The Heron Newsletter

September 2003

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THE HERON NEWSLETTER

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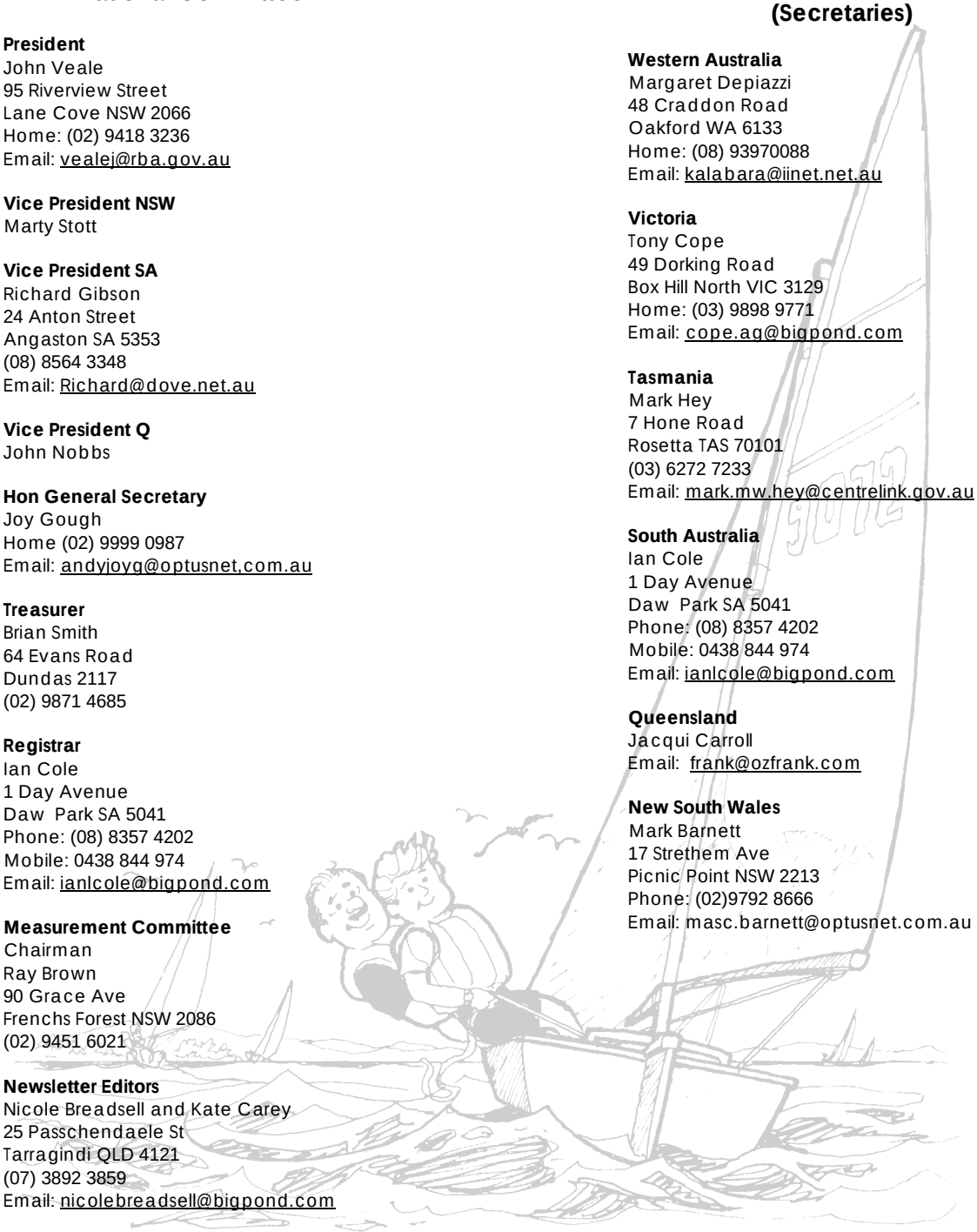
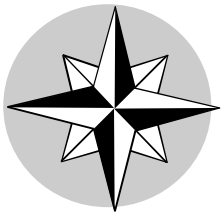


Front Cover: *Young William Breadsell (2 yrs) beside the perfect model heron replica on display at the South Brisbane Sailing Club, overlooking the Brisbane River.*

NATIONAL REPORT



President's Report September 2003

When I wrote my report for the Annual General Meeting in May this year, the results of the proposal to allow Heron dinghies built using the stitch and glue method to be classified as A Class had not been decided. As most readers will know, all the relevant motions were passed. Proponents of the motion, especially in Queensland and South Australia were confident that this would lead to many new boats on the water. Steps are under way to allow that to happen. The measurement form has been amended and we are looking forward to seeing Queensland prototype *Stitches* registered as the first stitch and glue A Class Heron in Australia.

While it is now possible for any builder to construct a Heron using this method, members of the Association in Queensland are working hard to produce a jig and computer cut panels that will make the job much easier and help to maintain consistency of construction – a key objective of the class. We look forward to seeing the fruits of their work before long.

After acting as the Association's webmaster for many years Ben Short has decided to call it a day. Our thanks to Ben for getting the site going and maintaining it so well for us. Ben has offered to continue to host the site and we hope to announce soon that we have a new webmaster. If things go as I anticipate they will, the new webmaster will further extend the participation of members from right around Australia in the management of the Association.

Our Measurement Committee includes members who have given many years of valuable service to the Association. To allow a smooth transition, several of the members have announced that they will resign in stages over the next 18 – 24 months. The first to resign is Andy Gough, and Warren Hodgkins has agreed to take his place. Others who are interested might like to contact Ray Brown to see what is involved. May I express my appreciation for the work of all the members of the Committee over so many years.

I trust that all the frayed halyards have been replaced and all the decks varnished in preparation for another great season of Heron sailing. I look forward to seeing many of you on the water, especially for the Nationals in Adelaide.

John Veale
President

Memberships are now over due!
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.

A NOTE FROM THE REGISTRAR

To my fellow Heroner

Many of you may have read various discussions covering Registration Issues and where point of contact with the Association should lay. Well several State committees and I agree on major points, though now I understand where the National system can fall down!

Membership Certificates

With only about 60% of memberships paid up for the current year (not the season), we have received only 2 advices of boats (as per Certificate requirements) that have changed hands and the new owners details. Yet so far we have seen almost half a dozen being registered by a new owner, how many are not!

Without this occurring we will lose track of the boat and a potential new member. When selling please ensure the Certificate comes to the National Association with details filled in, though there is no harm in supplying a copy to the new owner.

State committees should be aware as a couple already are, we have been pro-active in advising State Secretaries of changes of which we have become aware. -

Renewal forms

The Membership Renewal Form is our primary source of information, especially this year, therefore please complete all the information requested in legible writing or print. One of the persons it ends up with could be considered blind! , Cant spell!, cant type! But tries hard.

Also don't forget we're looking to rebuild our data, so include all the "DOB's" and the additional info we are now looking to include, is the year you first became a member !

Rego Numbers

Do you own a boat with one of the following numbers :

10204, 10208, 10209, 10210, 10215.

If you have been issued with one or several of the above, as there is no info on file, please immediately contact the Registrar with advice of the details. If this does not occur by the end of September 2003, the numbers will be allocated to other parties.

Thank you

I. Cole

Registrar National Heron Sailing Association of Aust.
Telephone No.+61 8 8357 4202 Facsimile No. +61 8 8357 4202
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MODEL MATERIAL

This meticulously built model heron sits proudly in a showcase at the South Brisbane Sailing Club, home of the largest fleet of heron sailors in Queensland.

The 4:1 scale model was painstakingly built by Nev Murray. Nev's family has been associated with the SBSC for 40 – 50 years and over three generations.

The model is built to complete heron specifications and took almost as long as a full-scale version to complete.

Completed in 2002, its original purpose was as an aid at the popular South Brisbane Sailing School. Instructors use the model to show "learn to sail" students in the classroom environment prior to leaving the shores in the real thing.

The model Heron sits proudly in the club and is admired by all for its fine and meticulous craftsmanship.

Secrets of Success

By Laurie Menogue.

The intention of this article is to give you a guide to set your sails and to get the best performance out of your Heron. I assume that your mast-sail combination is suited to the crew weight. Even with good sails there is still nothing like hours of practice, observing and noting which combination of control settings work best in the prevailing conditions. To the experienced sailor some of this article may seem a bit "ho hum". However, I will endeavour to explain the usual sail responses to the particular application of a single control and how to identify the result. In a later article I will attempt to group the effect of a basic set of controls. More importantly, the information in this article should give you a starting point for experimentation.

Before you rush out and start fiddling with your boat's rig, get a note book to record the various settings eg. the light weather setting for the mainsail outhaul on the boom and the mast rake. Some skippers use a graduated sticker near the black band on their boom so they can glance at the distance between one extreme of adjustment and the other. Sometimes they may even mark the control lines with a water proof marking pen. Record your findings because you are bound to forget some of the settings which gave you the last big win. Don't forget that if you want to replace your rig for any reason you can immediately get your boat back into the exact tune rather than fiddling for weeks and loosing many races along the way. Use your little black book.

