December 2004

The Heron Newsletter

INSIDE THIS ISSUE

Nationals Update

Social Events Form

Starters Notes

The making of 'GG'

State News

Price $2.50 Posted
Volume 43 No 4

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 Committee

President
John Veale
1/157 Greenwich Rd
Greenwich NSW 2065
Home: (02) 9439 0401
Email: veale@bigpond.net.au

Vice President NSW
Brian Smith

Vice President SA
Locky McLaren
34 Outlook Drive
Aberfoyle Park SA 5159
(08) 8370 5901

Vice President Q
John Nobbs

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

Treasurer
Brian Smith
64 Evans Road
Dundas 2117
(02) 9871 4685
Email: bsandkss@bigpond.net.au

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
Paul Armstrong
5 Willunga Place
West Pennant Hills NSW 2122
(02) 9659 0350

Newsletter Editors
Nicole Breadsell and Kate Carey
25 Passchendaele St
Tarragindi QLD 4121
(07) 3892 3859
Email: nicole.breadsell@iprimus.com.au

State Associations (Secretaries)

Western Australia
Margaret Depiazzi
48 Craddon Road
Oakford WA 6133
Home: (08) 93970088
Email: kalabara@iinet.net.au

Victoria
Leigh Brennan-Smith
11 Sargood St
Hampton VIC 3188
Home: (03) 9598 1963
Email: leighb@windshift.com.au

Tasmania
Elise Clark
85a Derwent Ave
Lindisfarne TAS 7015
Email: clarks14@bigpond.com

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:
Tasmanian President, Tony Pearce's forward hand demonstrating how to roll in a Heron after a capsize at the Lindisfarne Sailing Club.

NATIONAL REPORT

President's Report December 2004

John Veale
President

It's December so the sailing season must be in full swing in all our clubs. Some of the Herons are beautifully polished, some are brilliantly rigged, some are going like smoke and leaving the rest behind but for most of us, how do you get all three to happen together. And two weeks in row!

One way is to read Don Jamieson's winter tuning notes. Another is to actually put them into practice. Yet another is to read them again when its hard to remember all the details in the excitement of a race.

And the best of all is to join Don and lots of other Heron sailors at Safety Beach, Victoria for the Heron Nationals, starting a few days after Christmas. There will be lots of opportunities to see how it's all done, though sometimes you have to study the experts early, because before you know it they're too far away to see. That doesn't matter because there's always someone else to race against and learn from. You can check out the top boats and ask their owners for some advice. Most are only too happy to help and will often be seen before and after a race helping a less experienced sailor figure out what to do better.

Amongst the highlights for this year I understand that we have a return visit from two UK sailors who joined us in Brisbane. And from Brisbane there will be number of new timber boats, some built using the stitch and glue method approved by the Association members about 18 months ago after several years of development work by members in Queensland. I am looking forward to seeing the boats on the water and applaud the efforts of all those who have worked to see the project this far. The Association hopes to have a package of easy-to-read plans, jigs to assist construction and hopefully ready-cut panels available to prospective builders before too long.

I hope to see many of you in Victoria. For those that cannot make it, have a great holiday season and enjoy your sailing.

IMPORTANT NOTES FROM THE REGISTRAR

There are still a large number of outstanding memberships. Please ensure you are a current member of the association, particularly if you are planning on entering the Nationals, or any other Heron Sailing Regatta. If you are not financial, you will not be able to enter.

Also, please note, if you are still receiving the newsletter and have been unfinancial for over a year, you will soon be taken off the mailing list, so come on…..BECOME A MEMBER TODAY!!!

Merry Christmas to all Heroners and their families and a safe and Happy New Year.

"My Excellent School Project"

Katrina Ham
GG 10224

I have just finished year 12 at Brisbane Girls Grammar School where my favourite subject was Technology Studies. In this subject a student is required to design, make and appraise a project over three terms. I had decided I that I wanted to build a Heron. Initially the school and teachers were not in favour of the idea, however once I explained the simplicity of the stitch and glue construction method they were a lot more confident.

Almost all of term 1 was spent designing and planning how I would construct the boat and what materials would be used. During this time the boat was named GG, which stands for George's Girlfriend. The name came about as follows: One day I was explaining to a friend how in my written assignment (over 100 pages) I had to talk about how the hydrodynamics of the boat affect the speed. My friend who knew that I sailed a boat named 'George The Boat' (4656) understood what I meant when I said, "I'm lucky because George has a good "arse". Another friend who overheard the sentence was suddenly asking me about a guy named George, wanting to know all his information. That is how the name GG was chosen.

