NATIONAL HERON SAILING ASSOCIATION OF AUSTRALIA ***(ABN 79 884 913 220)***
64 EVANS ROAD, DUNDAS 2117 NS

MEMBERSHIP RENEWAL / NEW MEMBERSHIP FORM

***(Please circle** which is applicable)*

Please print clearly and complete all relevant parts of the form, as the Association would like to keep its records up to date

Family Name.....Sailing Club.....

First Name	D.O.B.(Juniors only)	D.O.B.(Veterans only)
1.....	.....	.....
2.....	.....	.....
3.....	.....	.....
4.....	.....	.....
5.	.....	.....
6.....	.....	.....

Address:.....

Town/City.....State:.....Postcode:.....

Homephone: (..).....Workphone: (…).....

Fax: (…).....**Email**:.....
(Will not be divulged to a third party.Used only for direct communication)

ANNUAL SUBSCRIPTION IS NOW DUE (DUE DATE IS APRIL 1, 2003)

Annual Subscription	$40
Junior Subscription **(NBO)**	$ 5
Donation to Trophy Fund	$....
Heron Handbook	$25

Total Remittance $ ____

Form of remittance (Please circle) Cheque Postal Order Cash
Make cheques payable to: **The National Heron Sailing Association of Australia**

Membership Type (Please circle): Sole Owner Joint Owner Family Non-boat owner Life

HAVE YOU SOLD YOUR HERON?

New owner's name:.....Sail number:.....

Address.....

Town/City:.....State:.....Postcode: _ _ _ _

Do you wish to be a non-Boat Owner **Yes / No** (please circle)
Do you wish to resign from the NHSAA **Yes / No** (Please circle)

Signed ..... Date. .....

Parent/Guardian..... Date. .....

Boat Name:..... Sail Number _ _ _ _ _

Construction: Timber Grp Grp/Ply (Please circle) Class: A B C (Please circle)

Boat Name:..... Sail Number _ _ _ _ _

Construction: Timber Grp Grp/Ply (Please circle) Class: A B C (Please circle)

THE HERON NEWSLETTER

Published by
The National Heron Sailing Association of Australia, Inc
Correspondence
P.O. Box 4919
G.P.O. Sydney NSW 1008
ABN 79 884 913 220
National Web Site
National http://www.nhsaa.asn.au/

National Committee

President
John Veale
95 Riverview Street
Lane Cove NSW 2066
Home: (02) 9418 3236
Email: vealej@rba.gov.au

Vice President NSW
Marty Stott

Vice President SA
Richard Gibson
24 Anton Street
Angaston SA 5353
(08) 8564 3348
Email: Richard@dove.net.au

Vice President Q
John Nobbs

Hon General Secretary
Joy Gough
Home (02) 9999 0987
Email: andyjoyg@optusnet,com.au

Treasurer
Brian Smith
64 Evans Road
Dundas 2117
(02) 9871 4685

Registrar
Ian Cole
1 Day Avenue
Daw Park SA 5041
Phone: (08) 8357 4202
Mobile: 0438 844 974
Email: ianlcole@bigpond.com

Measurement Committee
Chairman
Ray Brown
90 Grace Ave
Frenchs Forest NSW 2086
(02) 9451 6021

Newsletter Editors
Nicole Breadsell and Kate Carey
25 Passchendaele St
Tarragindi QLD 4121
(07) 3892 3859
Email: nicolebreadsell@bigpond.com

State Associations (Secretaries)

Western Australia
Margaret Depiazzi
48 Craddon Road
Oakford WA 6133
Home: (08) 93970088

Victoria
Tony Cope
49 Dorking Road
Box Hill North VIC 3129
Home: (03) 9898 9771
Email: cope.ag@bigpond.com

Tasmania
Mark Hey
7 Hone Road
Rosetta TAS 70101
(03) 6272 7233
Email: mark.mw.hey@centrelink.gov.au

South Australia
Ian Cole
1 Day Avenue
Daw Park SA 5041
Phone: (08) 8357 4202
Mobile: 0438 844 974
Email: ianlcole@bigpond.com

Queensland
Jacqui Carroll
Email: frank@ozfrank.com

New South Wales
Mark Barnett
17 Strethem Ave
Picnic Point NSW 2213
Phone: (02)9792 8666
Email: masc.barnett@optusnet.com.au

Front Cover: *Uputu sailed by Warren & Julie Hodgkins NSW and Butterfly sailed by John & Vanessa Palmer at the 2003 Nationals in Brisbane.*
Photo courtesy of The Courier Mail.

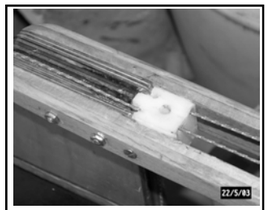
Alternative Rudder System

by Tom Robertson

About 12 months ago I had to build a new rudder. The one I had was a bit too heavy but still serviceable. So I had some leisure to think about the whole concept rather than have to meet a deadline. The first consideration was what were the faults or problems in current rudders?

Difficulty in unshipping the rudder when coming ashore i.e. Mangled, distorted clips, pinched fingers when attempting to move clips and time involved in getting the rudder off before the next wave.

To help solve the problem I thought that the whole rudder should be more accessible. So I raised the top pintle above the level of the transom. But if I fitted a standard gudgeon on the rudder it would be 75.1mm above the transom, not good so I constructed a small rectangular hardwood block drilled to receive the pintle and fitted it between the arms of the tiller and the rudder box and of a size, which allowed the pintle to project above the assembly. (Later I replaced the hardwood block with nylon to reduce friction). A simple 'R' clip was fitted through the pintle and attached to about 150mm of 2-3m nylon. To unship the rudder, pull the string and the pin and lift the lot off. S'easy!



Nylon block drilled to receive pintle and guide rope.

The next item was the uphaul-downhaul on the rudder blade. It was evident that as one was shortened the other was lengthened by the same amount. Why not use one cord for the purpose? So I made up a piece of cord with a bit of shock cord in the middle to tension it and after a little fiddling it works like at beauty.

The line comes around a pulley at the front of the tiller and is prevented from jumping off by the keeper of the extension handle. It then disappears down the nylon block, which then serves as a gudgeon, and is attached to the front of the rudder blade in the usual manner.

The line wrapping around front pulley. When tiller extension is fitted it secures line

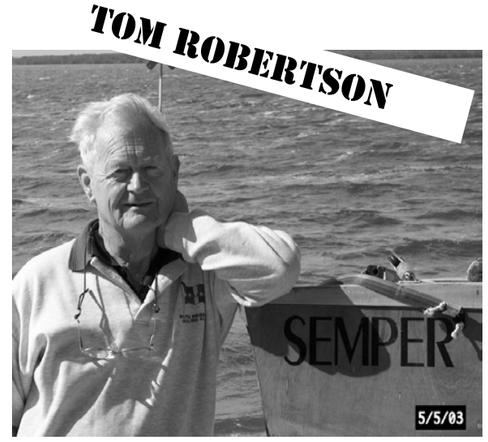
The other end goes along the tiller stock, down a groove at the back of the rudder box and attaches to the trailing edge of the rudder. A small loop whipped on the downhaul line is pulled to drop the rudder and is then placed under a small cleat to give some tension to keep the rudder down if it hits jellyfish, rocks etc.

Editors note:

After seeing Tom's rudder system in action we can recommend it as a simplistic and effective innovation which we will be installing at our next rudder overhaul.

If you have an innovative idea you would like to share with fellow Heroners, send it to us for publication.

Personality Profile No. 1



Tom Robertson has spent the last 30 years avidly sailing and supporting the Heron class.

A stalwart of the South Brisbane Sailing Club, he sails weekly, quite often against his daughter Mary-Ann and now his granddaughter Kelly Pattison.

He has just become a grandfather for the 3rd time, with a little granddaughter – little being the operative word. Born at 28 weeks, and weighing 750g, only the size of a tub of butter! That's taking the notion of a lightweight crew just a little too far! We wish "Lucky little Lucy ' all the best .

Tom can be found down the Sailing Club every Thursday helping maintain and restore all the Learn to sail herons that the club uses weekly. He is constantly thinking outside the bubble working on interesting and innovative systems for his heron Semper.

A worthy Life member of the association, and past president of the QHSA he has been an integral part of the Queensland Heron association including the 'Stich and Glue' project. He and his wife Anne both work tirelessly organising various aspects of regattas both at National and State levels.

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

New South Wales News

CONCORD & RYDE SAILING CLUB

Well, with the end of the season on the last Saturday in April and with a successful Presentation Day come and gone it is perhaps time to reflect on another very good year for our club.

Over the past few years we have invested a lot of time and effort in building up our Junior fleet of Heron Skippers. This year saw the greatest number yet with 22 Junior Skippers who sailed at least one race and a largest fleet of 13. The races are held approximately every second Saturday morning giving 8 Spring and 8 Autumn handicap point score races. Unfortunately 3 races were lost due to a lack of breeze however Matthew Dismorr, *9568 Squirtle* managed 12 starts closely followed by Michael Preston-Smith, *9539 Lady Alice,* 10 and Laura Glynn, *9197 Tigger,* 9.

A very good training program for beginners conducted by David McClean, *10184 Grumpier,* has seen a steady stream of crews for our large fleet of Herons, NS14's and Cats. With the co-operation of the boat owners many of these trainees have moved on to become Junior Heron Skippers.