Mainsail Controls

Apart from the main sheet there are only three other controls, vang, Cunningham and outhaul which are generally used in dinghies and catamarans. You will have to experiment to find out which combination of the controls which suits your sails, mast bend and crew weight to the conditions.

Mast Bend

The more mast bend the boat has, the flatter will be its mainsail and the slacker will be its leech. When the wind strength increases the mast bend increases and the maximum draft in the sail will move aft and the top of the sail twists off allowing the sail to be depowered. If you have a relatively flat mainsail and a bendy mast you will not have enough power to perform well in gusty conditions unless you have a lightweight crew combination. Too much mast/gaff bend particularly in light-medium conditions will cause a loss of power through the slackening of the leech in gusts. Conversely, if the mast/gaff is stiff and the sail full you will tend to be over powered in gusty conditions as you will not be able to remove the fullness without applying the vang tension and Cunningham tension

This application will depower the sail. You have to have controls that can change the shape of your sail to suit the conditions. Your sail maker should have made the sail to work best in light to medium conditions. In order to make the sail work well between very light to heavy conditions it is generally acknowledged that the skipper should have easy to use controls to change the sail shape for optimum performance. Unless you can change the shape of your sail, with ease, to suit the conditions you will have only a very narrow band of performance. Some Heroners will tailor the spars to suit the sails. That is if the spars are too stiff just plane a bit of wood off but beware of the class rules. Even an orbital sander will be sufficient to remove enough timber to allow the spars to bend in harmony with the sails. Conversely if the spars are too soft just glue a bit of wood back on to stiffen it up. I can't imagine what you can do with an aluminium mast.

Mainsheet Tension

The primary purpose of the mainsheet is to set the angle of the sail in relation to the boat's course and the wind. However, it also affects the leech tension on the mainsail when going to windward and through this tension the mast/gaff bends. Owners of boats with centre mainsheets should remember that the further aft of the perpendicular their boom blocks are, the more mast bend will be induced when pulling on the main sheet. The same goes for the Heron as the block at end of the boom can be beyond the transom. The same effect occurs on boats with end boom sheeting if the sheet is pulled on too hard. Heron and Mirror skippers are pone to pull the mainsheet on too hard and wonder why the boat nearly stops in the water even though the leech telltales are streaming well. It can be observed that the boat which is over sheeted is making leeway (going sideways). It is best practice to spill a little wind and when boat speed is considered to be maximum then sail higher and pull the sail on toward the centre line of the boat. A Heron sails at its approximate best angle to the wind when the boom is over the leeward main sheet fixing dee on the transom in light weather but should not be pulled on hard enough to pull the boom down. Beyond that point the leech of the main will be too tight as the boom is brought closer to the deck. See later comments on boom vang tension.

Cunningham Eye

The bending action of the mast will tend to introduce small horizontal creases or general slackness down the luff of the sail. The purpose of the Cunningham control is to remove these by increasing tension down the luff. Use this control gently particularly in medium or light winds. Too much tension in light wind will cause the fullness in the sail to be pulled too far forward. However, this might be of advantage if you have a very full sail by class standards. In this case the fullness of the sail will be pulled forward leaving the leech fairly flat and thus allowing the air to exit freely. The downhaul control is often used to apply twist to the top 1/3 of the main sail which allows the air to exit freely in heavy airs. Some skippers use this in light airs because their sails may tend to be on the full side of their spar/crew weight combination. On a reach, the Cunningham Eye tension should be eased and on the run it will usually be released entirely in order to get maximum fullness into the sail, in the pursuit of speed.

Outhaul

The extent to which the clew of the sail is pulled out along the boom controls the amount of fullness in the lower part of the mainsail. The closer to the black band it is set the flatter will be the sail and less power. So in light weather the sail is usually pulled out toward the black band and around 6-10 knots the vang can be let off for maximum power to push your boat through the increasing chop and then progressively pulled on to depower the sail when the wind increases above about 12 knots all depending on the crew weight and what you can comfortably handle.

Boom Vang

The boom vang tensions the leech of the sail and should be set up primarily for the off wind legs or when extra power is required when beating in to a choppy sea in mid to heavy weather. Sometimes you will notice that the vang will be over ridden by the main sheet in heavy weather. Take care in light airs to ensure that the vang is not holding the leech of the mainsail too tight for it to function properly. A tight leech will inhibit the easy exhaust of the wind which will be shown by the tell tails hooking behind the leech. If the tell tails (top, middle and bottom) are flicking 30-40% of the time behind the leech, the main sail is considered to be set in approximately optimum position. In light airs it is usual to have only enough tension to stop the boom from bouncing around due to wave action. It is helpful to have a sufficiently powerful vang system to allow you to adjust the leech tension in rough heavy weather. It is not uncommon to have very powerful 16:I vang ratios in small family class dinghies such as the Heron. In heavy weather (20kn+) a powerful system allows a Heron, which is beamy, blunt and under canvassed to be blasted through 1 – 3m swells often with green water taken over the bow without slowing the boat to any great degree.

Boats which can't be powered up or down just do not win races.

Now view your sails!

The best place to view your sails is from another boat on the water, but since this is not always possible try the following: Set up your boat on the beach without any tension on the controls other than just enough vang to stop the boom from bouncing around. If you have a jib, furl it so you can see the main sail clearly from a position in front of the boat with just enough main sheet tension to make the sail work. Don't try this in 20kn+ breezes unless you have a football team trying to hold the boat on its cradle.

Now, with the mainsail up and set in the close hauled position with the wind filling the sail and the tell tails streaming, with normal main sheet tension applied, (not enough to pull the boom lower, toward the deck). Stand in the following positions.

1 Directly in front and about 10m away line up the mast with the leech to judge the depth of the sail.

2 Directly astern of the boat, examine the main sail for the amount of leech twist. Increase the main sheet tension and the top 1/3rd of the sail should close up.

3 Directly beside the boat to leeward and check therefore and aft positioning of the maximum depth of chord. Play the main sheet in and out and you should see the mast bend when pulled on hard. The boom vang become slack as the leech becoming tight and over powered and the tell tails will hook around the back of the sail indicating that the sail is over sheeted.

Now apply the vang and see how it effects the tightness of the leech. The more the vang is applied you will note that the sail shape becomes flatter. Note the specific settings required for individual wind conditions. Apply the following sail settings and inspect the effect these have on your sails.

Sail Settings

Light Airs

In the very lightest of airs on flat water it is advisable to avoid the fullest sail shape by keeping the clew outhaul of your main sail fairly near the black band. It is also important to avoid excessive luff tension (Cunningham/downhaul) in order to keep the maximum fullness of the sail approximately 45% aft. It is however, possible that a very small amount of Cunningham tension be used to remove any luff creases when going to windward. In these conditions the boom vang should be used only to stop the boom rising rather than to tension the leech and bend the mast. Only the lightest of main sheet tension should be applied. On a Heron the boom is often only 100-150mm in from the gunwale, half way between the transom corner and the Main sheet attachment point.

Light to Medium Winds (3–12kn.)

As the wind moves into the medium range, one of two basic types of water conditions will be encountered, either the smooth water of lakes or the coastal bay type chop which will be getting up to about ½ to 1m. In choppy water, fuller sails are required to give the boat more power to drive the hull through the resistance created by the waves. The clew of the main sail should be eased forward to a "full sail" setting, and going to windward the Cunningham Eye tension should be applied to remove any creases form the luff. As the wind increases both the main sheet and the boom vang tension will be increased to hold the leech firm as the spars bend.

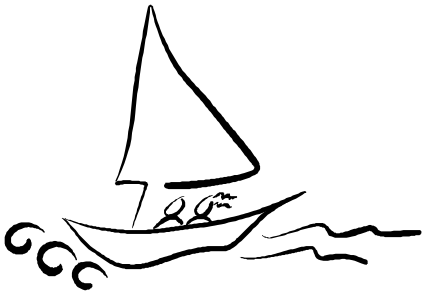
The inland sailor has to use similar settings, but with relatively no waves, and therefore considerably less hull resistance, he can "change up a gear" by using a flatter sail shape. The clew then can be kept closer to the black band, but the boom vang must be kept fairly tight to stop excessive sail layoff at the peak.

Strong Wind (15kn+)

Light crews will now be begin to be overpowered going to windward and at this stage is desirable to gradually flatten out the main sail by pulling the clew of the sail out to the black band. The mast should be let to bend more in this strength of wind to flatten the main sail and ease away the excess power through the slackening of the leech. Also more Cunningham tension will cause the peak of the main sail to lay off and release power if the going gets heavier. If you want to be brave, ease off the out haul, Cunningham eye and pull on the vang and play the gusts with the main sheet while heading higher into the wind on heavier gusts then bear away when the gust passes. It's great fun while you keep the boat upright.

By the time the next article comes out you should have had many opportunities to try out the various sail shapes and have recorded the settings in your note book. So watch out for more sailing tips in the next edition.