By the beginning of the Easter holidays all the material had been purchased and the construction started. As the boat could not be transported during some stages of construction and fibreglassing isn't allowed at school due to Workplace Health and Safety, the boat was built at home. Just about every weekend during terms 2 & 3 was spend downstairs on the boat. As well as every day, bar one, of the June/ July holidays.

The first difficulty faced during construction was in regard to the jig. After it was discovered that the jig I had intended to use was incomplete and unavailable, my father got the plans of the jig and built one to the plans provided. Further modifications to the jig were also required and affected without delaying my project. (*All these modifications have been incorporated into the official jig plans now available)*

Building a boat is an interesting experience. It took about a week before I got sick of the marking out, cutting out and sanding. One process that I was most worried about was the bending of the ply at the bow. In the end lots of hot water and weights were used to bend the ply to shape. Once the ply was bent, the stitching and gluing was done. Then after the keel was glued on it was time to take the boat off the jig. By this time it was the beginning of the June holidays, which happened in my case to not really be a holiday but a boat-building exercise.

The centreboard case was an interesting part of the boat. Getting it to fit was a pain and then once it was in getting the centreboard to fit was a problem as there had been an error in the plans which made the casing a centimetre too low. This problem was fixed by taking some material out of the thwart bearers, however it can still be seen in the boat, as GG's fore thwart is higher than the top of the case unlike other boats. (These *modifications have been incorporated into the official plans now available)*

By the end of the non-existent school holidays everything had been constructed except the deck. Once that was on, all that was left to do was sanding and painting.

My mother will never forget (but hopefully eventually forgive) the amount of dust I created and stomped around the house. Sanding took forever (or so it seemed). Once the boat was fitted out, GG was finally finished. I was nervous on Measurement Day as this was the first stitch and glue Heron.

Once I was told that it passed the measurement requirements, some of the nerves were relieved. The next day however, I had to take my technology teacher for a sail when GG was launched and christened. That was interesting as Mr. Devoy had never been in a boat without a motor. Though sorely tempted I did not give in to the temptation to "accidentally" capsize.

GG feels very different to sail when compared to George. Firstly her bow seems lower and it feels as if she is always nose-diving. She also has very little weather helm. GG cost about $2500 for the hull only (including fittings) and took me about 220 hours.

When the boat was in the school library on display, there was a lot of interest in the Heron class. People who were interested in joining the class asked me lots of questions. I believe that if the Heron Association in Queensland became bit more youth-friendly, the junior fleet could be expanded greatly. For example, for the last two years the SE Qld Junior Titles have been held in mid November, right in the middle of the High School exam period, which has resulted in a number of sailors being unavailable. If they were held two weeks later then more juniors could participate.

Gunwhale Gossip!

Some unanswered questions remain.... does Mrs Lorraine Portbury know about "George's Girlfriend"..... and George's "good arse" ?

"George the Boat" was originally named after George Portbury of Hervey Bay. George and his sons Colin, Steven and Daryl sailed Herons in the 80's and 90's.

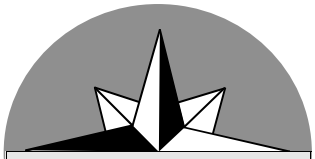
I would like the thank Glascraft Marine for their generous sponsorship. My boat would not have been possible without the help of John Deshon and Tom Robertson. But most of all I would like to thank my parents for their support throughout the project. I would recommend the stitch and glue construction method to anyone who wants to give it go. I wish all future builders good luck.

Katrina Ham

GG 10224

SECRET STARTER'S BUSINESS

By Ian Cole



Ian Cook, Life Member of NHHSA & MHHSC has been involved in starting Herons in NSW Clubs, State and Nationals for many years

His tips on starting might be useful to other members of the association to ensure the smoothest race starts possible…..

I have been asked to write a piece on the secrets, trials and tribulations of the starter at a major Heron Regatta. There are a number of manuals provided by the Yachting Authorities for the training of Race officials, which I have found to be most useful. However these need to be adapted to the particular requirements of the class.

SETTING THE COURSE

It is essential that the starter and rescue boats are out on the course well in advance of the start to check wind direction and strength. Usually this is about 45 min – 1 hour before the start. This allows the competitors to test the course and for the PRO to observe the soundness of the course. I do not have any spectators on the boats as they can interrupt the concentration on the job at hand.

The length of the course should allow for approx 100 minutes of racing. This translates for Herons in normal conditions to legs of approx 0.8nm in a configuration of an equilateral triangle. The course being a triangle – sausage – triangle and finish to windward. I have found that the use of GPS for setting the marks makes for a good course. If there are light winds on the day, the length of the legs can be reduced.