That this program is assisting in the growth of our fleet can be seen when it is noted that eight of our open fleet are Junior Skippers and crews. David Hodgkins and Daniel Murnane, *9551 Just Add Water* won this years Club Championship, (Handicap Division) and James Fereday, *9703 Grande Rouge* was second in the Spring Point Score Handicap series.

Added to this, many of our Juniors are enjoying success in Championship and Travellers Trophy Regattas.

Luke and Lauren McClean, *9998 Golden Fox* were 1st Juniors at the Nationals for the 4th year in a row whilst Luke was also NSW Junior State Champion for the 2nd year.

Over the Easter weekend we conducted a club Teams race comprising of three teams of three. Each team included a junior Skipper and each team had four races to hone their skills. On the preceding Wednesday our Commodore, Murray Dismorr, *9568 Squirtle* conducted a very well attended and informative rules night.

Yes, it's great to be able to sit back and reflect upon season 2002/2003 and look forward to more of the same next year

Brian Smith, 9539 Lady Alice
Class Captain

TROPICAL HERON REGATTA

Proposed for June/July
School Holidays 2004
AIRLIE BEACH QLD

The QHSA is asking all Australian Heroners if they are interested in attending a Tropical Heron Regatta to be held over the June/July School Holidays in 2004 possibly at Airlie Beach at the Whitsunday Yacht Club,

The regatta will consist of 6 or 7 races plus a crews race. The idea is to have a fun/ social regatta in the middle of winter but in an environment of around 26 degrees.

Visitors could then have the opportunity to do some Bare Boat chartering, Great Barrier Reef charters etc.
At this stage we are asking for comments/ideas/ suggestions on the format. It is possible that it will be a sponsored event. All comments should be directed to John Palmer, email: perfit@bigpond.com.au or write to John Palmer PO Box 3098 Birkdale Qld 4159.
More details will be in the next Heron Newsletter

iiiiiii iiiiiii

From the Editors' Desk

Please note the deadline date for the September issue is **18 August.**
State secretaries will be asked to collate all reports in advance of this date so there are no delays with publication.

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

Our Mistake
It was reported in the March issue, in the Nationals review that *Cirrus* 10157 (Ted Moors and Chris Bray) came third on handicap at the 44th Heron Nationals in Brisbane. For the record, *Cirrus* was actually first on handicap.

WEBSITES

Log on to your National or State website to keep abreast of whats happening in the heron world!

NATIONAL – www.nhsaa.asn.au/
VICTORIA – www.vicherons.yachting.org.au.
QLD – www.members.optusnet.com.au.
deakinsharpe/
SA – heron.cjb.net
TAS – www.thyra.cjb.net
NSW – herons.freeyellow.com
WA – www.freeyellow.com/members/wahsa/
UK – www.heron-dinghy.org.uk/

Newsletter Editors
Kate Carey and Nicole Breadsell
Carew 9506
25 Passchendaele St
Tarragindi 4121 QLD
(07) 3892 3859
Email: nicolebreadsell@bigpond.com

NATIONAL REPORT

President's Report May 2003

It will always be a challenge to run a National organisation when its members only get together face to face at best once a year. But I am pleased to report there have been important developments that have strengthened the Association as a National organisation over the past year. Despite this progress there is still much to be done over the coming year.

National Titles provide the opportunity for members of the Association to meet and discuss issues important to the Association as well as to enjoy the sailing and social events. In this respect, the National Titles held in Brisbane provided the opportunity for detailed discussions of the proposal to alter the Constitution to allow the construction of the Heron using the "stitch and glue" method. Both formal and informal discussions, including the input of UK sailors participating in the titles meant that there was a much improved understanding of the proposal and the opportunity to discuss ways in which some members' concerns about it could be addressed. These face to face discussions with a real boat to demonstrate the points at issue were. I believe, very valuable.

We are also working on strengthening our insurance cover to minimise any doubt about the coverage we provide to state associations and their officials. The advice we have is that we will need to amend the Constitution for this purpose, a task that we hope to complete by the end of this year.

Our Secretary, Joy Gough, has been working hard to ensure that all Committee members are kept up to date on developments by distributing copies of our minutes and other relevant documents by e-mail within a week or 10 days of our meetings. This is important in keeping the flow of information up to State Associations in a timely manner. We all owe Joy and Andy, as Joy's technical adviser, a special vote of thanks for their work in this regard.

We have had two key changes in the Committee over the past year. After several years of publishing the Newsletter, Terry Stewart has resigned as Editor and Garry Brunton has called it a day as Registrar. My personal thanks to both of them for all the effort they have put into the Association over many years. In Gary's case in particular, this is measured in decades and has included great support and help from Dianne. Gary remains a member of the Management Committee as Immediate Past President.

Terry has been replaced as Editor by Nicole Breadsell and Kate Carey from Brisbane and they have already done a first rate job with their first edition. Ian Cole from South Australia has nominated as Registrar for 2003/04. These appointments will make big contribution to broadening the Association's National base. I know that the State Associations in Queensland and South Australia will provide great support to these positions.

Finally let me thank the Measurement Committee for all its work over the year and Brian Smith for his work as Treasurer. Brian's report raises some important questions about our ongoing financial position that we should all consider carefully.

John Veale
12 May 2003

Motion Outcomes from AGM

All motions to be voted on were passed!

Much work has to be done in the near future and we look forward to the proponents of the motions working in close contact with the Management Committee.

THANK YOU BEN!

Unfortunately our National Webmaster has to move on after many years of dedicated service to our Association.

A special thank you to Ben Short for all his hard work establishing and maintaining the National Heron Sailing Association Website.

We are sure all users agree that the website is very professional and has been set at a very high standard. The association owes Ben a big debt of gratitude.

We wish you all the very best for

HERONERS MUST-HAVE

The Heron Racing Handbook

The handbook is an interesting and useful source of information on the Heron and how to sail it most effectively. A must have on every Heroners bookshelf.

Written by 8 time Australian National Heron Champion Don Jamieson.

Copies of this 96 page Handbook are available for $25 (including p&h)

Send your order to:
Brian Smith
64 Evans Rd
Dundas 2117 NSW

Please make your cheques payable to:
'National Heron Sailing Association of Australia'

MINUTES OF THE NHSAA AGM HELD ON THE 13TH MAY 2003 AT THE FORESTVILLE RSL

Meeting Opened at 8.10 p.m.

Chairman J. Veale welcomed all present.

Apologies. The Jerwood Family, Don Jamieson, Gary Brunton, Tom Robertson, Tony Cope, Leigh Brennan-Smith, Ian Cole, Fraser Galloway, James Fairlie and all interstate delegates and voting members.

Present. 17 members present. J.Veale, J. Gough, B.Smith, P. Stott, P. Macleod, M. Stott, R. Brown, A. Gough, I. Cook, B. Parry, Charles Homan, Craig Homan, Yvette Taufan, Bob Campbell, Peter Harding, Bill Peterson, Colin Booth.

Minutes of the 2002 AGM were read and accepted. Moved B Parry, Seconded Andy Gough, carried.

Matters Arising. Dee Kay is still in Gary's garage. Correspondence has been received from Dianne Brunton to have it removed. Progress with the Maritime Museum is taking place thanks to Marty Stott & Ray Brown. Members will take photos and obtain more information for the Museum.

President's Report. Tabled and will be printed in the next newsletter. John said the aim of the Association is to work efficiently as a national organisation. Particular thanks went to Dianne and Gary Brunton for their many years of work and dedication along with the many miles driven to attend meetings over that period.

Treasurer's Report. Tabled and will be printed in the next newsletter. Audited by Paul Hanley. Moved that it be accepted by Marty Stott, seconded Ian Cook, carried.
Brian noted the end of year loss is despite the increase in membership fees and largely due to the increased costs of insurance.
Ian Cook commended Brian on his very comprehensive presentation of the Treasurer's Reports each month.
It is noted that a free issue of 10 Handbooks not noted on the financial statement were distributed to new members equating to a potential loss of revenue of $250.
The Management Committee will seek input from the States as to the value of the free handbook to new members versus loss of profit.

Measurement Committee Report. Ray advised us that two meetings were held over the past year. These were to do with the internal mouldings for Don Rantanan SA and the issues following the 44th National Titles in Queensland. A full report will be published in the Newsletter.

Registrar's Report. Gary Brunton has vacated the position and sincere thanks are extended to him for the work done. It was no easy task to rebuild a crashed system last year and from that base we continued to work. Apologies are extended to any members who did not receive timely recognition of their membership and /or free handbook for the new members.
The Treasurer will continue to receive fees and we all look forward to electing a new Registrar for 2003-2004. The Membership Card and Measurement Certificate will continue to be issued as proof of payment and continuation of boat classification.

Newsletter Editor's Report. Our first edition was a bumper issue with inserts which was managed very successfully. Many articles have already been received for the next issue. State Secretaries have been contacted for their news. We hope to include tips to help old and new members. Many thanks to outgoing editor Terry Stewart for his support in the handover. All comments are welcome and we appreciate the encouragement and support shown by association members.

Election Of Office Bearers. Ian Cook acted as returning officer, declared all positions vacant and thanked John Veale for the past year's efforts. Nominations were invited from the floor. The elected Officers are as follows:

President John Veale nominated Bill Parry seconded Brian Smith
Immediate Past President Gary Brunton
Vice Presidents NSW: M Stott]
SA: Richard Gibson] Unless changed following their AGM
QLD: John Nobbs]
Secretary Joy Gough – nominated by Peta Stott seconded Charles Homan
Registrar Ian Cole – nominated by Richard Gibson seconded Steve Tyerman
Treasurer Brian Smith – nominated by Ray Brown seconded John Veale
Newsletter Editor Nicole Breadsell and Kate Carey nominated Brian Smith seconded Joy Gough
Auditor Alex Milne/ Paul Hanley.