Laurie Menogue



Congratulations

Craig McPhee
Joint SA Sailor of the Year

Craig McPhee was nominated by both the SA Heron Association and the SA Tasar Association for the SA Sailor of the Year Award. The award was presented to Craig and co-winner Brett Young at a Yachting SA function held on August 8. Craig's 2002/03 sailing record was indeed impressive, adding to his previous achievements in Herons and Tasars. Congratulations, Craig… ..now, make sure that you get that old tub 8998 Eigen Vector out on the water at Brighton and Seacliff for the 45th Nationals!

Craig McPhee
Somerton Yacht Club

Nominated by the Tasar Association of SA and SA Heron Sailing Association

2002/2003 Achievements

1st ~ Tasar Australian Championship

4th ~ World Tasar titles held in Victoria, British Columbia, Canada

1st ~ South Australian Heron State Championship

1st ~ Queensland Heron State Championship

2nd ~ South Australian State Tasar Championship

2nd ~ New South Wales State Tasar Championship

2nd ~ Victorian State Tasar Championship

??2002/2003 Tasar was his 3rd win in the Tasar National Championship

??Craig has also won 9 Heron National Titles and numerous state championships

??Craig and his crews, including Kevin Kellow and his wife, travelled widely to maximise their Tasar fleet racing experiences during this current season

STATE NEWS

Victorian News

Thinking about going sailing?

Come sailing with the Herons at Hampton, or perhaps Steve and the great people at St Leonards.
Seriously if you haven't taken the old girl (the boat) out for a while, consider sailing at either Hampton Sailing Club near Sandringham or St Leonards Yacht Club near Geelong. Both clubs have a relaxed atmosphere and you'll probably meet other Heroners.
The big advantage of sailing with a club is that there will be someone to help you lift the boat, push it up the beach, or give rigging tips.
But most importantly for safety sake. If you sail with a club, when you go out there will be other boats around, maybe a rescue boat, and at the least somebody will expect you back to pick up the trailer.

Check out the new Victorian Website

Leigh has done a great job setting up the new website.
The address is;

www.vicherons.yachting.org.au

Leigh plans for this site to be informative and dynamic. The advantage of having our own website is that people who may be unaware of our association can find out more about Herons especially Victorian Herons. I wouldn't be surprised if we even find some of the lost Heroners. 'We know they're out there.'
If you have any photos or items of interest please send them along.

Tuki (5996) at the Sauna Sail Regatta, June 2003. The lone heron in a fleet of 90 boats.

Wetsuits and kitting up for cold weather sailing, by Leigh Brennan-Smith

Let's face it, Victoria can be a cold place to sail in anything apart from the Summer months of December through to February. With the Heron racing workshop coming up in late August, it's timely to think about what to wear when sailing in the colder months.

Sailing our Heron (s) over the last 18 months, I have put off buying lots of specialised clothing apart from some new PFD's for the kids. I have a lot of marine suitable clothing from sea kayaking but did not own a wetsuit that fitted (after I lost that svelte batchelor's figure!)

Queens Birthday just past (see the website **www.vicherons.yachting.org,au**), we went to the Sauna Sail at Hazelwood and I knew that if we were all going to be warm (and happy) I would have to buy some wetsuits. Ugh!

Looking around Melbourne I was staggered at the prices for wetsuits. Specialised Ronstan sailing versions are well over $200 and other farmer john styles (long legs and no arms, short zips at ankle) are $150 or so (eg Ocean wetsuits in Dandenong) . Kids spring suits (short arms and legs and zip at back) were $80 or so (Rebel) and most are made overseas.

I found a great solution at Mc Donald Marine in South Melbourne. They stock their own branded wetsuits made by Body Torque, a South Australian wetsuit manufacturer. For a 3 mm thick farmer john style (for me) made in South Australia, I paid $88 and for the kids spring suits (2 mm thick, also made in SA) I paid $48 each. So for the price of one wetsuit, I went away with three and the whole (sailing) family was happy. (Now you could also get a further 10 % off at Mc Donald Marine with their special offer for Heroners!)

The trial was in wet and windy weather at Hazelwood and the skipper and alternate 9 and 12 yo crew all very happy over the three days of Winter sailing.

So my Autumn , Winter and Spring sailing kit now consists of:

* Feet - wetsuit booties with sole.
* Body - 3 mm Mc Donald marine /Body Torque farmer john wetsuit
* Torso (under wetsuit) Kathmandu long sleeve poly prop thermal top (one or two). I like the skivvy style with half zip.
* Outer jacket - 100 % waterproof slicker with neoprene neck and arm closures
* Hands - sailing gloves with reinforced palms.
* Hat - Kathmandu polar fleece beanie – won't blow off
* PFD
* Cheap sunnies
* Factor 30 sunscreen

For summer I may consider shorts again – but Tony Cope you can keep the Dunlop volley's!

Ralph Brown inspects Tony Copes newly manufactuered Heron rudder blades with mahogany centre sections maintenance evening for VHSA members

Queensland News

ANOTHER FLOCK OF HERONS IN QUEENSLAND

With the growth of Herons on the rise and the need for the QHSA to look towards future growth in the class, another club has welcomed the Heron. BSS stands for *Brisbane Sailing Squadron* and is based at Quay St Bulimba.

The club has been operating for 50 years and has just completed a $180,000 face lift. The club racing is on a Saturday afternoon, with 2pm sharp start. The classes that sail at BSS are Sabots, 125's,16' Skiffs and the Brisbane Rivers largest Laser fleet and now the Heron. The club has around 150 members, 60 of which are Juniors.

This mix of young and old has a lot to do with the clubs success over recent years. The inexperienced juniors can learn to sail on Saturday mornings in ether the Beginners class or the Intermediate class and then sail with their parents or more experienced sailors in the afternoon club race. Yearly membership is around $140 for a family. The club prides itself on safety and provides 4 rescue boats each afternoon with radio and mobile phone communication between the clubhouse and each rescue boat.

One of the best things about sailing at BSS is the conditions. On most Saturdays, the breeze is in around 10am giving the training classes a decent breeze to learn in. Rarely is there such a thing as a drifter. By 2pm the Northeaster blows in at around 15 knots giving plenty of personality to the river.

Those Queenslanders who dread the famous "City Cats" can rest easy. With the width of the river at Bulimba wider than other areas , you don't have to keep looking over your shoulder! At present we have three Heroners sailing regularly a BSS, but I hear rumours that we will be joined by a number of other Heroners looking for some fine sailing conditions next season.

For further information you can contact me on 0438 228 004 or by email:
perfit@bigpond.com

John Palmer Butterfly 9902

Queensland Wooden Boat Festival

The South Brisbane Sailing Club is celebrating its Centenary Year and to coincide with this they have held a Wooden Boat Festival on the banks of the Brisbane River.

Of most importance is the old wooden Heron which has been donated to the Queensland Maritime museum to be painstakingly restored to its former glory for all to admire.

It comes complete with Rolly Tasker sails made in Western Australia , has provision for an outdoor motor and contains the original oars and rollocks.

Built by an accredited Heron boat builder in Beenleigh back in the late 1950's – exact number of boat is not known. Whilst it is unknown exactly how old the sails are, they are most likely the same vintage as the boat.

The boat was handed over by Tom Robertson to the Queensland Maritime Museum. at a presentation at the South Brisbane Sailing Club.

Tom, George and the old Heron, "Flip" at the Wooden Boat Festival.

REMINDER

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

Series starts in September.

See website for all dates and all details.
members.optusnet.com.au/deakinsharpe/

South East Queensland Titles 2003 Lake Cootharaba

This legendary series is normally held on the May long w/e but this year was postponed and eventually completed as part of the Apollonian hotel August regatta.

We had a neat bunch of 12 boats poodling around a giant course catering to a mixed fleet of 100 boats that ranged from A-class cats, through mongrel hybrids to T/Ses and sabots .

It was a pretty eventful series for a number of reasons:-

HEAT 1 : 5 to 10 knots.
a) A number hover around the sabot top mark before deciding it is TOO close to the start.
b) The top 4 boats, Peter Bailey(*Hogwarts Express*),Gerry Deakin(*Pinto*), Fraser Galloway (*Just a breeze*) and Ian Ham(*Pardon Me)* decide the cat reaching mark is the way to go, allowing nos 5 and 6 John Nobbs (*Plan X from outer space*) and Mardi Smith(*Bullfrog*) to become 1 and 2.
c) While no 1 on 2nd beat *Plan X* loses rig over back of boat (not quite great engineering!)
d) *Hogwarts Express* eventually works his way back to finish first.

HEAT 2: 5 to 10 knots
a) 2 Mins before the start a 30kt squall knocks everybody hell, west and crooked.The fleet claws it's way back to the club.