The windward leg of the course needs to be as accurately as possible directly to windward. To best achieve this I usually set the bearing of the first mark from the Starters boat from where the direction of the wind can be constantly checked. If the leeward mark is the other end of the starting line I will relocate it to the position of the Starters boat immediately after the start.

Setting the start line is critical to the success of the race and the satisfaction of the competitors. For Herons I try to set the start line with a small bias to the Port end (about 8-9 deg). This encourages competitors to spread up the line and avoids bunching and barging at the boat end. Encouragement needs to be given for competitors to be up the line as they have to face not being able to take advantage of wind shifts for a time after the start. Other classes of boat which are more speed oriented, like the line to be set accurately at right angles to the wind for their type of racing.

The length of the line is also critical. I try to allow about 3m per boat. With a large fleet of herons at a National or State Championship the expertise of skippers varies from novices to the top line. Not all are going for the gun start and I have found that the recommendation of the length of the fleet + 25% makes the line too long for a large fleet of herons.

THE START

I have always attempted to remove any mystery from the starting procedure. The Blue book is the bible and must be followed to the letter. I have added to these requirements by insisting that the timing of signals to be exactly on Standard time. I set my watch each race day to the "pips" on the radio and all signals are timed to that. Competitors should know precisely when they can expect a signal and they should not be disappointed. In addition to this if there is a need for a general recall or a delayed start, I will manage the new start to be precisely on a five (5) minute module from the original start.
I will always try to get the fleet away under "I" flag conditions rather than the onerous

"Black". We are a Family class and should, with good management, be able to not need the draconian conditions of disqualification. However after two aborted "I" Flag starts I may invoke the Black.

If during the starting period or shortly after the start the wind changes significantly and the fairness of the race is jeopardised I will pull the plug and reset the start and the course.

RACE MANAGEMENT

During the course of the race the conditions are constantly and closely monitored on the course. If the wind direction changes slightly I will usually fine-tune the windward buoy but not to a degree that would be noticeable by competitors. If there is a significant wind change the conditions of the Blue book will be invoked. (Advice to competitors and changed buoys etc) Similarly if the conditions change with either too much wind or not enough, the race can be abandoned or shortened in accordance with the Blue Book.

When the finish line is near, or to windward of the windward buoy, the windward buoy should be removed to avoid any confusion for boats coming to the finish. This may not be possible occasionally with slow boats being lapped.

THE FINISH

This is a particularly stressful time for Race Officials. I particularly remember one finish of a State Championship at Toukley when we finished 40 boats in about 2 minutes. We only missed one boat but were able to place her with the help of the other competitors. I usually work with myself calling the finish in to a tape recorder and two recorders recording finish order and times. If it were available a video of the finish would be useful at times. However sometimes even that would not help. In some close finishes where numbers are not visible due to other boats blanketing the numbers or the approach angle blanketing the sail, finishers have a hard time. However they ALWAYS get it right.

APRES RACE

After the finish every one wants to see the results. As a preliminary unofficial result I usually try to get one of the raw finishing sheets on to the Notice Board. The recorders can then get on with entering every thing into the computer system to come out with the official results. Preparation of protests can be under way at this time and the recorders need to be aware of any changes before posting the official results.

Preparation and maintenance of a leader board is most rewarding. An individual card with a photo and progressive results is a great souvenir of the series. (I still have my card from the 19th Championship in Tasmania) The board also becomes the centre of interest as the series progresses.

STATE NEWS

South Australian News

Richard Gibson
9515
Rich and Famous

The 2004-05 season is well and truly under way in SA. The SA Heron Sailing Association had an active winter. We displayed Robin Frost's **10141 Hocus Pocus** at the Adelaide Boat Show. The stand, which was manned for the entire four days by enthusiastic Heroners, created a lot of interest.

The SA Association has three fibreglass boats that are leased to Juniors and new Heroners. The boats have now been allocated for the 2004/5 season. Welcome to the Cables of Port Pirie, who will be sailing **9551 Mahna Mahna**, Kyrie Fuss of B&SYC who will be skippering **9614 Just Drifting**, and the Doyle Family of B&SYC, which has been allocated **9934 Second Chance**.

Henley Sailing Club has contacted the SA Association to assist with the re-establishment of their Heron fleet. This is a great development for our class. Henley has applied for a grant to introduce new sailors to the sport. If this is successful, the class of choice will be the Heron. The Association has assured Henley of all the support we can give.