John Veale resumed the chair and voting on the 6 motions presented took place with the following results:

Motion 1	for 49	against 14	carried
Motion 2	for 49	against 14	carried
Motion 3	for 49	against 14	carried
Motion 4	for 41	against 22	carried

Victorian News

The end of the season has ended well for the Herons in Victoria with more boats literally coming out of the woodwork all the time. These are some of our recent activities.

Heron weekend at St. Leonards Yacht Club

The weekend of 15 /16 March, 2003 saw 11 Herons visit St. Leonards SC and enjoy the very friendly hospitality of this club, based near Geelong. St. Leonards is now the home to 5 Herons, a beautiful GP 14 (its really a big Heron) and a growing assortment of traditional wooden monohulls to complement the high tech A -class cat fleet.

A number of Heron families camped overnight on Saturday night, hoping that the weather on Sunday would less windy and be more suitable for sailing.

Sunday dawned to overcast conditions but did not deter the Herons from conducting our own short race with a unique Le Mans start. Tony Cope briefed all of the crews that this involved the skippers lining up on the beach with crews holding their Herons by the bow.

On the command "Skippers man your engines" (oops Herons) skippers flew down the sand to their waiting mounts. One skipper Brigitte Harding, leading the all woman crew slipped and unfortunately holed her Heron, (now well repaired). Flapping sails and shouts but soon the fleet was away. A quick race around the triangular course and a winner was decided. (PS: maybe this is how a Victorian boat could win the Nationals!)

After a scrumptuous BBQ lunch, courtesy of the St. Leonards SC we participated in the afternoon club race in brilliant sunshine and came up against the rest of the fleet including A class cats, Sabres, Pacers, Lasers and Impulses. Tuki (5996) lead the diminishing fleet of Herons to win the class from Outcast (10112) on the day. Prizes for all finished a great day for all.

Thanks once again to all of the hosts at St. Leonards SC and to Steve and Tina Murphy in particular for organising this great weekend.

The Le Mans start at St. Leonards SC - Tuki 5996 Leigh and Stuart Brennan-Smith and Ralph Brown's 5723 underway.

The legendary Outcast 10112. Tony and Anthony Cope at St. Leonards getting some practice in for the 45 th Heron Nationals Adelaide.

Club Marine Sail Boat Show at Sandringham

Herons were again in force for the 2nd annual Club Marine Sail Boat Show at Sandringham Yacht Club in Melbourne. Prompted by free entry for dinghy class exhibits, we attended this extensive outdoor show to promote sailing in Victoria, along with other monohull classes, cats, trailer sailors and keelboats .

Bring on the Sixties again when Heron owners had the guts to order a set of orange sails! Mike Harris's unique Heron 5648.

Whilst it is hard to quantify the impact of this type of activity, we believe that it is important for Heroners to fly the flag for our class, particularly as most sailors in Victoria believed that the Herons as a class were dead. Over 5,000 people visited over the weekend.

Dinks, parents and kids, along with sailors from the sixties and seventies were in abundance, as sailing seems to be holding its own against the competing time demands on us all. For many visitors, our wooden Heron typified a time when life was simpler and a sailing dinghy was the weekend ticket to escape.(For me it still is). Compared to the high tech cats with spinnakers, our Heron dinghies stand up well to scrutiny, considering the ease and low cost of ownership, friendly competition and the ability for families to sail together.

Thanks to Tony Cope, Laurie Menogue, Steve and Tania Murphy for giving their time to host the Heron stand.

Mystery Heron design

If anybody can shed light on this Heron's design cues, we would be most appreciative. Mike Harris's Heron 5648 was rescued Heron from a nature strip in the Dandenongs close to Melbourne. The interior looks to one is a one of kind, with "W" wave profile moulded plywood rear seats and thwart. Truly unique. The original all orange sails set it off nicely.

Mike Harris's unique Heron 5648 - note the W pattern moulded plywood seats

New Website for the Victorian Herons

By mid - June 2003 our new Victorian Heron Sailing Association (VHSA) website should be up and running with links to the national site and the other excellent Heron State Assoc sites around Australia and the UK. Visit it at

www.vicherons.yachting.org.au.

Western Australian News

Presentation of Trophies

Over 90 members, families and friends attended the annual presentation of trophies that followed the AGM. The night was a great social success and we were all well fed with each family bringing along a dish, providing a great variety of food. The ladies warmed the dishes and laid out the buffet. Penny and Gary Flynn from the Shelley Sailing Club co-ordinated with the Club to make the venue available with galley and bar facilities, and this great little Club was the perfect setting for a most successful evening.

The trophies looked great and I must thank in particularly Tom and Peter Depiazzi for making the trophies, Iain Kane for supplying the timber and Anthony Dvorak for supplying the Vinyl logos.

Life members, Tony Oram, Roy Christie and Rudy Tiessen attended

Third place. State Championships, Ian Jarvis and Emma Jones

Equal third, Junior Development, Georgia Lewis (right) and crew, Latishia Cook

Ready for Trophy Presentation

State Champions, Tom and Luke Depiazzi, with Life Member Tony Oram

Annual General Meeting

The W.A. heron Sailing Association held its Annual General Meeting on Saturday 10 May. Two positions changed, our long-standing secretary, John Bright, has taken over the reins of treasurer and Margaret Depiazzi is our new Secretary. My thanks to our out-going treasurer, Ashley Challenor who has done a great job for the past three years.

The new committee is as follows:-
President – Peter Carroll
Secretary – Margaret Depiazzi
Treasurer – John Bright
Class Captain PDSC – Robert Depiazzi
Class Captain SSC – Penny Flynn
Class Captain MYC – John Gaunt
Register Co-ordinator – Ann Carroll

Missing Photos – can you help?

Some time ago I loaned a flip photo album of the building of Limited Edition (9993) and Simply Red (10117) to someone, (probably at a National Championship). The book is green in colour and folds in the middle with construction photos of each boat on either side. If you happen to have this collection could you please contact Peter Carroll (08 9332 8155).

New Heron DataBase

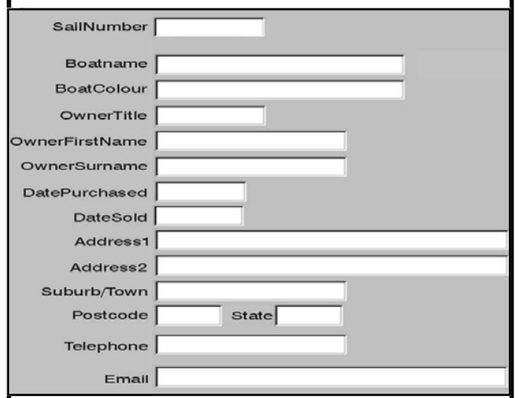
We are very fortunate in the Heron Association to have the services of a very dedicated Heroner in Ian Jarvis.

Ian has been a long-time committee member and has contributed many and new innovative ideas to Association affairs, not the least of which was the concept and design of the current National measurement sheet.

Although not a current committee member, Ian continues to come up with new and helpful processes to help the management of the Association. He has now designed an Access DataBase ready for current and historical Heron data.

For many years the association has struggled to maintain an inventory of the many Herons owned and built in this State. The new database will provide details of the history of each Heron with such information as to the hull type, (Timber, mould 1 or 2, foam sandwich), colour, championships won, member of the Association. It also provides a mailing list and a current list of all the Herons currently for-sale.

Of course all this information can only be available if the list is maintained, but once the data is in the system it is there forever and reports can be generated on-demand. The new system is under trial here, in Western Australia and we expect it to very helpful in the future.



Excerpt from the new database

Motion 5	for 54	against 6	carried
Motion 6	for 26	against 4	carried

General Business

Correspondence from Peter Carroll re family memberships was tabled and referred to the Management Committee for further consultation with members.
Brian Smith spoke re the changes needed to be reviewed for financial reasons. He asked the question: "Are we making the boat the member or the skipper?" Membership fees separate from boat registration fees may need to be addressed. This was referred to the Management Committee and States will be asked to respond.
It was agreed unanimously that in comparison with other National Associations the fee is minimal.
Tony Cope sent a report from Victoria.
Brian spoke to his motion presented at the 44th Nationals inviting measurers to report their greatest concerns to him. Only two have replied. All members are invited to respond.
Ray spoke re the need for a quorum of 15 members for the AGM or Special General Meeting.
Proxy and telephone conferencing discussed.
Brian replied that the input from the members present would not have happened with smaller numbers.

Measurement Committee Report

The Measurement Committee's recommendation that dummy carlins, to ensure that jib tracks do not protrude inboard of the carlin or dummy carlin, shall be only constructed of timber or fibreglass was adopted by the National Management Committee at it's May meeting.

Measurement form (back) C2.8 is the guideline for shape and purpose of dummy carlins. This paragraph will be amended to specify the above permitted materials.

There is also an error in the above paragraph on the current version of the form. The word "can" has been inadvertently inserted, it should read :- "dummy carlins be installed"

In order to ensure that all Measurers are kept up to date with latest thinking and rulings of the Measurement Committee it has been decided that as well as Newsletter reports, minutes of the Measurement Committee will be circulated directly to all Measurers following their adoption by The National Management Committee. Where possible this will be done by Email. We therefore request all Measurers to ensure that their contact details are provided when renewing their subscriptions.

We are awaiting direction from the National Management Committee,following the constitutional changes passed at the recent A.G.M.

