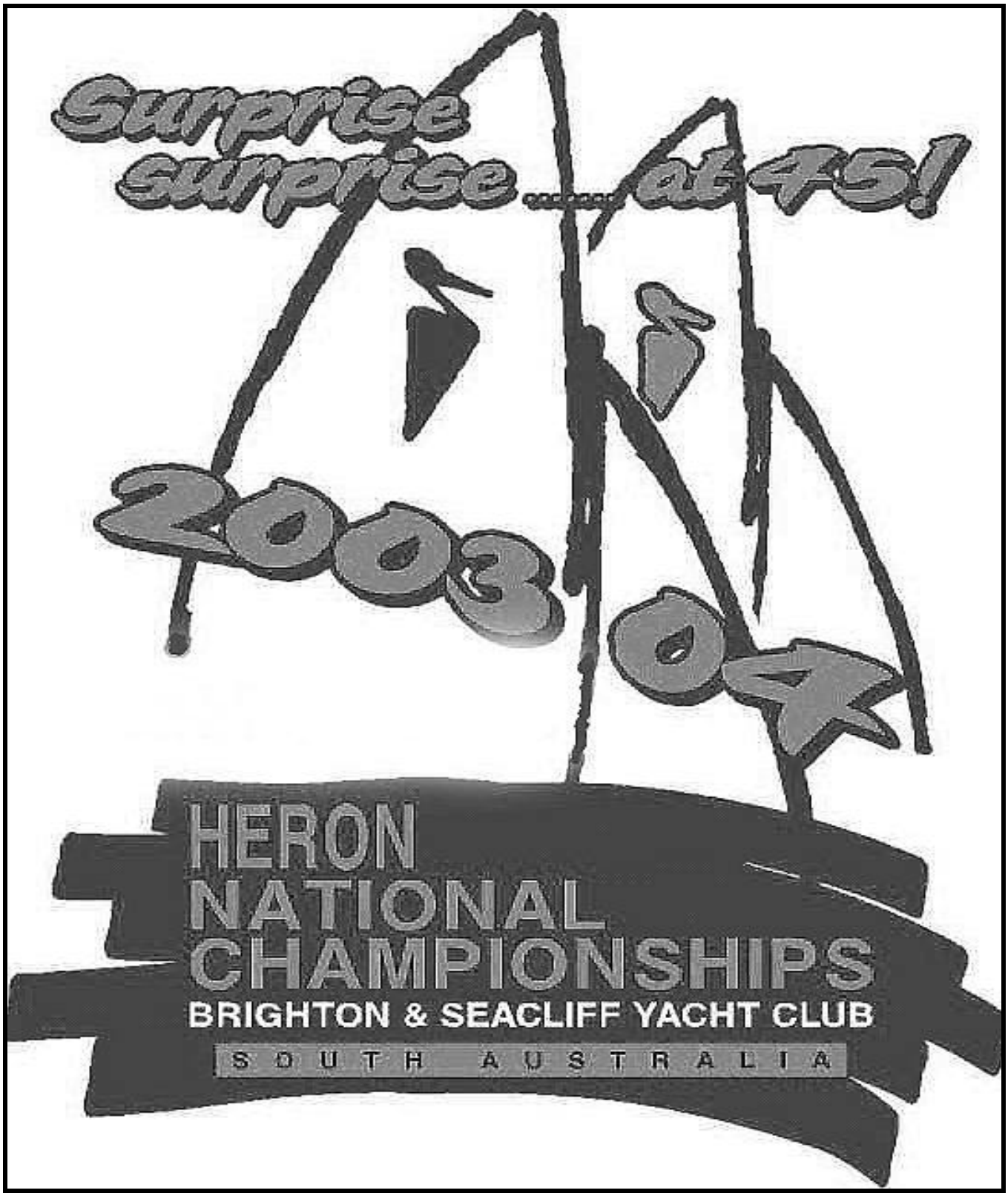
We would sincerely like to thank all those Heroners who have offered their encouragement and support to us as the editors of The Heron Newsletter.

We appreciate your involvement in helping make our newsletter a great means of communication for the class.

Unfortunately we will not be sailing "*Carew*' at the SA Nationals due to Nicole's pregnancy with crew No. 3, but we wish you the best of luck……..
Go the Ladies!!!

Merry Christmas
Kate and Nicole

The Pit Crew adjusting *Tuki 5996* at the Racing Skills Workshop November 2003.
Julie Brennan-Smith (co-owner), Dave Ryan (sailmaker), Don Jamieson (National Heron Champion) and Laurie Menogue (VHSA President).



Good Luck at the Nationals!