The SA Association has applied for Yachtcraft, run by Robin Haselgrove, to be licensed as a builder of fibreglass Herons in SA. This development should improve the availability of new fibreglass boats in our state. Macca has a long history of involvement with Herons - he built timber boats in the early 1970s (such as 3rd placegetter in the 45th Nationals, Francis Watson's **8981 Touch of Class** – a mere 33 years old) before building the original SA Mk I fibreglass mould. We are delighted that Robin will again be involved in Heron building. Meanwhile, this season has already seen the construction of three new glass boats by Don Rantanen. There are also a number of new and restored timber Herons out racing in our state this season.

We are planning to build a stitch and glue jig in SA shortly, through EOS Heron Services, run by Ric Wenske. There is considerable interest in this form of construction in SA, and the association jig will be available for loan to all who want to put a new S&G boat together.

The first event of the SA Heron Sailing program for the 2004/05 season was a fleet race at Port River Sailing Club. 21 boats hit the water. The River conditions were a challenge, with light winds and a strong tide taxing skills and concentration. State champion **10212 Mr Magoo**, sailed by Steve Tyerman handed out a comprehensive thrashing to the rest of the fleet. Grant Evans in **10223 Icarumba** was second, with **9515 Rich and Famous** next. There were many hard luck tales of skippers parking in the fierce tide, making a considerable bow wave with no apparent forward motion! Francis Watson in **8981 Touch of Class** and Don Rantanen in **10216 Last Crusade** had the most cause for chagrin. First junior skipper home was Stacey Lockwood in **8773 Venera**.

Greetings from the Football Premiership Centre of Australia!

Port River Sailing Club News

Richard Gibson
9515
Rich and Famous

One of the links with the history of Heron sailing was recently broken with the death of Max Luders. Max was a founding member of our Club, and he and his family sailed **5363 Neptuna** and then **8773 Venera** on the River. They also travelled to many National Championships and were rewarded with National Junior Titles for son Steve and a National Women's Title for daughter Helen in the early 1970s, with Max as crew. Grand-daughter Stacey Lockwood has graduated from Holdfast Trainers to skipper **Venera** in season 2004/05 with Mum Helen up front – as we say, Herons can be sailed forever. Our thoughts are with Jean, Helen, Geoff and Steve, and their families.

We all hope that Shane Gubbin is back on deck soon. Shane and Matt restored another old timer, **6952 Mysterious Ways**, over the Winter, to keep **5992 Tempest** company in the shed and on the water. She is a magnificent sight. After a few sails, Shane was struck down by an acute and painful viral infection, and is still recuperating. We hope to see him out again soon.

Welcome to the Hendersons, who are campaigning another restored boat, **6134 Bird**. Another lovely job.

7801 Eos is out again, with Ric Wenske keen to build on his learnings of last season. Younger son Zac is crewing on **Eos** this year, while Tom switches over to **9515 Rich and Famous**. **10216 Last Crusade** showed great speed towards the end of last season after Don Rantanen rediscovered the outhaul, and will be one to chase this year.

Adrian Knoop in **10106 Smooth Operator** has thrown down the gauntlet and won the first club heat. The Knoop crew rotation seems to be going well, with Ben and Jack doing duty so far this season. Graham Hiney is on long service leave in the Old Dart, so we may not see **9278 Imagine** out until closer to Christmas.

We hope to see all the other regulars out on the water after the Winter break – and new Heroners are always welcome at Port River, which provides a safe and supportive environment to learn the sport of sailing in our great little boat. Go the Power!

Left to right: 7801 Eos, 6165 Kumale (with borrowed sails), 6134 Bird (on trailer), 9151 Rich and Famous and 8981 Touch of Class prepare for the Port River fleet race.

South Australian Heron Sailing Association Fleet Race 1 2004-05 Season

Port River Sailing Club 30 October 2004

POSITION	NUMBER	NAME	SKIPPER	CREW
1	10212	MISTER MAGOO	S TYERMAN	M BURFORD
2	10223	I CARUMBA	G EVANS	A RENDORFOD
3	9515	RICH & FAMOUS	R GIBSON	T WENSKE
4	8981	TOUCH OF CLASS	F WATSON	I LOFTES
5	10106	SMOOTH OPERATOR	A KNOOP	J KNOOP
6	10216	LAST CRUSADE	D RANTANEN	H DAVIDSON
7	9948	UNIDIRECTIONAL	C BUTCHER	L BUTCHER
8	10215	SPLASH N DASH	R DAVY	S DAVY
9	7801	EOS	R WENSKE	Z WENSKE
10	10213	MOORE TROUBLE	M MOORE	B MOORE
11	8773	VENERA	S LOCKWOOD	H LOCKWOOD
12	6165	KUMALE	E BURFORD	N BURFORD
13	9917	KWIKA MAC	J McLAREN	M EVANS
14	7265	CHEEKY	M LOFTES	H LOFTES
15	5965	MACADAMIA	S KONETSCHKA	M CONETSCHKA
16	10219	PIPING HOT	L SIMMS	C PHILCOX
17	10227	3RD TIME LUCKY	W THOMSON	T THOMSON
18	9620	GREEN APPLE SPLATTERS	A EMERY	H TRENORDAN
19	6776	PET FOOD	K TOPPERWIEN	T CANOLE
20	6952	MYSTERIOUS WAYS	M GUBBIN	R HENDERSON
DNS	6134	THE BIRD	S HENDERSON	L HENDERSON