Ray Brown
Chairman

National Measurement Committee 2002/3

Ray Brown Chairman (LM)	90 Grace Ave Frenchs Forest 2087	02 9451 6021
Bill Parry Secretary	2/183 Bobbin Head Rd, Turramurra 2074	02 9144 2473
Peter Macleod (LM)	15 Forest Way Frenchs Forest 2087	02 9451 7374
Andy Gough	10 Waterview St Mona Vale, 2103	02 9999 0987
Paul Armstrong	5 Willunga Place West Pennant Hills 2125	02 9659 0350

State measurers {memberships to be renewed for continuation}

NSW

Bob Murray (LM)	30 Montwood Dr Lennox Head 2478	02 668 76879
Warren Hodgkins	15 Moseley St Carlingford. 2118	02 9871 7069
Marty Stott	31 Ara Crescent Cromer 2099	02 9982 8501
Rod Watts	36 Third Ave Macquarie Fields 2564	02 960 55057
Michael Armstrong	15 Bass St Caringbah 2229	02 9524 8787
Gary Brunton	40 Grevillea Grove Heathcote East 2233	02 9520 8983
Russell Sullivan	116 Manchester Rd, Gymea 2227	02 9525 1534

SA
Metro and Sthrn

Colin Gurr	39 Squires Ave Seaton 5023 (*til Aug'03*)	0407 509 595
Robin Frost	35 Raggatt Cresc Mitchell Park 5043	08 83574441
Craig McPhee	PO Box 193 Willunga 5172	08 8556 4201
Peter Nicholson	27 Weeraba Rd Sailsbury Plain 5109	08 8258 5525
Robert Davey	2 Malin St Semaphore Park 5019	08 8449 8868
Don Rantanen	47 Anaconda Drv North Haven 5018	0407 271 424

Northern measurer

Robert Harvey	POBox 579 Port Augusta 5700	08 8642 5524

West Coast

Bill Williams	Mt Dutton Bay West Wangary 5607	08 8685 4279
George Mayhew	PO Box 1205 Port Lincoln 5605	08 8684 6161
Mike Arbon	POBox 2527 Port Lincoln 5605	08 8683 1301

TAS

Dugald McDougall (LM)	86 Doyle Ave Lenah Valley 7008	03 6228 2336
Tony Pearce	87 Pearces Rd Sorrell 7172	03 6265 2573
Anthony Morgan	60 Kaoota Rd Rose Bay 7015	03 6243 6089
Andrew Palfreyman	32 Worsley Dr Margate 7054	03 62671567

VIC

Laurie Menogue	25 Sonia Street Ringwood, 3134	03 9870 0598
Tony Cope	49 Dorking Rd Box Hill Nrth 3129	03 9898 9771

WA

Ian Jarvis	13a Beatrice Ave Shelly 6148	08 9457 1060
Tom Depiazzi	48 Craddon Rd Oakford 6121	08 9397 0088
Peter Carroll (LM)	1 Timber Ridge Leeming 6149	08 9332 8155
Rudi Tiessen (LM)	15 Constance St Bayswater 6053	09 2279 1462

QLD

Tom Robertson (LM)	83 Pinjarra Rd Pinjarra Hills 4069	07 3378 5549
Peter Robinson	PO Box 277 Cooparoo 4151	07 3847 7746
John Deshon	17 kapunda St Toowong 4066	07 3371 4469
Ric Svanberg	POBox 450 Lutwyche 4030	07 3357 9255
Peter Carey (LM)	22 Lytham Court Mudjimba 4564	07 5448 7071

(If any measurer has inadvertently been missed, please contact Bill Parry)

Licensed Boat Builders

NSW	Sloey Cameron Sunburst Marine West Gosford	02 4323 2844
Vic	Robert Botterill 6 Advantage Road Highett 3190	03 9555 2448
SA	Don Rantanan 47 Anaconda Dr North Haven 5018	08 8248 2580
WA	Rudi Tiessen 15 Constance Street Bayswater 6053	09 2279 1462
Qld	Merv Anderson (Licence pending)	07 3266 2786

Treasurer's Report

NATIONAL HERON SAILING ASSOCIATION OF AUSTRALIA
INCOME and EXPENDITURE
Year to 31st March 2003

	2002/2003	2001/2002	2000/2001
Income			
Membership Subscriptions and Registrations	10115.00	7630.00	7550.00
Donations	465.00	335.00	265.00
Interest (net of charges)	612.25	828.88	1135.73
Sales of Handbooks, Masts and Plans	948.36	1932.15	161.64
	12140.61	10726.03	9112.37
Expenditure			
Advertising, Promotion, AYF (+ Trophies 01 & 02)	517.00 }	1891.95 }	2567.80
Trophies (02/03)	808.60 }	}	
Bank & Government Charges	162.05	218.04	211.77
Newsletter (Inc. Postage)	2915.30	1764.00	3726.60
Secretarial (Inc. Postage)	2054.30	1546.23 }	4226.42
Insurance	4388.75	2475.00 }	
State Subsidies	918.00	1002.00	890.00
Moulds (Storage Fee 02/03; Cost 00/01)	250.00	0.00	4805.00
Cost of Handbooks, Masts and Plans Sold	646.00	951.61	
	12660.00	9848.83	16427.59
Surplus for the Year	-519.39	877.20	-7315.22

NATIONAL HERON SAILING ASSOCIATION OF AUSTRALIA
Accounts for the year to end of March 2003
BALANCE SHEET
as at 29th March 2003

		2002/2003	2001/2002	2000/2001
Assets				
Interest Bearing Deposits				
	3063.16			
	10240.03	13303.19	13303.19	13303.19
Cash at Bank		2138.14	2519.93	1582.87
Stock Handbooks and Masts		1112.96	1758.96	1587.82
Debtors (Masts)		302.40		
		16856.69	17582.08	16473.88
Liablities				
Unpresented Cheques		25.00	231.00	0.00
State Subsidies		890.00	890.00	890.00
Net Assets		15941.69	16461.08	15583.88
Represented by Members Funds brought forward from previous year		16461.08	15583.88	22899.10
Surplus for the year		-519.39	877.20	-7315.22
Members Funds		15941.69	16461.08	15583.88

I have audited these financial statements and when read in conjunction with the "Attachment to the Treasurers Report" present a true and fair view of the Associations results and financial position at the year end

Brian Smith
Honorary Treasurer

Paul Hanly
Honorary Auditor

Attachment to the Treasurers Report

The result for the year is a loss of $ 519.39
Members funds at year end were $ 15941.69

1. **Membership Subscriptions and Registrations** Are up $2485 this year mainly as a result of the fee increase from $30 to $40.
2. **Donations** Were up again this year.
3. **Interest** Continues to decline
4. **Profit from Plans, Handbook and Mast Sales** We only sold 17 Handbooks this year. The current policy is to provide a free handbook to new members.
   Mast Sales were 10 to South Australia and 4 to New South Wales Associations and are at cost.
5. **Advertising, Promotion & AYF** Promotional expenses included Brisbane Sailfest, registration of 3 Herons acquired by South Australia and free handbooks to new members.
6. **Trophies** The donations received from members were distributed to QHSA for general trophies at the Nationals. The National Champions trophy was also supplied from NHSAA funds
7. **Bank & Government Charges** This item was down as Government charges, other than for incorporation, no longer exist on Bank Accounts. Bank Account Service fees have replaced Government charges and amounted to $124
8. **Newsletter (Inc. Postage)** At $2900 this expense exceeded the constitutional requirements that expenditure on the Newsletter is to be 25% of "annual membership subscription". With our reduced membership of 10 –15 years past it is becoming very difficult to produce a reasonable quality newsletter for less. I have asked this years editors to try and work to a budget of $2500 which may be possible with their access to cheaper printing. If it is not possible it may be necessary to find other ways of circulating the newsletter or even reducing the number of issues. Four issues of the newsletter were paid for during the year. The March 2003 Newsletter invoices totalling $ 794.52 were received and paid after the year end. No accrual for this expense was made at the year end.
9. **Secretarial (inc. Postage)** At first glance the $2054 for secretarial expense may seem extravagant, however we had to have a new set of membership cards printed, $505. Postage, envelopes, photocopying and sundry other out of pocket expenses soon add up for the balance. One extraordinary expense was for the collection and removal of all of the National records into storage at the Narrabeen Lake Sailing Club premises.
10. **Insurance** This is our biggest single item of expenditure and is an increase of $1914 above last years premium. In previous years we have only taken out a $5,000,000 cover for Public Liability insurance through Robert Masterman, the AYF Broker. Last year the QHSA required a cover note for $10M for promotional purposes. After numerous conversations with the YA and another broker regarding on-water and off-water insurance it was decided that we had to cover the National body and all of the State Association committees for $10,000,000, which we were advised was the industry norm. We were further advised that the cover brokered by Robert Masterman is the only available on-water cover in Australia.
    The Association does not insure masts, handbooks, plans or the plug and moulds owned by the Association
11. **State Subsidy Liability** This is paid to each State at the rate of $100 plus $1.00 for each member in that State in the previous year and is accrued at the year end based on estimated liability.
12. **Moulds (Storage Fee)** This is a new expenditure for the storage of the Heron Plug in Queensland. I expect this to be an ongoing expense.
13. **Accounting Method** The accounts are prepared on a cash accounting basis except for trading stock, outstanding proceeds of mast sales to State Associations and estimated liability for subsidies to State Associations. The accounts also recognise the registration subsidy for training boats owned by State Associations.
14. **Taxation Status** The Association was advised by the Australian Tax Office on 28th June 1991 that it is exempt from Income Tax.
15. **ABN Number** The Association ABN number is 79 884 913 220
16. **GST** The Association pays GST on purchases and does not claim deductions from or remit GST to the Australian Tax Office and does not submit a BAS.