HEAT 3: 3 to 8 knots
a) Dead on the start, 45 degree wind shift turns the first beat into a stbd reach to the top mark. Katrina Ham (*George the Boat*)has a great start and with very good height, sails off in the wrong direction! Meanwhile there is an individual recall and several boats return that didn't need to go back to start again.
b) In a fleet of this variety repositioning buoys is NOT an option!!!
c) The first reach turns into a dead run, BUT there are no reaching mark mistakes today!
d) Second reach turns into a tight port beat.
e) Second beat turns into a very quiet (3 knots) reach being passed by heaps of Cats.
f) Run back to the bottom mark turns into a quieter broad run being passed by the same Cats in a very attractive misty drizzle.
g) The third beat turns back into the beat we were going to have before the wind changed.

Hogwarts Express lead all way with Robert Duhig (*Gypsy Sam*) a fast finishing second with *Plan X* just holding out *Pinto* for third, and *Bullfrog* a close fifth.

Hogwarts Express convincingly won the series with 2 consistent firsts with *Bullfrog* second and *Pinto* third overall.

The QLD Heron fleet is looking very competitive at the moment with experienced sailors such as Col Loel (*Caffiene Rush*) and Don Grainger (*Might Wings*) having bought boats to teach and sail with their kids,

Bye for now, **John Nobbs – Qld Pres.**

See full results on Qld Heron Website

New South Wales News

NSW HERON SAILING ASSOCIATION 2003/2004 EVENTS

TRAVELLERS TROPHY/ JUNIOR TRAVELLERS TROPHY EVENTS

Entries for State Titles and Juniors State Titles must be on an application form, forming part of the Notice of Race. For all details refer to the Notice of Race.

All entries to the NSW Heron Sailing Association sponsored events must be received by the Race Secretary, with fees, by the closing date.

Any entries received after the closing date will be classified as beach entries and are not eligible for a handicap prize.
Beach entries are $15 for seniors and $5 for juniors.

Race Secretary:
Warren Hodgkins
15 Moseley St
Carlingford 2118
Phone(02) 9871 7069

Entries to State and National events are only open to NHSAA financial members. To be eligible for a scratch prize, boats must have a current "A" class measurement certificate.

NSW Heron Association Meetings are held on the first Wednesday of the month except January, 8.00pm at Drummoyne Sailing Club, All Heron Association members are invited to attend.

Heat	Date	Venue	Junior TT Start Time	Fee	TT Start Time	Fee	Closing Date
Heat 1	Sat 11th Oct 2003	Dobroyd A.C.	11.00 a.m.	$3.00	2.00 p.m	$60 full series or $12 per race	Tues. 7/10/03
Heat 2	Sun 2nd Nov 2003	Bayview Yacht RA	11.00 a.m	$3.00	2.00 p.m		Tues 28/10/03
Heat 3	Sun 7th Dec 2003	Narrabeen Lakes S.C.	11.00 a.m	$3.00	2.00 p.m		Tues 2/12/03
Heat 4	Sun 15th Feb 2004	Middle Harbour Heron S.C	11.00 a.m	$3.00	2.00 p.m		Tues 10/2/04
Heat 5	Sat 6th March 2004	Concord & Ryde S.C	11.00 a.m	$3.00	2.00 p.m		Tues 2/03/04
Heat 6	Sat 4th April 2004	Georges River	11.00 a.m	$3.00	2.00 pm		Tues 30/03/04

HERON STATE TITLES

Heat 1	Sat 22nd Nov 2003	Teralba S.C.	N/A	N/A	1.30 p.m.	$40 full series $25 half series	Tues 18/11/03
Heat 2	Sun 23rd Nov 2003	Teralba S.C	N/A/	N/A	1.30 p.m		Tues 18/11/03
Heat 3	24th Jan 2004	Toukley S.C	N/A	N/A	1.30 p.m		Tues 20/01/04
Heat 4	25th Jan 2004	Toukley S.C	N/A	N/A	1.30 p.m		Tues 20/01/04
Heat 5	26th Jan 2004	Toukley S.C	N/A	N/A	11.00 a.m.		Tues 20/01/04

The AGM will be held on Wednesday 5th MAY 2004, 8.00pm at Drummoyne Sailing Club

Narrabeen Lakes Sailing Club Travellers Trophy

It was somewhere up the beaches
In the land of rock and scrub
That they formed an institution
Called the Narrabeen Lakes Sailing Club

They were long and wiry natives
From the rugged mountain side
To drive along the highway
In the cars they would ride

It was somewhere down the country
In old Sydney smoke and steam
That other clubs existed
Wanting to sail a Travellers Trophy team

As a social institution,
The heroners were a marvellous success
For the members were distinguished
By exclusiveness and dress

There was Alex, Syd, & Jamieson, all wanting to compete
They sailed natty A Class boats that are nice and smooth and sleek
For their cultivated owners, only sailed them once a week

So they started up the highway,
In pursuit of sport & fame
For they meant to show those Narrabeenas,
How they ought to play the game

Now the lakes boss was Jim
Young Jim Fairlie, give him due
As commodore, he was bonza
Cause he was Aussie through and through

He had, as his off-sider, Charles
Yes, Charles Homan was his name
He had come here from Ireland
To live & win the game
Now those other club chaps were the cocky ones
The National President, in their midst
With their bank accounts flush with funds,
So, was it good recording or just a dodgy list?

Some had mighty clubhouses,
The envy of all who went
But did they have a winner?
On the Lake, in the big TT event

Now my listeners can image, how the contest ebbed and flowed
There was Ray & Howard at he front, when the Blue Peter finally showed,
Not far back was Yvette & Joy, passing one another
Right behind was Bill & Peter covering the others

And the game was so terrific that ere half time was almost gone
When a spectator's chair was broken – just from merely looking on
For they battled one another, till the lake was strewn with dead
Cause the boats were kept so even, no one really got ahead

Way down the lake on PipeClay Point
Where the parents often go
Have you seen a gravestone?
Where the grass moves to and throw

The stone bears a crude inscription
For all who care to read
"Get ready to be beaten,
By the Narrabeen Lakes mud & weed"

On the misty moonlit evenings, while the hoons howl all around
You can see their shadows flitting, down around that sacred ground
You can hear the loud collisions, as they strive to win the points
For the men, they are a tacking with ach-ing-aching joints

Till the terrified spectator
Runs like blazes to the pub
He been haunted by the spectres of
The Narrabeen Lakes Sailing Club!

Apologies to Banjo Patterson

South Australian News

The 2003/04 sailing season is looming large on the horizon and South Australian Heroners are keen to get going. With the 45th Nationals at Brighton and Seacliff Yacht Club after Christmas, we have a big sailing and social program planned.

The 2003 SA Annual General Meeting saw a changing of the guard with Locky McLaren stepping down as SA President. Locky's contribution to the Heron movement in this state has been considerable. His vision and leadership has played a big part in the continuing popularity of the Heron in SA. Locky will continue on the SA Committee, I am pleased to say, and has also taken on the SA National Vice President's position. Thank you, Locky, for your contributions to Heroning.

A celebration on July 20 saw a new Heron honour board presented to Grange Sailing Club. Grange stopped sailing Herons some years ago, and the original board was lost. The class has now been re-established at the Club through the efforts of Ian Glasson, Len Collins, Jim Goble and others. Ian organised the construction of a new Honour Board – well done.

Our state championships this year will be held over Easter this season. We alternate between country and metro locations. This year, the championships will be held at Arno Bay, in conjunction with the "Queen of the Gulf" regatta. This regatta is held for boats of all classes that sail at Clubs on Spencer's Gulf. There is usually a fair sized Heron fleet at this regatta, but with the state fleet in attendance, the Heron presence next year will be HUGE. We hope to see Herons from the West Coast Clubs come along to this series to enjoy the sailing and the company.

Our Junior Training Heron fleet, which consists of three fibreglass boats, is currently under the watchful eye of Neil Burford. The boats have all been checked over and will be in tip-top shape by season start. We welcome applications from South Australian junior sailors who wish to be allocated a boat in the 2003/04 season.

All the best to all Heroners for a successful 2003/04 season,

See you at Brighton and Seacliff,

Richard Gibson
9515 Rich and Famous

The Nationals

45th Polo Shirts

There was a lot of interest in the 45th white cotton polo shirts worn by competitors and family at the 44th competition in Qld, with some interstate participants literally wanting the shirts off our backs! Well, you haven't missed out! The shirts can be ordered ahead of time at the inexpensive price of $30! Fill in the number of shirts you would like to order on the Social program order form in the sizes you want, and we will do the rest!
Some shirts will be available at the series but if you want to be sure of getting one in your size, you had better order now!

Photocopy the form (see page 11) fill it in and forward with a cheque/money order made out to **the SA Heron Sailing Association**, to The Secretary, SAHSA, Mr Ian Cole, 1 Day Ave, Daw Park, South Australia 5041 by December 5, 2003.

Social Programme & Meals

The social program and meals have been organized to allow competitors, families and friends to relax and enjoy each other's company in the beautiful surroundings of Brighton and Seacliff Yacht Club.

The SAHSA Social Committee have tried to arrange meals and events that are fun, good value and economic so it doesn't break the budget. We'd like as many of you to come to compete or observe the series and enjoy SA.