Tasmanian News

Report by
Des Clark
'Nan' 10194

On the 17th September, 30 Heroners gathered for a friendly pre-season social dinner to celebrate the season ahead which kicked off on the 26th September at the Lindisfarne Sailing Club. Our Opening Day celebrations were dampened by cold southerly winds with rain, but our spirits weren't and everybody enjoyed the day especially the after sailing activities. The Heron Trophy Race was won by Mat Pearce sailing **Cutting Edge**.

The first two pennant races were sailed on the following Sunday and unfortunately numbers were down on last season but a newcomer to Heron racing, Guy McDougall, sailed his newly acquired purple Heron **WotNot** to a convincing first heat win with his son Geoffrey, who incidentally is new to sailing. Well done Guy and Geoffrey, its nice to see an older Heron get up and win. Guy, I'm told is no relation to our Heron stalwart Dugald McDougall, however Dugald, as always, was on board the start boat to witness and probably celebrate the fact that another McDougall is sailing Herons.

Elise Clark and Lizzie Batt won the second race. The Batt name is well known in Tasmanian sailing circles as a family that is used to collecting trophies. Unfortunately both Elise and Lizzie talked and laughed that much that they drove all the other competitors batty.

In an endeavour to promote the Heron, we have entered an excellent timber example in next years Wooden Boat Festival, and we arranged a mail out to everyone on our register to try and encourage Heron owners to dust off their Herons and at least participate in two fun races. The aim of which is to just have fun and a laugh at a planned BBQ after sailing. The dates were the 7th November and the 16th January next year. The latter date being the revival of the Lindisfarne Bay Regatta. Hopefully we will encourage Heroners to use their boats more frequently.

Herons at the Lindisfarne Sailing Club getting ready to take to the water.

Our first Heron fun day was certainly fun and although we only had 8 herons everyone had a ball. We started the program with a Lemans style start and had 11 very short races, which certainly sharpened the fleet, with lots of gybes and water bomb practice. I'm sure there was a smile on everyone's face at the BBQ and prize giving. It was good to see the older Herons picking up the first three places on handicap. **Shamal 5805** sailed by Scott and Angela Neville picked up first place.

This Sunday the Heron class will be involved with teaching trainers at the Lindisfarne Sailing Club covering the basics in rigging and sailing a Heron in the morning with a short course series to be sailed in the afternoon.

We have purchased an older Heron for club training and it has been extremely well received especially by the adult trainers, and has created a lot of interest with people wishing to purchase a Heron, once they have completed sail training courses.

We have four Herons attending the 46th Nationals at Safety Beach in Victoria, which is an excellent result, and hopefully we may be able to persuade other families to come as well.

Happy Sailing!

New South Wales News

Report
By Sue Carrick.
Publicity Officer.

We are now over 2 months into the sailing season and have enjoyed some good sailing. The high point was the first 3 heats of the State Titles sailed at Georges River 16' Sailing Club, with 25 boats entered.

All the gun sailors were there and judging by the distance they put on the rest of the fleet all looks well for the Nationals at Safety Beach Victoria this Christmas. The first heat of the State Titles incorporated the first heat of our Travellers Trophy. There were fairly strong winds and a strong outgoing tide, which made getting around the windward mark interesting with many boats becoming too familiar with it. The eventual winner was Peter V. followed by Rob Brewer and Don Jamieson.

The second race the wind had moderated and was sailed out in Botany Bay, we still had an outgoing tide which resulted in a general recall. The second start gave an individual recall but unfortunately Rob Brewer didn't return to recross the line and although he finished first was disqualified with the race going to Peter V., Don Jamieson second. Third was Kylie Mara and Phoebe Jump sailing **Cirrus**, which is Ted Moors boat, but he was overseas attending his son's wedding.

Race 3 was just a beautiful sailing day. Don Jamieson showed he is still a force to be reckoned with by coming first followed by Rob Brewer and Peter V.