In Conclusion At the time of the January Management Meeting in Brisbane I forecast a small profit or at worst a break even result for the year. Since that time we have received a greater than expected expenditure on Newsletters and supported the Brisbane Sailfest promotion. **The result for the year is a loss of $519.39**

Future Tasks and Investigations

1. **Insurance** We are currently reviewing requirements with the broker for the next 12 months from the renewal date in November.
2. **State Subsidies** There has been a request that these subsidies be increased. Unless economies in other areas can be found this may be possible only by increasing membership fees, again.
3. **Banking** We are investigating the possibility of converting our current cheque account to a Business Transaction Account as this may reduce service fees.
4. **Investment** We are considering converting the smaller of our investments with the AMP into a Cash Management Account. This will allow us to place surplus funds, currently held in the cheque account, into it and earn interest until the major expenses fall due in November.

Queensland News

QUEENSLAND HERON STATE TITLES 2002/03

To many of us Lake Cootharaba (about 20 kilometres upstream from Noosa for the uninitiated) represents the mecca of heron racing in this state. It is where old and new come together to share a spiritual experience. On each May long weekend we become its traditional owners.

The shores of the Lake were thick with young and old from the Carey, Bullock and Robertson families – three generations in each case – and didn't the tribal elders, Peter and Helen, Arthur and Marjorie and Tom and Ann, look pleased – and so they should.

A fleet of 23 Herons raced 5 races over two days in 12-18 knot breezes. The racing was tight with three different heat winners and mere seconds splitting many of the placing's.

In testing conditions our volunteer staff performed admirably. Ken Smith, our race control officer, laid precise courses ably assisted by John Palmer, Ian Ham, Rod Pattison, Keith Galloway and others. Jacqui Carroll kept a CEO eye on things. John Palmer generously lent his boat to Mardi Smith. Ian Ham made a flying visit to Hervey Bay to buy a boat for himself now that daughter Katrina has come of age. Ian bought the Peter Robinson built *Pardon Me* from Heron stalwart George Portbury – yes, another yellow gem out of Peter's back yard.

Fraser Galloway (a.k.a. Harry M Miller) organised our ex-national champ, Craig McPhee, to visit from South Australia. Craig, sailing *Justa Breeze* with a keen Angus Galloway was a very modest winner, securing first place with good starts and better reaching speeds. Craig's engaging presence added something special to the weekend. His news is things are on the up in S.A.

Hogwarts Express sailed by Peter and Joshua Bailey clinched second place with consistent upwind and running speed.

John Nobbs showed no sign of jetlag in a fine virtuoso despite he and Jacqui having arrived back from Japan that very morning.

Sailing *Plan X from Outer Space* with Edward Duhig, John pulled off a port start that crossed the fleet and set up a lead that was never challenged. However *Plan X* was also penalised for being over the line early in one of the other races. This resulted in an equal third place overall with *Carew* sailed by Nicole Breadsell and Kate Carey who showed great upwind speed and was very quick off the line. *Carew* dropped to fourth on count back after a capsize at the last mark of the last race.

Pinto sailed by Gerry Deakin and Katie Deakin-Sharpe with a new gaff and set of Rob Brewer sails, sailed consistently at the front of the fleet but was let down in one race by a capsize. Gerry was our stats man for the series, organising all the handicaps – I'm sure he has a masters in applied maths – great job Gerry.

Katrina Ham and Jessica Higgs won the first junior trophy and finished 14th overall in *George the Boat*.
Ann M sailed by Kelly Pattison and Vanessa Kelly won 1st on Handicap, winning a new jib kindly donated by North Sails (07 38833464). Kelly sailed well for the series and is improving with every race, the jib will no doubt be put to good use next season.

Rob and Tom Duhig in *Gypsy Sam* blasted past four boats to leeward on the reach in the last race as if they had a hidden motor on board. This gave them a sixth, their best result for the series.

Talking of icons and champions, up bobbed 7471, *Chain Valley Bay*, formerly sailed back in the 70s by then national champion, Ian Cull. John Stannard sailed the mighty *CVB* with young son Will who got seasick. Take the Travelcalm next time, John! They had a 5th in the first race and it will be great to see more of them on the water next season.
The Masters division was won by *Little Aussie* sailed by Peter Carey and Jessica Norris who also finished 7th overall.

Other boats to watch for next season with big improvements over the series are *Caffeine Rush, Purplexed, Hot shot, Reprise,* and *Starting Over*.

The traditional Toad races were on Saturday night and much fun was had by all. The juniors showed that the parents were not quite as fast at toad racing as they were. Young Josh Bailey took out the junior toad race award, and a special mention to Katie Deakin-Sharpe who was the Princess Toad winner, but somehow slipped through the presentations without a mention!. You'll just have to retain your Princess Toad title again next year Katie!

Starting (l to r) Semper, Butterfly, Only Human, Running Hot , Just Us, Gypsy Sam,Caffeine Rush

Weekend rounded off by Presentation corroboree at the Apollonian Hotel on Sunday night. A great venue with smiling faces all round.

Overall, good manners and fair play were in abundance with a number doing unsolicited 720s and the odd DSQ – well done Fraser Galloway and John Deshon!

The standard of the racing was high and close battles were fought throughout the fleet. Well over a dozen juniors had some great sailing and socialising. This is why Heron

State Champions Craig McPhee and Angus Galloway – *Justa Breeze*

2003/2004 TRAVELLERS TROPHY

- **Everyone is invited to compete in this series. It is an intitiative of the QHSA to offer Queensland Heroners some differing sailing conditions**
- **Format will be 10 races in total. 5 races to count.**
- **NOR (Notice of Race) and entry form will be posted on the New Qld Heron Website (see address below)**
- **Entry Fee as per club on the day, plus $20 entry fee to be sent to the QHSA before the end of August on the official entry form which will be available when**

HEAT NO.	DATE	DAY	NO. OF RACES	WHERE	START TIME
1 & 2	13 Sept	Saturday	2	RQYS	1.30 p.m.
3	27 Sept	Saturday	1	South Brisbane SC	2.00 p.m.
4	4 Oct	Saturday	1	Brisbane Sailing Squadron – 126 Quay St, Bulimba	2.00 p.m.
5 & 6	19 Oct	Sunday	2	Southport YC Hollywell	11.00 a.m
7 & 8	26 Oct	Sunday	2	Humpybong Yacht Club part of State Titles	T.B.A
9	6 Dec	Saturday	1	South Brisbane SC	2.00 p.m.
10	7 Feb	Saturday	1	Brisbane Sailing Squadron	2.00 p.m.

NEW QUEENSLAND HERON WEBSITE UP AND RUNNING VISIT IT AT members.optusnet.com.au/

STATE NEWS

Tasmanian News

2003 TASMANIAN HERON CHAMPIONSHIPS

Former Australian and Tasmanian Heron Champions Scott Williams and Jessica Pearce sailing Flash Harry secured the 45th Tasmanian Heron title on the first weekend of March 2003, in variable weather on the Derwent River off Lindisfarne in Hobart.

Southwesterly breezes fluctuated in direction during a series which was held over seven short Olympic style courses, the start / finish being part way up the windward leg to enable the committee boat to remain on station and so conveniently conduct back to back heats.

From light breezes and some river current on Saturday morning, to stronger winds on Saturday afternoon, and gusts over twenty knots on Sunday morning which saw most of the Herons remain on shore, the series contained a wide variety of conditions through which Flash Harry shone consistently with wins in six of the seven heats.

Credit for a very well run series goes to Dugald McDougall and his race Committee who contended nicely with the conditions to set good courses in winds that regularly changed direction.

RESULTS

	First	*Second*	*Third*
Heat 1:	Family Ties	Wot Not	Wiwirri
Heat 2:	Flash Harry	Wot Not	Boss Cocky
Heat 3:	Flash Harry	Cutting Edge	Gorilla Biscuit
Heat 4:	Flash Harry	Gorilla Biscuit	Boss Cocky
Heat 5:	Flash Harry	Family Ties	Gorilla Biscuit
Heat 6:	Flash Harry	Boss Cocky	Wot Not
Heat 7:	Flash Harry	Boss Cocky	Happy Hour

Overall

1	Flash Harry	Scott Williams and Jessica Pearce
2	Boss Cocky	Anthony Morgan and Jake Morgan /Chris Boon
3	Wot Not	John and Imogen Cooper
4	Gorilla Biscuit	Chris Williams and Hannah Morgan
5	Family Ties	Brett Clark and Mighty Mouse
6	Happy Hour	Steve Williams and Jessica Clayton
= 7	This Is The Life	Tony Pearce and Bev Thomson
= 7	Phantom	Andrew Bradshaw and P Szabo
9	Cutting Edge	Matthew Pearce and Hayley Smith
10	Cetus	Chris Boon, Georgina / Brendan Boon
11	Monkey Business	Andrew and Jessica Askey
12	Wiwirri	David Creese and Ryan Baux
= 13	Nan	Elise and Rowan Clark

2003 AUSTRALIAN WOODEN BOAT FESTIVAL

A two yearly event, the Australian Wooden Boat Festival was held in February 2003 over three sunny days around the dock area in Hobart with over three hundred wooden boats on display of all descriptions - the Lady Nelson, twin masted cruising yachts, fishing boats, speed boats, canoes, rowing dinghies, model boats and a large number of small sloops and motor cruisers.