The Social Committee have arranged for the canteen to be open for all lunch times except for the Lay day and for evening meals to be provided on most days. Some of these are a quick and easy sausage sizzle on the measuring days, while others are a fun SA event such as the Pie night.

All meals listed on the order form can be prebooked, with tickets collected at registration time. We urge competitors to prebook as many events as possible for catering purposes.

The Presentation evening will be held in the B&SYC clubrooms. While generous, the capacity of the rooms is limited, so to be sure of getting a seat at the event, book now.

Two Big Breakfasts have been organized for the two early races.

The Sail a Heron Forever Welcome BBQ will be a big event. The SAHSA are currently contacting as many former Heroners as possible to invite them to the Welcome BBQ. The Heron is one of the strongest classes in SA and many older and family sailors are returning to the Heron and building our numbers. The interest in the Mark II and the newest changes to the Heron will attract a lot of visitors to watch the sailing and attend the BBQ.

The theme meal evenings will also have fun events for all to enjoy, with some surprises still in store.

Please note that alternative meals will be provided on all of the evenings. If you, or any members of your party have specific dietary requirements, note this on the order form.

45TH HERON NATIONAL POLO SHIRTS ORDER FORM						**NAME:**
Children 's sizes (enter the number of each size required)						
8		10		12		No. Child… … … . x $30 = $
Adult 's sizes (enter the number of each size required)						
XS	S	M	L	XL	XXL	No. Adult… … … .. x $30 = $
				Total Cost for Polo Shirts		$

SOCIAL PROGRAM EVENTS & ORDER FORM				**NAME:**
DATE	**TIMES**	**MEAL/EVENT**	**COST OF FOOD (ADULT/CHILD)**	**ORDER FORM**
26.12.2003	12.00-14.00	CANTEEN OPEN FOR LUNCH		
27.12.2003	11.00 – 15.00	CANTEEN OPEN FOR LUNCH		
	16.00 – 18.00	**SAUSAGE SIZZLE**	$1 PER SERVE	
28.12.2003	11.00 – 15.00	CANTEEN OPEN FOR LUNCH		
	16.00 – 18.00	**SAUSAGE SIZZLE**	$1 PER SERVE	
29.12.2003	11.00 – 15.00	CANTEEN OPEN FOR LUNCH		
	16.00 – 18.00	**SAIL A HERON FOREVER WELCOME BBQ**	A = $15.00 C = $8.00	No. Adults… … . x $15 = $… … . No. Child… … … x $8 = $… … .
30.12.2003	11.00 – 14.00	CANTEEN OPEN FOR LUNCH		
	16.00– 18.00	**FISH, CHIPS & SPORTS NIGHT**	A = $12.00 C = $6.00	No. Adults… … . x $12 = $… … . No. Child… … … x $6 = $… … .
31.12.2003	08.00 – 09.00	**BIG BREAKFAST**	A = $5.00 C = $3.00	No. Adults… … . x $5 = $… … . No. Child… … … x $3 = $… … .
	11.00 – 15.00	CANTEEN OPEN FOR LUNCH		
		NEW YEAR 'S EVE PARTY & SUPPER	A = $15.00 C = $10.00	No. Adults… … . x $15 = $… … . No. Child… … … x $10= $… … .
1.1.2004	**LAY DAY**	CANTEEN CLOSED		
2.1.2004	11.00 – 15.00	CANTEEN OPEN FOR LUNCH		
	16.00 – 18.00	**SCHNITZEL NIGHT**	A = $12.00 C = $6.00	No. Adults… … . x $12 = $… … . No. Child… … … x $6 = $… … .
3.1.2004	11.00 – 15.00	CANTEEN OPEN FOR LUNCH		
	16.00 – 18.00	**CURRY NIGHT & TUG OF WAR**	A = $15.00 C = $8.00	No. Adults… … . x $15 = $… … . No. Child… … … x $8 = $… … .
4.1.2004	11.00 – 15.00	CANTEEN OPEN FOR LUNCH		
	16.00 – 18.00	**TRADITIONAL SA PIE & BEER/WINE TASTING NIGHT**	$5 PER SERVE	No. … … … … x $5 = $… ..
5.1.2004	11.00 – 15.00	CANTEEN OPEN FOR LUNCH		
	16.00 – 18.00	**POTATO NIGHT STAY COOL NIGHT**	$5 PER SERVE	No. … … … … x $5 = $… …
6.1.2004	08.00 – 09.00	**BIG BREAKFAST**	A = $5.00 C = $3.00	No. Adults… … . x $5 = $… … . No. Child… … … x $3 = $… … .
	11.00 – 15.00	CANTEEN OPEN FOR LUNCH		
		PRESENTATION DINNER	A = $25.00 C = $12.00	No. Adults… … …x $25 = $… … . No. Child… … … x $12 = $… … .
TOTAL COST FOR SOCIAL EVENTS				$
TOTAL COST FOR SOCIAL EVENTS PLUS POLO SHIRTS				$
IF YOU HAVE ANY DIETARY REQUIREMENTS PLEASE NOTE THEM HERE –				

Photocopy this form, fill it in and forward with a cheque/money order made out to the **SA Heron Sailing Association**, to **The Secretary, SAHSA, Mr Ian Cole, 1 Day Ave, Daw Park, South Australia 5041** by **December 5, 2003**. A single cheque may be made out to cover entry fees, and social programme events and shirts.

NOTICE OF RACE
45TH NATIONAL HERON CHAMPIONSHIPS 2003/2004

26th December 2003 – 6th January 2004

Hosted by Brighton and Seacliff Yacht Club **246 Esplanade Seacliff, Adelaide, South Australia**

1. ORGANISING AUTHORITY

The championship regatta will be conducted by the Brighton & Seacliff Yacht Club and the South Australian Heron Sailing Association Inc on behalf of the National Heron Sailing Association of Australia Inc.

2. RULES

The regatta will be governed by the current ISAF Racing Rules of Sailing (RRS), the prescriptions and Special Regulations of the **A.Y.F. Addendum A – Part 2,** and any amendments, the rules and bylaws of the National Heron Sailing Association of Australia Inc, (except as any of these are altered by the Notice of Race or Sailing Instructions), and by the Notice of Race and Sailing Instructions.

3. ADVERTISING

The Regatta is classified as a Category A event in accordance with RRS 79 and Appendix 1, Regulation 20 of the RRS. Competitors may be required to display sponsors' names and/or logos If required, the Organising Authority will supply these items and they shall be affixed to all boats as described in the Sailing Instructions.

4. ELIGIBILTY

4.1 Each Helmsperson of a competing boat shall be a financial member of the National Heron Sailing Association of Australia Inc. All competitors are required to be members of a sailing club affiliated with Yachting Australia or another National Authority recognised by the ISAF and must provide proof of this membership at Registration.

4.2. There shall be no change of Helmsperson of a yacht for the regatta. Replacement Helmsperson shall constitute a new entry, which will be scored as DNS for all previous races in the Regatta.

4.3. Should a Helmsperson need to use a crew not nominated on the regatta entry form during the regatta, he/she may only do so by submitting a written request to the race committee (or its nominee). The race committee shall endorse the request and update its record for eligible crews for that yacht.

4.4. The skipper and crew of entrants in the Junior category must both be under the age of eighteen (18) years of age at registration.

4.5. Entrants in the Veteran Helmsperson category must be over the age of fifty five(55) years of age at registration.

4.6. The Helmsperson and crews of boats entered in the Heavyweight category must weigh more than 135kg in total, when attired in dry shorts and "T" shirt. The weight of the Helmsperson and nominated crew combinations shall be checked at registration. The weight of the Helmsman and any replacement crew nominated during the series under 4.3 above shall be checked to ensure continuing eligibility for the heavy weight category.

4.7. The skipper and crew of entrants in the Family category must be one of the following combinations - husband/wife, parent/child, brother/sister, sister/sister, brother/brother, grandparent/grandchild - all from the same family.

4.8. All Boats entered must have a current "A" class measurement certificate, a copy of which shall be forwarded with the entry form. Failure to provide this documentation may result in entry being refused.

4.9. All boats shall have current Third Party Insurance cover of not less than AUD$5,000,000 (recommended $10,000,000) for any one accident. Evidence of this insurance shall be provided at registration.

4.10. All boats shall complete registration at the host club.

5. ENTRY

5.1. Eligible boats may be entered by completing the attached entry form and forwarding it to:
The Secretary, SAHSA;Mr Ian Cole, 1 Day Ave, Daw Park, South Australia 5041
together with the prescribed entry fee and a copy of the current measurement certificate.

5.2. The Closing date for entries is **Friday 5th December 2003.**

5.3. Late entries may be accepted at the discretion of the organizing authority **until Sunday 28th December 2003.**

6. FEES

The entry fee for the regatta is $90.00 and includes the Invitation race**.**
The Early Bird race fee is an additional $10.00.
(Total entry fee including Early bird race is $100.00)
Late entries must be accompanied by an additional fee of $10.00.