We had a surprise visit by Fraser Galloway, from Queensland, with his two sons, who sailed the 3 heats of the State Titles. He said he wanted to check out the sailing conditions. It was great to see interstate visitors and I know he had a good time.

The NSW committee has been working hard making plans for the 47th Nationals in Sydney and to be hosted by Georges River 16' Sailing Club. The club has been very user friendly and set very good courses and all is looking good for the Nationals.

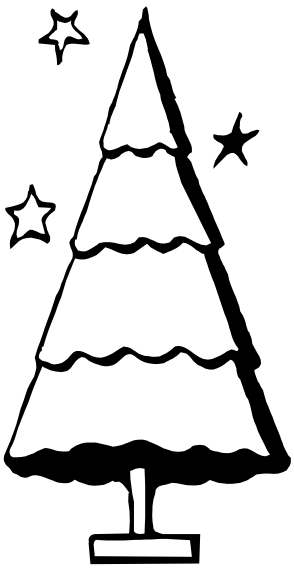
The next NSW Association event is the BYRA Travellers Trophy, to be held at Bayview Sailing Club on Sunday 14 November, where we sail on the beautiful Pittwater, always a good place to sail. After BYRA we have the Narrabeen T.T. on 5 December, this is good practice for everyone going to the Nationals.

Most Sydney sailing clubs are holding a "Come and Try" Sailing Day in mid November, in the hope of recruiting more members and more boats on the water.

We are all looking forward to the upcoming Nationals at Safety Beach, Victoria. Looks like it has all the ingredients for a great series and a wonderful time. We look forward to seeing everyone again, should be good!!!

The NSW Association takes this opportunity to wish everyone a happy, healthy and prosperous Christmas.

Keep smiling, and keep sailing!



Western Australian News

The WA Herons have enjoyed the first few weeks of the season with close racing and a wide range of conditions. Many of the boats have new crews who are racing for the first time this year. Perth Dinghy Sailing Club (hosts for the 2006/2007 Nationals) are delighted to welcome Fiona Wilcox from SA to their fleet. Fiona sails **10168 Illusion**.

Report by Janet Jerwood "The Blue Pearl" 9792

The first heat of the State Championship was held on Saturday 13th November at PDSC. The forecast was for a big sea breeze but the fleet enjoyed conditions of about 15 knots and glorious sunshine. Eleven club boats were joined by three visitors from Shelley Sailing Club. There was close racing throughout the fleet - the top three positions changed repeatedly. **Floating Dollar** (Anthony and Jai Dvorak) maintained 4th for the whole race. **The Blue Pearl** (Janet and Nia Jerwood), **Illusion** (Fiona Wilcox and Cody Depiazzi) and **Raphael** (Ian Jarvis and Emma Jones) battled for the next three positions.

The race was won by **Rainbow Racers** (Nick and Enfys Jerwood), followed by **Panic Too** (Tom Depiazzi and Amber Dwyer). Third was **Comenchero** (Rob Depiazzi and Richard).
The remaining heats are spaced throughout the season at four different venues. If the first race is anything to go by there should be some exciting sailing!

Queensland News

Ten Heroners arrived at Royal Queensland Yacht Squadron on the 20 & 21 November for the 2004-05 South Queensland titles. The venue was a great one, Waterloo Bay, combining excellent winds and absolutely no tide to the relief of the SBSC sailors.

On Saturday we had 12-15 knot winds and a great start with **Little Red Rocket, Pinto, Plan X From Outer Space** and **Gypsy Sam** getting out early and getting away from the pack. It was the same order around the buoy and exactly the same order for the finish. There was also a new boat in the fleet, **True Colours**. The second race had **Little Red Rocket**, **Pinto** and **Gypsy Sam**, get an early lead with **Plan X From Outer Space** hot on their tail. Later in the race **Pinto** forced **Gypsy Sam** onto a mark pushing them into second after **Little Red Rocket**.

Sunday was a great day for sailing with 12-17 knots of wind. In the first race there were the usual suspects up there followed by **Just a Breeze** and **Caffeine Rush** getting a piece of the action. In the second race it was a seemingly uneventful race apart from a shock capsize of **Caffeine Rush** and the first race of Fraser Galloway's boat **Two** leaving Peter Bailey and Josh Bailey in first place for the series. The third race saw the winds rising to around 15 knots with **Little Red Rocket** cleaning up the series.