All were made of timber or composite, many were over fifty years old, some were still being restored, and all were resplendent examples of the beauty of wood.

Mixed with the display of boats was a variety of entertainment that covered the singing of sea shanties, pantomimes associated with the sea such as Sinbad the Sailor, and knot tying. Original paintings could be purchased, and various trade tables exhibited all sorts of wares from winches to widgets.

One of the feature events was a "quick and dirty" boat race where about ten teams of two were given a few sheets of ply, glue, rope and some lengths of timber, and two hours to build a boat they then needed to both row and sail around the dock. Next day once the glue and filler had set, a race of canoe-like, tub-like and catamaran-like craft took to the water amidst the plaudits of a large crowd of onlookers. Some sank, water bombs were thrown, and everyone made it around the course in good spirit.

The next festival is in 2005 (I presume February), so if you plan to be in Tasmania at that time, a visit to see the boats is well recommended, particularly for a sailor.

So what has this to do with Herons ... well the Tasmanian Heron Yacht Racing Association placed Rapscallion on display at the festival , a traditional timber and ply Heron built in 1980. Plenty of interest was shown, the Heron sitting amongst some of those other evergreen dinghy classes that are only occasionally seen, at least in Hobart, such as the heavy weight Sharpie, Lazy E and Enterprise.

All in all, an interesting seafaring event with lots of lovely boats to dream about.

Rapscallion proudly on display at the 2003 Australian Wooden Boat Festival, which attracts plenty of onlookers from around the nation.
Another great advertisement for the Heron class.

A NOTE FROM YOUR NEW REGISTRAR

Some of you will be receiving your Membership Certificates with this Newsletter. If you don't and have paid your subs, don't worry it is coming! Your State Secretaries will be updated with info on who's who shortly! And there are no stickers this year!

We are also looking to rebuild the data, so if you see that you've been a member since 1987 and you joined back in say 1975, please drop me a line, email preferably (ianlcole@bigpond.com) and correct it.

Also the notation for 'Weight Correctors' is also to be updated in time. For those of you who paid early Thank you, those of you who have not yet paid please do so ASAP. The new form is attached. Please don't leave it until December !!"

Yours in Heron sailing
Ian Cole
Registrar
NHSAA

2002-03 Nationals
Coomealla– 7405

POSITION VACANT

Are you interested in maintaining the professional online image of NHSAA's website and becoming the

NHSAA WEBMASTER

Requirements

A very good knowledge of web design
Site will be set up as an "easy to edit" version.

Responibilities

Keeping the website up to date
Maintaining the site at the current high standard

If you are interested contact Joy Gough:
By email: andyjoyg@optusnet.com.au
or Phone 02 9999 0987

A suggestion to the management committee regarding the Registrar position,

The following is an outline of my reason for the proposal and the method by which the States could assist and solve what I consider to be a long-standing problem of our isolation.
The problem for many years has been that the States do not know, at any given point in time, who are, and who are not, members of the National Association. Although this has been helped in more recent times by Gary forwarding an Excel spreadsheet of the current membership list for each State.
For the States to be more pro-active in promoting the class they need to be the first point of contact for the Association not the last. If the membership form directed the forms themselves and the fees to be sent to the local State committee we would immediately know our current membership, and then follow up with those who have not joined.
Furthermore the National Association sends out renewal notices only to current members, because they don't know who the new boat owners are.
My proposal is therefore as follows:-

1. For the National Registrar to set up and forward to each State, a blank Excel spreadsheet with all the appropriate headings in keeping with Association requirements.
2. The Membership form be altered to include a note directing the forms and fees to be sent to the appropriate State Association.
3. The State association then, on a monthly basis, forwards the forms and fees by mail to the Registrar (or Treasurer), whichever is appropriate. They also send an updated spreadsheet to the Registrar to be included in the database. If there has been no change to the membership in that month, then they must submit a nil-return, to ensure that nothing has been held back.

I believe this would go a long way to solving the States problems and will help to alleviate the huge task of the Registrar.
While on the subject of membership, I believe the financial year date of 30 April is entirely in appropriate and should be altered to the end of August or September. I know that a motion to change the date to the end of August, failed a couple of years back, (I seconded that motion).
Nonetheless my opinion has not changed and I would like to put forward a motion to have it changed again, (if there is anyone out there who will second the motion, please contact me)
With the date as it is at present, we have the following problems: -

1. With the AGM being in early May (as required under the constitution), it is almost impossible to be sure members are financial, given the short lead time from the end of April, to make sure we have a legal quorum. This is made doubly difficult by not having first access to membership details. If the date is changed we will know for certain that members are financial for the AGM.
2. People do not want to pay fees at the end of the Sailing season, they will be more ready to pay at the beginning of the season.

In any event (without having evidence to the contrary), my assumption is that this is what happens at least 50% of the time anyway.

Thanks
Peter Carroll

45th Heron Nationals – Brighton Seacliff

To my fellow Heroner

The 45th Nationals are just around the corner, and I believe every oner should consider attending/entering a National series, no

matter what their skill level or experience.

Forget the usual excuses.

I can't compete with the elite!

I'll never make any good positions!

It's too far!

We're too heavy to compete properly!

…. *And countless other reasons…..*

Her-

I competed in a National series as a very green Heroner. What I found was:

- ✓ A great structured holiday, with purpose
- ✓ Friendly, very helpful people with common interests, like the 'guy' called "Don" who loaned me his swaging tool when my gaff halyard let go!
- ✓ There was always someone to race against, and the occasional 'we just jumped 6 boats'
- ✓ The ability to learn more in eight days than in two seasons of sailing!

These were just a few of the benefits.

The SA Heron Sailing Association is opening up the class structure for the 45th Nationals.

They are recognising that the Heron is a family class, not sailed only by an adult with a lightweight crew.

Crews are made up of husbands and wives, brothers-in-law and even a parent (not on the lightweight side) and an older child, which throws them all into the 135kg+ heavy weight category. Well, this season there is a better chance of taking home an elusive prize!

In past years, there has just been a single 'Heavy weight Category' award. This year, the first three heavyweights (otherwise unplaced) will be recognised. In addition, an award will be made to the first unplaced family skipper and crew.

Take the challenge, give it a go! Get on down to Brighton and Seacliff on 27th December 2003…and hang around. There are good times to be had!

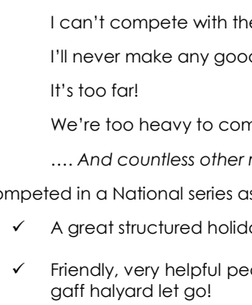
There is affordable accommodation available and good value meals have been arranged at the venue.

The only thing left to chance is the weather!

Let's make it "more the merrier" for the 45th Heron National Championships!

See you there!

Ian ***Cruise Control 9921***



At the 45th Nationals there will be a few Surprises in store.
One of them will be *the* Lottery draw on Presentation night.
The prize .. a newly built Mk11a Heron hull built by Don Rantannen.
An excellent value and performing hull.

What we would appreciate you doing is
registering your interest in purchasing ticket or two NOW.

***Why*? The more interest we receive prior to opening the sale of tickets, the lower the price will be.**
Treat it as an investment in your sailing future!
Contact :
SA Heron Sailing Association Inc Fax 08 8270 6276
Or email the Secretary ianlcole@bigpond.com

Name	Address	City & Postcode	Contact No.	No. of tickets reqd.

nose cones it appears again the Measurement committee needs to be more open to what can be done with hulls and their construction materials. My boat was the boat that was
T-Boned by Freewill, Yes I was lucky to have a solid Fibreglass deck where he hit me and yes it was lucky that he had a foam nose cone. If he had done damage and I had protested him and I had been in the clear I would have simply handed it to my insurance company to have it fixed. But Don, your comments at the National Committee Meeting held in Brisbane stated (please correct me if I am wrong) when I asked the meeting" Is there a code or list of Fibreglass materials that the Measurement Committee has agreed upon to build a glass heron available that come under the measurement rules? The answer came from you that there is not and that another question was posed from someone in the meeting that therefore it is feasible for someone to build a lightweight hull out of what ever including lightweight composites. The answer came back if they wanted to spend $15,000 on a hull they could. It seems to me that a FULL specs on hull components eg the type of weave and cloth and cloth weight as per the 125 association and other classes needs to be adopted immediately otherwise the HERON class will not become a one design which it is supposed to.

I would therefore suggest to the National Committee that it directs the Measurement Committee to contact the known and current fibreglass Heron manufacturers to request from them a list of materials that they have used, say over the past 5 years, and use this as a yardstick to come up with a building code of ethics that are put into the measurement rules. I do know that technology changes and new materials become available but this could be reviewed every three years.

I warmly welcome anyone's comments

Regards
John Palmer

At the wing mark! Just Us 9644– UK contender Andy Dale & Jessica Higgs at the 2002-03 Nationals.

Response to John Palmer

I appreciate your statement that you had dispensation from the measurement committee (which I did not know), and you must feel a bit like someone who got a special ruling from the tax office only to find later that lots of other people are p*ssed off because it didn't extend generally.

I am a bit bewildered however as to why it is necessary to sheet the jib further inboard on a glass boat, from either the original or new mould. I have owned both at different times and never felt the need. Possibly you are carrying a flatter than normal jib? In my opinion, with the fuller jibs made by Rantanen in SA and Rob Brewer sheeting inside the deck of the glass boats is likely to cause the flow off the leach to ""hook in" and slow the boat.