7. SCHEDULE OF EVENTS

Friday	26th December 2003 1.00pm-4.30pm	Measuring & Registration
Saturday	27Th December 2003 9.00am-4.00pm	Measuring & Registration
Sunday	28th December 2003 9.00am-11.00am	Measuring & Registration
		Not before 1.55pm Warning signal-Early bird race
Monday	29th December 2003 9.00am-10.30am	Measuring & Registration
		Not before 1.55pm Warning signal- Invitation race
Tuesday	30th December 2003 10.30am	Opening Ceremony
		Not before 1.55pm Warning signal-Heat 1
Wednesday	31st December 2003	Not before 9.55am Warning signal-Heat 2
		1.30pm Extended Executive Meeting All welcome
Thursday	1st January 2004	**LAY DAY**
Friday	2nd January 2004	Not before 9.55am Warning signal-resail provision
		Not before 1.55pm Warning signal-Heat 3
Saturday	3rd January 2004	Not before 9.55am Warning signal-resail provision
		Not before 1.55pm Warning signal-Heat 4
Sunday	4th January 2004	Not before 9.55am Warning signal-resail provision
		Not before 1.55pm Warning signal-Heat 5
Monday	5th January 2004	Not before 9.55am Warning signal-resail provision
		Not before 1.55pm Warning signal-Heat 6
Tuesday	6th January 2004	Not before 9.55am Warning signal-Heat 7
		Not before 1.25pm Warning signal-resail provision
		7.30pm Presentation Dinner

NOTE: No race will be started after 3.00pm on the 6th January 2004.

8. MEASUREMENT

8.1. No measurement of new yachts or equipment will be conducted at these championships.

8.2. All boats must be checked for compliance to the specified measurements listed in the "measurement check list" form attached to this notice of race, by an approved measurer located in the Helmsperson's home state, or the official measurers at the Host Club when registering.

8.3. Boats pre-measured in the helmsperson's home state must be presented to the official measurers at the regatta host club at registration, with the co-signed "measurement checklist form", for general inspection and compliance checking of any two of the measurements listed on the form.

8.4. Random checks of boats and safety equipment may be carried out at any time during the regatta and the top six boats may be checked after each race. Failure to comply with the rules may result in protest and disqualification from all races sailed prior to such an inspection.

8.5. Only one suit of sails may be used during the regatta. These sails must be marked with an official measurer's certification signature of measurement compliance prior to attendance at this regatta. Sails are to be presented at registration for inspection of compliance and stamping with the 45th National Heron Championship stamp.

9. SAILING INSTRUCTIONS

Sailing instructions will be available at Registration from the regatta office located in the Mariners Bar of the Brighton and Seacliff Yacht Club.

10. REGATTA SITE

Brighton & Seacliff Yacht Club, 246 Esplanade, Seacliff, Adelaide: Approximately 13Km south west of the Adelaide GPO on the shores of Holdfast Bay, Gulf St Vincent.

11. RACING AREA

The racing area will be located on the Gulf St Vincent as shown on Attachment "A".

12. SCORING

The low point scoring system as defined in Appendix A – Scoring (A4) will apply for both the Championship and handicap series, except that rule A4.2 is changed to provide that a boat, which starts the race but does not finish shall score points equal to one more than the number of boats that ranked as starters in that race.
The series will consist of seven (7) races.
When five (5) or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
Four (4) races are required to constitute a series.

13. COURSES

Courses will be triangular as described in the sailing instructions.

14. TROPHIES AND PRIZES

Heron Perpetual Trophy for the National Championship Skipper.
Perpetual Trophy for the first placed Lady.
Perpetual Trophy for the first placed Junior
First six (6) skippers and crews
First Lady skipper and Crew

First Junior skipper and crew (see condition of eligibility in 4.6)
First Interstate skipper and crew
First unplaced veteran skipper and crew (see condition of eligibility in 4.7).
First three unplaced heavy weight skippers and crews (see condition of eligibility in 4.8).
45th skipper and crew
First unplaced family skipper and crew (see condition of eligibility in 4.8).
Invitation race - first three (3) skippers and crews.
First three (3) Handicap Skippers and crews.

15. HANDICAP SERIES

A handicap series will be conducted in conjunction with the National Championship series using the finishing times of boats for each race. The South Australian Heron Sailing Association Inc Committee shall determine the handicaps for each helmsperson.
This series will be scored as described above in section 12. Scoring.

16. SUPPORT BOATS

Except in the case of emergency, team leaders, coaches and other support personnel shall not encroach within 50 metres of the race area, or any competing boat, from the time of the warning signal until the finish time of the last boat in the race. Failure to comply may result in protest and disqualification of all boats associated with the infringing vessel.

17. DISCLAIMER

All those taking part in this regatta do so at their own risk and responsibility. The Brighton and Seacliff Yacht Club, the National Heron Sailing Association of Australia Inc, the South Australian Heron Sailing Association Inc, their members, officers or sponsors, and all others involved in the conduct and management of this event, shall not be liable for any loss of life or injury, or loss of property or damage thereto, whatsoever or however occurring.
The attention of all competitors is drawn to IASF fundamental rule 4.

18. RIGHTS TO USE NAME AND LIKENESS

In participating in the regatta a competitor automatically grants the Organizing Authority and the Sponsors of the regatta, the right in perpetuity to make, use and show, from time to time and at their discretion, any motion pictures, still pictures, and live, tape or film television and/or reproductions of him/her during the period of the competition for the said regatta in which the competitor participates and in all material related to the said regatta without compensation.

ENTRY FORM

45th NATIONAL HERON CHAMPIONSHIPS 2003-2004

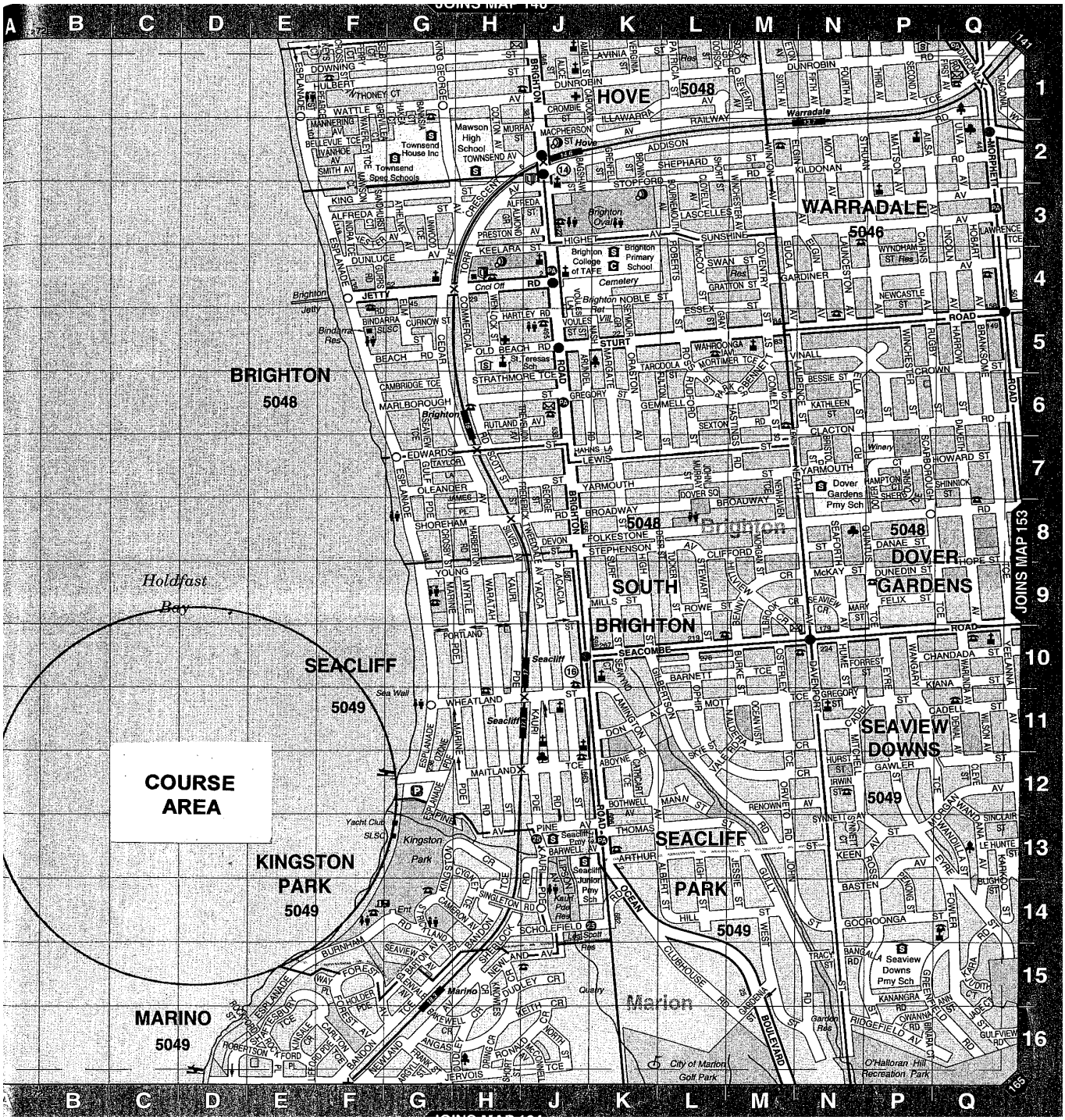
Forward to, Secretary SAHSA, Mr Ian Cole, 1 Day Ave, Daw Park, South Australia, 5041.