Report by Tom Duhig 'Gypsy Sam' 6616

SOUTH QUEENSLAND TITLE RESULTS

Place	Skipper and Crew	Boat
First:	Peter Bailey and Josh Bailey	*Little Red Rocket*
Second:	Gerry Deakin and Katie Deakin –Sharpe	*Pinto*
Third:	John Knobs and Ralph	*Plan X From Outer Space*
First Handicap:		*Running Hot*
Second Handicap:	Angus Galloway	*Just a breeze*
Third Handicap:	Colin Loel and Ted Loel	*Caffeine Rush*
Family Trophy:	Rob Duhig and Tom Duhig	*Gypsy Sam*

SAIL MELBOURNE 2005
46th HERON NATIONALS TITLES NEWS

Here's an update on the **Sail Melbourne 2005 46th Heron National Titles** planning.

A core group of Heroners have responded so far with their entries and we hope that the rest of you keen sailors are just a little slow in responding with your entry.

Remember we're located in Melbourne which is equal distance from Adelaide, Sydney and Tasmania. Only a day's drive (or equivalent) from each place.

Included with this issue is the 46th Social Program prepared with the help of our hosts, Safety Beach Sailing Club. It's simple and aims to provide some fun entertainment and get together opportunities at family friendly prices. New Years Eve for example is a cover charge for a band at the club starting at 8 pm for $10 an adult and $5 a child.

There are also some kids orientated nights that are low cost as well like a DVD night in front of our big screen at the Clubhouse. Please review your requirements and help us by sending in your booking with money by the 20 December, 2004.

In terms of racing, you will enjoy some of the best sailing to be had in Australia. Andrew Martin, Rear Commodore of SBSC, and keen nationally ranked Fireball sailor has provided a thorough summary of what to expect on the course (see article on pages 6 & 7 off this newsletter).

We will also be offering some exciting **National Titles merchandise** which we will send out via e-mail due to the short turn around time to get it produced by Xmas. All high quality embroidered gear.

Accommodation - there's still plenty of low cost bunkhouse and campsite accommodation at **Heroner Heaven,** aka the Bay Park Scout Camp - about 20 heron families so far and it's only 5 mins from the Clubhouse. Ring me to discuss your needs.

That's all for now and remember if you have any further info enquiries please contact us in Victoria on leighb@windshift.com.au or AH on (03) 9598 1963 or 0412.196301. Also check the website for the latest news at www.vicherons.yachting.org.au

Leigh Brennan -Smith

VHSA Secretary "Tuki" 5996

46th HERON NATIONALS NEWS
SAFETY BEACH

Welcome to Safety Beach

An exclusive report on the likely course conditions at Safety Beach from Andrew Martin, Vice Commodore and Fireball sailor.

Dateline Safety Beach: Welcome Heroners around Australia (and the UK) to beautiful Safety Beach, Victoria. On behalf of the Committee and members, please take the opportunity to join us for some of the best sailing in Australia when you enter the ***Sail Melbourne 2005 46th Heron National Titles*** starting next month at our Club.

The Victorian Heroners asked me to share some trade secrets with you about the local sailing conditions from a dinghy sailors point of view. Obviously they are either very confident ...(or silly) to share this knowledge but here goes.

Safety Beach is in the corner of Dromana Bay on the Mornington Peninsula. I have been a member there since I was four and have sailed dinghies there all my sailing career. I currently sail Fireballs, and recently we had our National Titles at Safety Beach. So here is an overview of the conditions likely to be experienced.

Due to there being a mussel farm SW of the club about 1NM off the shore we tend to push championship courses south to avoid this permanent obstruction. As we all know, weather patterns have been all over the place for the last few years and nothing is ever set in stone, but the most common occurrence are the breezes in from the N - NW and then from the SE when the sea breeze pushes in at around four o'clock after a hot day. This is a typical Summer weather pattern, and the S Easterlies offer beautiful flat waters and about 15 - 18 knt breezes. Having said that, we have experienced four days straight of Easterlies at around 20 - 25 knts, but as this is the off shore breeze flat water is assured.

Breezes which comes from the south, south-east or east are the most changeable due to the presence of mountains. The oscillations tend to be great, but pick the right track, and you will blitz the fleet with the huge lifts on offer. Get out of sync and you'll lose a lot of ground. Northerly and North westerly breezes offer their own challenges with sometimes large swells (for a bay) and if the wind is up, getting on the face of some of the waves will ensure fast reaches. As with any breeze from the South or East, anything with Northerly in it will offer some big lifts and knocks particularly in the lee of Mount Martha.