I recall that the main reason for setting the new jib sheet separation limit so far in was to accommodate or "grandfather" a few timber boats which were constructed that way in good faith when there was no dimension on this item. Possibly those boats carried the flatter UK or Blue Peter jibs.

On the issue of materials of construction of glass boats, my recollection of the meeting at QHSA is similar to yours but I did say that glass or FRP boat builders had to get their prototypes through the measuring committee, and that one had sought and gained dispensation many years ago for the use of a product with a name like "Cormat" in the bottom panels, which would otherwise have been a bit floppy.

Personally I don't believe it matters what technology or materials are used to build a glass Heron, as there is a minimum weight limit which can be achieved, with an adequately stiff boat, using bog standard glass cloths Cormat in the bottom panel and regular polyester resin. There is not too much risk of a $15,000 category killer in this market.

Finally in relation to crumple zones, it is easy to incorporate such a zone in a new glass boat. After the gel coat, a single light cloth would be used in the stem, a balsa or dense foam piece installed, then glassed over from the inside with the same cloth layers and weights as used in the rest of the topsides. So the structural configuration of the bow of the glass boat would mimic the timber boats .

Best regards
Don Jamieson

The Editor

Re – Correspondence from Don Jamieson

Don's letter is interesting on three counts
1. It again reinforces the fact that the Measurement Committee seems to have great difficulty in communicating its "Private Tax rulings" - even our National Champion wasn't up with the ruling! What hope the membership at large! This is the crux of the issue.
I will again reinforce the point that I have made to the National Management committee following its correspondence to me indicating its intention to direct the Measurement Committee to forward minutes direct to state measurers by E-mail.
…… "the only further comment I would make on this is that the minutes are that brief that without explanatory notes they are rendered useless. I believe that at the end of each year any relevant information should be consolidated and included on the website or in the National newsletter with a corresponding motion if required."

Don's ideas on jib sheeting are worthy of attention and to be respected like anyone's views, however if a particular boat chooses to sheet further inboard in the pursuit of a different idea and its within the rules good on them! I hope Don has passed his grumbles about the two offending boats onto Brian Smith!

2. Don seems convinced that a "crumple zone" is a worthwhile addition to the bow of a our little boats – If I was the owner of a timber boat I'm not sure I would wish to convert it to an 'Esky', like Bill's boat. Having said this perhaps it should be discussed and a motion put up by Don accordingly.
Again however the fact that is missed in all this is that, at the time of the Nationals,
foam nosepieces on timber boats constituted an illegal construction. Nothing was done about it at the time because there was conflicting advice from the race committee and the boat owner pleading ignorance of the rule.

Water Ballast? Plan X from Outer Space 5805 at the 2003 Qld State Titles - John Nobbs & Edward Duhig

More Editors Letters.....

Dear Editors,

On carlins, I thought it was perfectly clear that jibs could be sheeted further inboard than in the original plans, as is necessary for an efficient jib shape and mast rake), but that any potentially dangerous projections of the jib cleats had to be protected by building new carlins in to a specified minimum distance from the centreline. These new carlins did not have to be structural (hence references to "dummy" carlins) but were expected to be properly built and faired into the curve of the originals. A couple of unusual arrangements evident in Brisbane and elsewhere may have been the result of lack of time to do it right, or inadequate skill. In either case the owner could have availed himself of help from one of the many willing other heroners.

On changing crews, over many years I have heard great indignation from some competitors when others changed crews to take advantage of weather conditions. Many years ago Craig McPhee was vilified for this, but on many other nationals I noted he sailed right through a series with an overweight crew, (or used his own made sails, when he might have been quicker with the currently fashionable sail maker at the time.) Many other classes, such as the J24's, and sports yachts, will take out an extra gorilla or two on the rail if the wind gets up, and two anorexic cousins if it is light. Just so long as they are within the class crew weight limits no ill is thought of them.

The Heron class is the only dinghy which is safe for very small crews over a wide wind range, it is a class where many boats are desperate for crews, and the class as a whole is desperate for its next generation of sailors. If a father wishes to give his kid experience in a big-time national series, but not scare the pants off him when the wind comes in hard, he should be allowed to change crews.
We have never had a veto on this until the sailing instructions in Queensland were interpreted this way. I am strongly for NO restrictions in crew changes (though I have never had the luxury of a crew choice myself).

On the drama in Brisbane about foam polystyrene in the stem cap of Freewill, I note the thought police came out in droves and more have expressed their indignation since the series. I think a "crumple zone' in the stem capping is very sensible. The material in Abracadabra is balsa, which, while technically a timber, is not much different in density and strength (side-on to the grain) than poly foam. The consequence of "T-boning" another boat, whether in the right or the wrong, is that the soft, light material crumples and there is hardly a mark on the gunwhale of the other boat. This was the case with Freewill's collision, and the case when I "T-boned" Michael Groves' in a National series on Lake Macquarie.

On the other hand I have observed terrible damage to boats hit square on the gunwhale by a hard sharp bow. The cost of the resulting repairs would have been ten times the cost of fixing a crumple zone on the stem of the other boat.

Most of the indignation seemed to centre on the use of light material in the stem capping to "lighten the ends of the boat". In very large and heavy yachts this was once a fashionable design objective thought to cause them to lift over small waves and avoid loss of energy from "crashing through". Maybe. In fact as the yacht lifts more readily over a wave and goes down the other side, the top of the mast and sail rotate first back, then forward, changing the aparent wind (and causing the sails to be first oversheeted then undersheeted as each wave passes. If you look at modern yachts of all sizes, they are designed to go through, not over the waves, and to keep the sail plan dead steady.

In little Herons, this 'hobby horseing" motion is unavoidable, and you don't want more of it from lightening the ends of the boat. When good sailors sense that the motion is excessive in bad chop they will separate the spacing of the crew to create a larger moment of inertia around the longitudinal axis of the boat to diminish the magnitude of the oscillation. The effect of where the crew sits will be an order of magnitude or more greater than the effect of light or heavy material in the stem cap. (If you want to experience differences in moments of inertia, without doing an engineering course, simply take a Heron gaff, and hold it at the central balance point. Spin it with one hand, around its longitudinal axis, as a drill bit or arrow spins. Easy. Very little inertia to overcome to get it spinning. Now try to twirl the spar like a batten twirler, around an axis at right-angles to the previous spin axis. Rotate a bit slower? It is the same spar, same weight, but now the "crew" is located much further apart from the axis of rotation.

In summary, no advantage is gained from using light material in the stem cap in the performance of the boat, and I believe that light, crumpling materials can greatly mitigate damage in collisions.

Regards ***Don Jamieson***

6th May 2003
Re: Don Jamieson's Letter To Editor

I refer to Don's comment about the carlins, jib tracks, jib cleats etc
As you all know my boat "Butterfly "9902 was at the centre of some controversy at the Brisbane Nationals because my jib sheeting arrangement "according to some " members was illegal and dangerous.

While the point about it being illegal was dropped because of my proof of point by a diagram signed off by Ray Brown and that those who accused it of being illegal hadn't or couldn't interpret rule C2.8. I still see that in some circles it appears that some think that it is dangerous. The fact remains that this boat and my previous boat have had the same arrangement on it since the Measurement Committee implemented the 730mm rule.

I have sailed in this configuration in over 50 races in conditions from 5 knots to 25knots with small and large crews, experienced and not experienced crews with NO injury at all. In fact the biggest amount of injuries that I have observed since coming into the Heron fleet in 1994 is that of heads hitting booms when masts are raked backed for heavier conditions. "Are we going to adopt a new rule that you are not allowed to rake the mast back past 90 degrees to the deck?

My boat has just completed in the Qld State Titles but skippered by Mardi Smith and crewed by my eldest daughter Vanessa in conditions ranging from 8 to 18 knots, not once was there any concern by Mardi who had never sailed my boat before about the Jib Cleats on the boat. I am not going to put in a false carlin to protect the Jib Cleat on my boat. I have a Full Fibreglass Deck and do not want to destroy the appearance of the boat in any way. It is not a safety issue. Sailing in general has many safety aspects that if we are all to look at it, it wouldn't be sailing and we might as well teach our kids to play with a game boy etc. I personally cant see it any more dangerous than a vang wire, a boom, a mainsheet block, a tiller extension, a flapping clew on a jib, a jib pole etc etc.

I have over the past 30 years been associated with many classes of boats from Sabots to JOG I am still involved with the Sabot and 125 classes as well as the Heron class. I haven't seen the problems relating to the measurement rules in other classes than in the Heron class on a National basis. It appears that lack of communication from the Measurement Committee based in Sydney to other states seems to be part of the problem? As to Freewill and possibly other boats with foam or not solid

...HERON NATIONALS MEASUREMENT FORM

AIL No..... **BOAT NAME**.....

KIPPER.....

ULL WEIGHT (min 66Kg)..... Corrector weights fitted Yes No

	Min	Max	Compliance Yes	Compliance No
	All dimensions in mm			
verall Length	3416	3442	☐	☐
ransom to aft edge of mast	2273	2299	☐	☐
ransom angle	3	Actual.....	☐	☐
ransom to centreboard fore edge along el plus transom angle	1994		☐	☐
entreboard measurements when fully down				
Maximum depth	699	724	☐	☐
Maximum width 500mm below keel		285	☐	☐
Not less than right angle forward			☐	☐
o fairlead measurement minimum	735		☐	☐
lack band Mast			☐	☐
Boom			☐	☐

ıfety Check Compliance:

YF Addendum "A" special regulations, part 2 "Off the Beach Boats"		
Paddle	☐	☐
Bailers, bailing bucket	☐	☐
Pin through rudder pintle	☐	☐

eron Measurement Form "C" Hull topside compliance

2.8 Jib sheeting track protected by false carlin**,** timber or fibreglass ɔam not permitted)	☐	☐
1.5 Tow ring size, min thickness 4mm, min intl diameter 38 mm	☐	☐

OMPETITORS - PLEASE NOTE:

On successful completion of measuring, all competitors are to sign this form and in doing so, agr not to alter any measurements outside approved tolerances.