(Please Print)

Name(Helmsperson)… … … … … … … … … … … … … … … … **.AYF Number**… … … … … … **.Date of Birth**… … … … … **..**
Address… … … … … … … … … … … … … … … … … **Suburb**… … … … … … … … … … **.State**… … … … **.Postcode**… … … **.…**
Phone(H)… … … … … … … … … … … … **.…** … **(W)**… … … … … … … … … … … … … **.Mob**… … … … … … … … **.…** … … … … … …
Fax… … … … … … … … … **.Email**… … … … … … … … … … … … … … … … … … … …
Boat Name… … … … … … … … … … … … … … … … … … …

Attachment "A" (refer section 11)
Map of Sailing Course Area

Source: UBD Street Directory – Adelaide Map 152
Brighton & Seacliff Yacht Club: Map Ref = F12



45Th HERON NATIONALS MEASUREMENT CHECK LIST

SAIL No……. **BOAT NAME**……..…

SKIPPER……

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

	Min	Max	Compliance	
	All dimensions in mm		Yes	No
Overall Length	3416	3442	☐	☐
Transom to aft edge of mast	2273	2299	☐	☐
Transom angle	3	Actual…….	☐	☐
Transom to centreboard fore edge along keel plus transom angle	1994		☐	☐
Centreboard measurements when fully down				
a) Maximum depth	699	724	☐	☐
b) Maximum width 500mm below keel		285	☐	☐
c) Not less than right angle forward			☐	☐
Jib fairlead measurement minimum	735		☐	☐
Black band Mast		1219	☐	☐
Boom		2286	☐	☐

Safety Check Compliance:

AYF Addendum "A" special regulations, part 2 "Off the Beach Boats"

a) Paddle	☐	☐
b) Bailers, bailing bucket	☐	☐
c) Pin through rudder pintle	☐	☐

Heron Measurement Form "C" Hull topside compliance

C2.8 Jib sheeting track protected by false carlin**,** timber or fibreglass (foam not permitted)	☐	☐
C1.5 Tow ring size, min thickness 4mm, min intl diameter 38 mm	☐	☐

COMPETITORS - PLEASE NOTE:

1. On successful completion of measuring, all competitors are to sign this form and in doing so, agree not to alter any measurements outside approved tolerances.
2. All boats at registration may be given a general inspection. Measurements other than those above may be taken.
3. At registration, pre check measured boats will be checked for compliance to any TWO of the above check measurements.
4. Measurements or observations may be taken on any boat or equipment at any time during the Regatta by authorised measurers.

Letters To The Editor

The Editors Re: Heron Stem Block

In recent issues of The Heron Newsletter I have been reading a lot of comments about my boat and felt it was time to present a few facts and comments myself.

I bought this boat *10119* in 1996; the boat had been measured and accepted as an "A" class boat. I had no idea of the out of sight construction materials and had no reason to question them. The boat bow had never been modified as some have suggested.

During my years of ownership I have had a few minor dings in the bow and noted behind the timber strip down the leading edge of the bow there was some foam material. These minor repairs have been accomplished by applying some epoxy resin filler, faring and painting. I had asked a few of the more knowledgable heron veterans about this method of construction and advised not to worry about it, providing the boat is above minimum weight and measures it wouldn't make any difference. This sounded reasonable to me, so I didn't pursue it any further.

My unfortunate incident at the Nationals occurred, when in the first leg of the 6th heat I was on a port tack attempting to pass behind "*Uputu*" *10150* and just nicked her port stern quarter. In the process of completing a 720º in the gusty conditions I T-Boned "*Butterfly' 9902* resulting in a nasty gash to my bow and another 720º. Not a very good start to the race and all a bit embarrassing.

Following the race, when we later returned to shore, I was approached by the measurement police, namely Ric Svanberg who started interrogating me about my boat. How long had I owned the boat? How long had I known it had foam in the bow? Had I informed the measurement committee? etc. Nice boatside manner Rick. I started sailing Herons to have fun and despite incidents like this, I generally do.

I later learned that Ric was probably not in the best frame of mind, as he was already involved with some contentious issues regarding his jib sheeting arrangement. He also advised me that he had recently restored his boat and, stated "that if I knew foam was legal I would have put it in my bow" to cut the weight down.

From all the comments at the Nationals it appears that some members of the measurement fraternity have been aware of the foam stem block construction technique for some time and that it was not considered to be an issue. This method of construction may not have been well publicised around the State Measurement Committees.

I do not believe my boat was built with the intention of trying to deceive the measurement committee or get away with an illegal construction technique, but the builder was using a bit of initiative to keep the boat weight down. I might add this boat is still well over min. weight. In saying that this method of construction does not comply with the original plans, that list a wooden stem block, seems inconsistent when one looks at the number of departures from the original plans over the years. For example the many combinations of fibreglass and wood construction and in the extreme case a full fibreglass hull with no stem block. At the end of the day, I also believe that, providing the hull is above minimum weight, is the right shape and the weight distribution does not vary significantly it doesn't matter how it is constructed.

As has been pointed out and I certainly can attest to the fact that the light bow construction has the added benefit of providing a nice crumple zone.

The result of all this Who-Ha is that the Measurement Committee in their February 2003 report has stated that foam stem blocks are not allowed and have to be replaced with timber. So although I disagreed with their ruling on this matter I accept their decision and position of authority and have since taken to my bow with a saw. It doesn't look so good without the bow. Below are some pictures with the bow removed, the block of wood fitted and the wood after shaping.

The frustrating thing with this whole exercise for me, was that I had already repaired my boat after the Nationals and then had to spend several weekends and evenings, money and effort in rebuilding the bow of my boat and it will have an insignificant effect on the boats performance.

I can say, that I have a nice light piece of balsa wood in the bow now instead of a piece of foam. An estimation of the volume of wood I've used in the stem works out to be approximately 63 gm of extra weight, 0.096% of the min. boat weight. This is equivalent to 1/3 of a cup of water, 9 jelly snakes or 1/3 of a meat pie. I have been sailing with my 26 year old daughter all season, having a great time and still managing to do reasonably well in our club competition. I believe that compared to the variation in combined crew weight the 63 gm difference in stem block weight is insignificant.

In writing these comments I hope to achieve a few things:-

* Present the facts leading up to this issue.
* Vent my displeasure with having to under take this work with, in my opinion, insignifi cant change to the boats performance.
* Demonstrate that, following the measure ment committee's decision; I now have a timber stem block. I would hate to arrive at my boat one morning to find someone had taken a core sample out of the bow. Heroners wouldn't do that would they?
* Recommend that in evaluating different construction techniques it is the final product that is important and the effect this product will have on the performance and safety of the boat. In the case of a stem block it pro vides no strength to the hull but gives the bow shape to slip through the water. If the weight is similar, foam or wood it really doesn't matter.

I hope the boat goes just as fast; it is 6" longer now, no just kidding!

Happy sailing,
Bill Peterson 10119

No Stem Block

Wood Block Fitted

Stem Block Shaped

LIFE MEMBERS	STATE	DATE
S. Dearnley	NSW	1962
1st Secretary of Y.W.H.S.A.A. formed on 4/8/ 1958		
J. Shipton	NSW	1965
National Status granted with a membership of 1400		
L. Nangle	VIC	1966
K. Dane	NSW	1966
N. Corvisy	NSW	1967
J. Keen	SA	1968
M. Hawes	VIC	1969
W. Youll	NSW	1970
A. McClure	VIC	1972
H. Oram	WA	1973
1976 became known as the National Heron Sailing Association of Australia		
A. Barrett	NSW	1981 (deceased)
J. Coen	VIC	1982
L. Ralph	VIC	1982
A. Crane	NSW	1983
M. Clarke	NSW	1983
G. Richardson	SA	1984
G. Robertson	SA	1984 (deceased)
P. Carey	QLD	1984
T. Robertson	QLD	1986
I. Cook	NSW	1986
R. Tiessen	WA	1986
R. Murray	NSW	1989
A. Christie	WA	1991
D. Jamieson	NSW	1993
P. Carroll	WA	1994
D. McDougall	TAS	1996
P. Macleod	NSW	1997
R. Brown	NSW	1998

From the Editors' Desk

Please note the deadline date for the December issue is **18 November**
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.

PHOTOS WANTED

A newsletter is always more interesting when there are interesting pictures to look at. Please send/email us any photos of interest from your club / state events or home archives for inclusion.

Don't forget to let us know about any Heron Christmas activities that you might like included in the next newsletter.

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

Personality Profile No. 2

Joy Gough has been on the Heron scene for over 20 years. Joy began her illustrious career watching her husband Andy and son James out on Pittwater, panicking every time she saw the boat heel. Joy then decided she wanted to test the waters for herself and so began crewing for Jean Welch in 1982.