The only time I have experienced tidal influence has been when the wind is from the north and exceptionally light where the windward mark seems to never come closer, and as you near the mark, you can see the water flowing quickly past. Otherwise the tide has no impact. The most beautiful of breeze is that that comes from the west and south west. With no effect from the land, these conditions are about the best you will sail in anywhere around the country, however there will be some short chop. One thing you can be assured of and that is clear, clean water with no weed.

We have an experienced race management team in place with highly experienced (National Level) dinghy sailors running the racing. We look forward to your company and look forward to giving you a fantastic sailing experience.

PS: to have a more detailed look at our Club online go to our new website at www.safetybeachsailingclub.com.au

Outside and inside the Club house at Safety Beach.

2005 SAIL MELBOURNE 46th NATIONAL HERON TITLES

SOCIAL PROGRAM BOOKING FORM

NAME _____

Date	Time	Event	Number	Cost per person	Total
Tue 28/12	7.30 pm	Video/DVD night.		***FREE***	
Wed 29/12	6.00pm	Welcome to Safety Beach BBQ. Safety Beach Sailing Club.		x Adults $15.00 ea x Children $8.00 ea *Drinks at Club bar prices*	
Fri 31/12	8.00 pm	New Years Eve Party at Safety Beach Sailing Club. *SBSC organised incl live band/nibbles* *All Heroners invited*		Cover charge x Adults $10.00 ea x Children $5.00 ea *No BYO - bar only* *Drinks at Club bar prices*	
Sun 2/1/05	6.00pm	Pizza and Jazz night hosted by St Leonards MS&YC *Live music* Safety Beach Sailing Club.		x Adult $15.00 ea x Children $10.00 ea *Drinks at Club bar prices*	
Mon 3/1	6.00pm	Hot Dogs, popcorn, and a Video. Safety Beach Sailing Club. A latest release family video/DVD.		x Hot Dogs $3 ea Popcorn for purchase on night Watch the video free.	
Tue 4/1	6.00pm	Tastes of the World / Trivia night. hosted by Hampton S.C. you choose on the night, maybe Italian, Chinese or Indian. Safety Beach Sailing Club.		x Adult $20.00 ea x Children $12.00 ea *Drinks at Club bar prices*	
Thu 6/1	2.00pm 7.00pm	Childrens treasure hunt @ SBSC PRESENTATION NIGHT The Peninsula Room, Moorooduc *Drink on arrival, 2 course carvery meal* *Band and dancing*		***FREE*** x Adults $29.50 ea x Children $16.00 ea *Drinks at Hotel prices*	

Organising the Social Program is an important, but difficult part of any Heron Nationals.Knowing who will turn up in advance allows volunteers to plan these events.
All events have been value priced to cater for families.Please support the SBSC and VHSA with your patronage.
The conduct of any social events is subject to minimum numbers pre-booking.Refunds will be offered if cancellations made.
For pricing purposes children are 12 and under.
The SBSC canteen will be open everyday for lunch, drinks and ice creams etc.
BBQ packs will be available through the SBSC most evenings. BBQ facilities available at Club.
The SBSC bar will be open every evening.BYO is welcome every night except New Years Eve function
There are likely to be some sausage sizzles after races.

Total cost for Social Events $ _____

Please make cheques payable to the ***Victorian Heron Sailing Association*** .

Send booking form and cheques to:

Mr.Ralph Brown
The Treasurer, V.H.S.A.
34 Gilbert Road,
Ivanhoe, Vic.3079

All booking forms and monies to be received by 20/12/04

From the Editors' Desk

Please note the **deadline date** for the **March** issue is **18 February 2005**

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 plenty of pictures to look at.

Please send/email us any photos of interest from your club / state events or home archives for inclusion.

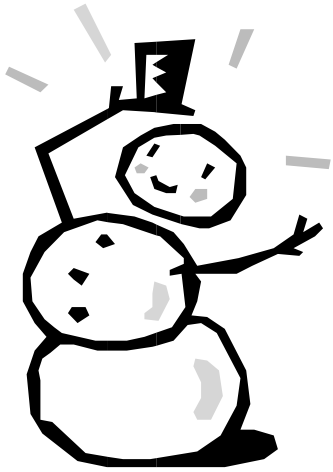
We wish all members and their families a festive Christmas and thank everyone for their support and contributions to the Heron National Newsletter.

Keep it up!!

Merry Christmas
Kate Carey and Nicole Breadsell

PLEASE NOTE:
NEW EMAIL ADDRESS FROM 10 JANUARY 2005

Email:*nicole.breadsell@iprimus.com.au*



Editors new email address
(as from 10th Jan 2005)

nicole.breadsell@iprimus.com.au

GOOD LUCK AT THE NATIONALS AND TRAVEL SAFELY!