All boats at registration may be given a general inspection. Measurements other than those abo may be taken.

At registration, pre check measured boats will be checked for compliance to any TWO of the abo check measurements.

Measurements or observations may be taken on any boat or equipment at any time during t Regatta by authorised measurers.

ompetitor's signature.....Date..../...../.....

[easurer's signature..... Measurer's name.....

Letters To The Editor

To The Editors, 8th April, 2003.

Those who received the last Heron Newsletter would be aware that as a result of the inaction and actions of the Race Committee at the last Heron Nationals, a number of competitors and measurers present have engaged in correspondence with the National Management and Measurement committees and state executives.

My husband John was one of a number of competitors who changed crews during that windy regatta. He was the only one disqualified for doing so.
I sailed the Nationals with my 12-year-old niece. John sailed with our 9-year-old son. We didn't go to the Nationals expecting or aiming to win, or even place in the top 6.
Our ability to sail over the last 2 years had been hugely restricted due to my serious illness. We wanted to have two weeks having fun and sailing together as a FAMILY. We wanted to go and sail as well as we possibly could despite our lack of preparation.
We wanted our kids to know what a wonderful experience heron racing and nationals were, just like I had experienced as a kid.

Over the course of the Nationals, John attempted to sail all races with Dexter. In four races he retired early or did not start because Dexter was scared of the conditions.
In two lighter races, John did get on the water with Dexter and they had a great time sailing together. In two other windy races Dexter again refused to go out at all, and John picked up whatever crew he could find on shore.
After the last windy heat that he sailed with a substitute crew, the Race Committee disqualified him for changing crews without a protest hearing, without releasing findings and the reason for their decision, and then denied him the right to protest his disqualification.

This was not a case of turning up to a regatta with a team of potential crews for different conditions. This was a father, trying to enjoy the sport he grew up with and pass on his love of it to his son.

The Constitution and Rules of the NHSAA does not prohibit changing crews in a regatta. Neither does the RRS (or blue book – as some have referred to it in previous correspondence) – it is not a Racing Rule of Sailing. In the guidelines provided by the AYF for sailing instructions it does provide wording for Race Committees to use if it is a class or regatta requirement.
Due to a lack of response and clarification from the Management Committee on this specific issue, we referred the facts of the situation to the Australian Yachting Federation for comment by their rules experts.

Their advice is as follows:

RRS 63 and 63.1 apply – a competitor cannot be disqualified without a protest hearing or right of appeal. In relation to disqualifying one competitor for changing crews, presumably because he was in the top end of the fleet, and not other competitors, their advice is that the principles of Natural Justice apply – specifically:

"natural justice" is underpinned by two principles - the right to be heard, and the right to be treated in the same way as others who have made the same infringement."

John's disqualification was clearly wrong.

I have sailed Herons off and on for 30 years – first as a crew at the age of 6, then at 13 graduating to my own boat with an adult crew. As I got bigger, my crews got smaller. Until I left the class to sail other boats in my early 20s, I only ever entered and sailed regattas with the one crew I had arranged.
During that time, others did change crews at state regattas, and national titles, including winners of the Nationals and others who finished in the top 6. Some changed crews for family reasons, as did John. Others did it for competitive advantage, bringing a range of crews for different conditions with them.

I honestly never cared, just as I didn't care at this Nationals, when I competed with just the one crew all the way through. Coming back to the class some years ago when my niece was small, and Dexter was even younger, I would leave them on shore when the weather was rough because I didn't want to scare them.

As a result, my niece never got frightened and loved sailing the conditions at the Nationals without a thought of retirement. I hope that Dexter grows up the same.

Other people are entitled to different opinions on crew changes. And if they are unhappy with the practice, then the appropriate action is to propose a motion to alter the Class Rules and allow the full membership of the NHSAA to vote on an issue that will affect every one of us.

My own view is that one of the great marketing advantages of our class is that it is the only family boat without a spinnaker – so you can get your kids out on the water with you at a younger age than other classes.

In Mirrors, and Flying 11s the use of spinnakers means crews are generally older and bigger, and the issues of them being scared in strong winds is not a problem.

We are a family class, the current open status of crew changes has always maximised family participation as well as kept the largest number of boats on the water, and larger numbers of people have been given the opportunity to sail.

I therefore won't be proposing any change to the current system.

As a family to say that we were upset with what happened at the Nationals is an understatement. We are not upset just because John was disqualified.

What galls us is that we raced with "A" class boats (37 year old unmodified hulls at that!), we complied with the Constitution, Measurement rules and RRS, and John was disqualified illegally while illegally modified non-"A" class boats were allowed to finish in the top 6.

This result cannot be fixed retrospectively. But I believe that as individual heron sailors, and as a class we need to get our act together to make sure it never happens again.

Sprite 6410 Meridith Campbell &
Y Stenginga at the 2002-03 Nationals

Correspondence to National President John Veale

Dear John,

Thank you for the responses from yourself and Bill Parry regarding the issues that Meredith and I have raised about constitution and measurement issues.

Your response dated 12 March 2003 indicates that the National Association does not have a clear position on the issue of changing crews. However, on all other issues the Measurement Committee has agreed with our interpretations of the Constitution and Measurement Rules.

My complaint is that I was disqualified for changing crews without a protest hearing. If the correct procedure was followed I would have retired (refer the "Basic Principle") from the race and any others that I competed in without my nominated crew. I was not given this opportunity. However, I still believe that it is the intent of the class not to prevent changing of crews and my retirement would not have been an acceptance that I broke a rule but that the Race Committee was enforcing the wishes of the competitors.

My complaint is also exacerbated by the fact that the Nationals Race Committee was aware of illegal (dangerous) jib sheeting arrangements, bows on timber boats that were not solid timber and competitors bullying others on the water without taking action which they were entitled to and expected to do. There is no question, as confirmed by the Measurement Committee, that all of these are illegal under the constitution and measurement rules. I understand that one of these competitors was given the opportunity to act under the "Basic Principle" when one of the above issues was identified but the competitor failed to do so.

I sail for the fun of the sport and I do aim to sail as well as I can. Although my involvement in the Heron Class is largely to support Meredith, Heron regattas provide an opportunity to sail in large fleets that are generally not available through other classes in Queensland and at the national level.

I believe that one of the reasons that I was disqualified was because others believed I got a material advantage from the crew change. I would suggest that the boats involved in the incidents listed above were also trying to get a material advantage. No action was taken against them.

I perceived a "win at any cost attitude" at the front of the fleet even if that included bending if not breaking rules. This has crept into the class over the last ten years and is a concern for the future of the class.

I did not protest against anyone in the nationals because winning was not that important to me. My aim is to sail well and I was pleased with the consistency in which I sailed in the three races I competed in and that I had improved on a few of my weaknesses. If I wanted to win, I would have regularly been in the protest room. However, I believe a family class should not take racing that seriously. I refer to a recent article in Australian Sailing.. "in the spirit of ……. racing there were no protests throughout the regatta". This is how I thought Heron sailing was supposed to be.

Finally, I would like to draw your attention to the Minutes of the Management Committee held on 18th February 2003 regarding the National Titles which state …"all who sailed did so under the rules of the AYF". I am not sure how anyone who was present at the nationals could come to that conclusion.

John Campbell
Joint Owner
Sprite (6410) and Tiok (6133)

Dear Editor

Re: Measurement Matters

I'd like to have my two bob's worth concerning issues in the March Newsletter.

Measurement Trivia
I think that we are becoming obsessed with trivia and are developing a culture where protesting alleged infringements is being officially encouraged. I suggest that the management committee adopts normal engineering practice of accepting modifications, which have been assessed by the measurement committee, using the criteria of form, fit and function. Any matter, which complied with a ruling, previous to this acceptance, should then be granted a formal concession, again, normal engineering practice.

Promulgation Of Measurement Information
Production methods and modifications are constantly changing so the measurement form, which is in force, should be identified on the Internet and in the newsletter. It would seem to be a good idea to promulgate this annually, say in March, at the beginning of the lay off period when repairs and improvements for the forthcoming year are likely. This current issue of the measurement form could be made valid and fixed for the following year. When the next issue is published as a stand-alone document, any changes to the old one should be highlighted, for example by a vertical line in the margin alongside the change. The process is a bit like the sailing rules really.

Modified Carlins
I see that the measurement committee is to recommend that in future these be made of timber or fiberglass. My fiberglass boat came out of an approved mould but does not have the advantage of the wider carlins of later models. I decided to fit transverse jib tracks. I fitted carlins in accordance with then current issue of the specification. The modified carlins are made from an aircraft quality plastic material, and have resulted in an elegant, simple (and colour coordinated) design solution. The material meets specification MIL-TFD-41 for density and impact resistance, and has the added benefit of being fire retardant. I found the latter characteristic immensely reassuring when being scorched down the runs and reaches on Moreton Bay. I have complied with the spirit, the intent and the technical requirements of this safety issue.

Ted Moors
Cirrus 10157