Realising Joy should learn how to skipper for herself, Andy stepped in with some training sessions. Lesson one was being sent out alone at Long Jetty with instructions "not to capsize!!"
Many capsizes later in her career, Joy learnt not to let the centre-board fall inside the hull when capsized, finding "Ted" ropes a good idea!

Joy purchased her own Heron "Lazybones" 6469 in 1985 and soon graduated to a lower maintenance, fully glass boat "Silvest" 9930. This required learning to sing the song Silvest (made famous by Bill Parry , Peter Macleod & co.) An onshore tactical manoeuvre!

Purchasing a boat out of the new mould from Don Rantanan in 1992 "Waffles" 10120, Joy went on to win 1st Lady in the State Championships at Narrabeen & Toukley in 1993-94.

Joy travelled with James and Andy to as many Nationals as possible, seeing a lot of Australia on the way. With a lot of encouragement to the tune of *"Go on you're not too old yet!"*, Joy won "First Lady" title at Chelsea Nationals 1995-96 with crew Kate Cooper. This was her pinnacle at age 50.

Joy is also infamous for sailing backwards at the Hobart Nationals in 1997 (see cartoon below!)

Joy has worked tirelessly at club level as Secretary since June 1999 and has been a major contributor to the success of the National Association since taking on the role of National Secretary in 2000.

Cartoon as depicted in the 1997.Heron Newsletter

46th National Championships 2004-5 VICTORIA

The Victorian Heron Sailing Association has selected Safety Beach Sailing Club as the host club for the 46th National Championships to be held during 2004-5. Safety Beach is on the southeast shores of Port Philip Bay about 60 minutes drive from Melbourne.

The Sail Melbourne organisation will oversee the management of the event as per the ISAF Rules of Racing. For national titles Sail Melbourne appoints a national jury of judges who will be on call to head up the protest committee should the need arise. This independent jury will relieve the Heron Association of making the hard decisions. The Notice of Race and Sailing Instructions with the dates of the races and entry forms etc are expected to be endorsed by the NHSAA Management Committee in the next few weeks.

Safety Beach Sailing Club's balcony faces west and offers an uninterrupted view of the racing area which is on the crystal clear waters of Martha Cove which has little or no tidal influence. Views of the southern end of Port Phillip Bay and the Bellarine Peninsular 25 km on the other side of the Bay can be enjoyed. There is a short 15-minute walk on a beachfront trail to a lookout on the side Mt Martha for those who want a higher vantage point overlooking the Sailing Club and the sailing course area.

Safety Beach is a resort area so the booking of accommodation will have to be prompt. Mornington Shire Council's tourist officer will have a complete list of motels, houses, flats and caravan parks with on site vans or cabins and camping sites available in the area. We aim to have the available accommodation listed in the December Newsletter so you will be able book early.

Bookings for the presentation night will be made with the Mt Martha Country Club, which is only 500 meters from the Sailing Club. It is anticipated that all other social activities will be based at the Club. Good shopping is available 5 minutes away at Dromana and for those who want a wider range of shopping there is Mornington or Rosebud only a 15 minutes drive away. There are dozens of excellent wineries and restaurants in the immediate area and even some of Australia's best surf beaches all within a 30 minute drive.

All Heroners returning to the eastern states should spend a few hours or even a day or two day to check out Safety Beach before they head north on their way home from Adelaide. Any visitors to Safety Beach Sailing Club will made very welcome. The Club will open so you can check out the sailing area and if there is still enough interest in racing put on a race for you. Phone Laurie Menogue on 040 2 427 371 or email on laurie@menogue.com if you intend to visit Safety Beach.

The Club House at Safety Beach, Victoria

MEASUREMENT COMMITTEE REPORT.

All measurers who have advised their e-mail address have been e-mailed a copy of the latest Measurement Form. All parts, A.B.C. and D are dated 07/03 including the reverse sides. Contact your local Measurer (or me) for a copy.

Measurers are reminded that a fibreglass hulled Heron need not have it's hull remeasured if it has been out of register financially. Refer to Heron Newsletter dated June 2001, which printed the result of a motion for this.

Andy Gough has retired from the Committee for health reasons after many years of dedicated service to the Heron cause. We all thank you Andy for a job very well done and are exceedingly grateful for your input to this Committee. In Andy's place we warmly welcome Warren Hodgkins from Concord-Ryde S.C. as a new Measurement Committee member.

Peter Macleod, Ray Brown and Bill Parry have flagged their intention to retire from this Committee during the next year or two after new members are brought in.

Happy Sailing,
Bill Parry
Secretary, NHSAA Measurement Committee.

Watch this space in the next newsletter for a report by Nationals veteran Peter Carey on the Safety Beach venue – as seen from an interstate point of view.

FINANCIAL MEMBERS AS AT DATE OF PUBLICATION

(Latest member list as advised by registrar – please supply any updated information on membership renewal form)

NSW

Paul Armstrong
Michael Armstrong
Oliver Baker
Madeline Baker
Paul Barnes
Mark Barnett
Colin Booth
Ray Brown
Gary Brunton
Robert Bryden
Ron Burwood
S & C Burwood
Bob Campbell
Peter Carrick
Kenyon Castle
Alex Cawsey
M.V. Clarke
I.G. Cook
A.B. Crane
Daniel Crawford
Ian Cull
Greg Deakin
S Dearnley
E. Dill-Mackay &
Nick Malikides
Tony Doyle
Syd Dyer
Jim Fairlie
Maurice Frost
Andrew Gough
Joy Gough
Charles Grimwood
Warren Grounds
Geoff Grover
Peter Harding
Evan Hatch
Gordon Higgins
Warren Hodgkins
Charles Homan
Kevin Hummel
Gloria Imlay
Don Jamieson
Brian Jenkinson
Devon Jones
Gordon Koch
P Macleod
K Mara
A Milne
Howard Mitchell
WarrenMonaghan
Ted Moors
R.J. Murray
Kurt Nievergelt
Leonard O'Riordan
Jennifer Overton
Ross Pagett
Bill Parry
Bill Peterson
Hans Pfeiffer
Robin Pidd
Don Robb
Brian Smith
Denis Sonneman
Graham Steel
Alistair Stewart
Marty Stott
Ernest Stutchbury
Dai Suter
Thomas Swindells
Slamet Taufan
P Vaiciurqis
John Veale
Ross Venner
Paul Waddington
P.W. Walden
Bruce Waterman
Rodney Watts
John Wheeler
Frank Whitehouse
Anthony Wood
W. J. Youll

VIC

Leigh Brennan-Smith
Ralph Brown
Peter Champness
Scott Clayton
Lt. Col. J.C. Coen
Tony Cope
Paul Grima
M. Hawes
Robert Lewis
Andrew MacGregor
L & E Menogue
A.J. McClure
Stephen Murphy
Brian Proctor
Norman Wright

QLD

Peter Bailey
John Billett
Nicole Breadsell
Andrew Bryant
Meridith Campbell
Peter Carey
Gerry Deakin
John Deshon
Robert Duhig
Fraser Galloway
Donald Grainger
Ian Ham
John Hockings
Tertia Hogan
Kevin Jones
Colin Loel
Denzil McCulloch
John McKeown
Peter Milliken
Elizabeth Molner
Wayne Moore
John Nobbs
John Palmer
Faye Patrick
Mary-ann Pattison
Tom Robertson
Mardi Smith
Ric Svanberg
Michelle Taheny
Len Winwood
Anne Woodhams

SA

Michael Arbon
Peter Beaumont
Anthony Belton
C.R. Brokenshire
Graham Butt
Daryl Carter
Duane Clerke
Ian Cole
Genevieve Collins
L.R. Collins
Rob Davy
Greg Downer
Grant Evans
Robin Frost
Richard Gardner
Andrew George
Richard Gibson
Ian Glasson
Colin Gurr
Alex Hayter
Brian Hunter
Mary James
Shane Kelly
Adrian Knoop
Barry Lockwood
Craig McPhee
Richard Mackinnon
Colin Malin
Daniel McLaren
Locky McLaren
Jane McLaren
Brittannie Millowick
Mark Moore
Peter Nicholson
Kim Nisbet
Phillip Norman
D.H. Ollerenshaw
G Palmer
David Powell
Peter Powell
Chris Ramsey
Ron Reseigh
G. Richardson
Sue Robertson
Roy Salmon
Leon Simms
Peter Smith
Kim Topperwien
William Tucker
Ric Wenske
Fiona Wilcox
Patricia Williams
Philip Wise

TAS

Andrew Askey
Peter Bingham
Andrew Bradshaw
John Cooper
Mark Hey
D.G. McDougall
Andrew Palfreyman
Matthew Pearce
Steve Williams

WA

Peter Agar
Peter Carroll
A. Christie
R.J Depiazzi
R.T Depiazzi
Kevin Depiazzi
Genevieve Flynn
Jenny Gaunt
John Gaunt
Ian Jarvis
Nick Jerwood
Glenn Lewis
H. Oram
R. Tiessen