September 2004

The Heron Newsletter

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THE HERON NEWSLETTER

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FRONT COVER:
Katrina Ham with stitch and glue boat 'GG' 10224. Katrina built the boat as part of her year 12 Technology studies. The hull meets the criteria of the Measurement Form, and it is hoped the Measurement Committee will grant it an A Classification. If so, she will be Australia's first A Class stitch & glue Heron.

NATIONAL REPORT

President's Report September 2004

The last of the varnish should now have been applied and the missing fitting replaced because by now Herons all around Australia will be back on the water doing what they do best – having fun with skippers and crews of all ages.

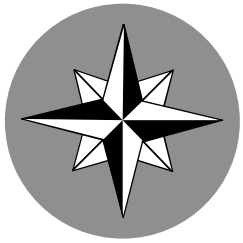
Members of the Association have been active over the winter on a range of tasks that will benefit us all. In Queensland, work is progressing on preparing the materials needed for the easy construction of a stitch and glue Heron. A detailed report can be found in this newsletter. The aim of the exercise is to put together a package of instructions and cut out panels that will allow easy construction of a boat that will measure as an A class Heron and sail well. There are also traditional frame boats under construction as well as glass hulls. It will be good to see them all in action over this coming summer.

A good place to see some of the new boats and the older ones as well will be the National Titles at Safety Beach on Port Phillip Bay. The notice of race and entry forms are in this edition of our magazine. This will be the first time in many years that a Heron Nationals has been held in Victoria and I know that the organisers are working hard to ensure a good series. There aren't many of them, so I'm sure they would appreciate some help, especially in the days just prior to the start of the series and throughout the series. If anyone attending is in a position to help in any way, please let me know so that we can coordinate the assistance.

Over the last few weeks I have been working to construct a new website for the Association. The URL is http://www.heron.yachting.org.au. I am using the YA template used by a number of our State Associations. Despite this, given my limited talents in this area, it will probably be a work in progress for some time to come. In the meantime, the aim is get the basic information up there and available. Then the plan is to devolve responsibility to various parties to maintain their section (latest newsletter, measurement form, membership form, next nationals etc). If after logging on and taking a look, anyone would like to help speed up this process by offering some help, I would be more than pleased to hear from you (02 9439 0401 or veale@bigpond.net.au). And over the longer term we're looking for a website coordinator, which should not be too difficult a task if we can devolve responsibility for the segments of the site.

But most importantly, get the Heron out of the garage, dust it off and have fun!

John Veale
President



SEND IN YOUR ENTRY FORM ASAP TO SECURE YOUR SPOT IN THE NATIONALS SEE INSIDE FOR ENTRY FORM AND NOTICE OF RACE

Stitch and Glue Project Report

John Deshon AM – Only Human 3068

The last week of August saw significant events in this project. Katrina Ham's boat, 'GG' 10224 was measured, named (by Life Member Tom Robertson), launched and raced. The hull meets the criteria of the Measurement Form, and it is hoped the Measurement Committee will grant it an A Classification. If so, she will be Australia's first A Class stitch & glue Heron.

Katrina is a junior Heroner and has built the stitch & glue craft as part of her Year 12 Technology Studies subject at Brisbane Girls Grammar School. "GG" is currently on display at the BGGS Library. Congratulations to Katrina on the launch of "GG" (GG is short for George's Girlfriend, Katrina's other boat is named George the Boat).

At the same time, the drawings of the jig upon which she was built, and the panels which formed her, were sent to the Measurement Committee, as well as to interstate people who have supported the project from its inception.

Two more hulls are under construction and are well-advanced. Their builders are Peter Bailey, who has sold 'Hogwart's Express', and John Palmer. It is hoped that all three boats will be in Melbourne at Christmas.

Construction has been carefully monitored and measurement has been scrupulous. The model (the Mark 2 plastic hull) pushes some tolerances to the extremes, and the trick has been to get as close as possible to that model while allowing enough room for the amateur builder to make an honest mistake and still produce a boat which measures without any favours. Peter Bailey, while an excellent sailor, had never built a boat before, and, although he has spent a lot of time (much of it learning basic techniques), he will finish with a true, conforming boat. John Palmer, an old hand at 125's, can't believe how simple and trustworthy the process is.

Both these builders cut their panels from templates made by yours truly and Ian Ham, who was Katrina's mentor while she built the boat as a school project. Ian's contribution has been invaluable. He checked and corrected the drawings, and contributed to the development of the assembly process. Through that work we now think we have a set of documents which are compatible and unambiguous. We should not forget the contribution of Ken Smith, who assembled the basic measurements from the Mark 2 plug: Ric Svanberg, who digitised them and produced the drawings from which 'Stitches' was built: John Nobbs, who helped finish 'Stitches' and took her to Tasmania: and, of course, Tom Robertson, who has played a part in every stage.

Katrina's project notes (and some of her 400 photographs) will form the basis of the construction manual. Laurie Menogue, who saw the drawings for the first time in late August, reckons he wouldn't need one.

Our next task is to reconvert the present (hand-drawn) drawings to a digital format which can be read by a router- or laser-cutting program, and to obtain competitive kit prices. We are realistic enough to understand that further refinements will eventuate, but they will be relatively miniscule. I am confident that the boats coming off the jig are very, very similar to each other, and the same result should ensue for craft formed on other jigs built to the same drawings.

I just might go and build one myself.

Katrina Ham's S&G boat GG, launched at South Brisbane Sailing Club during the Brisbane River Festival.

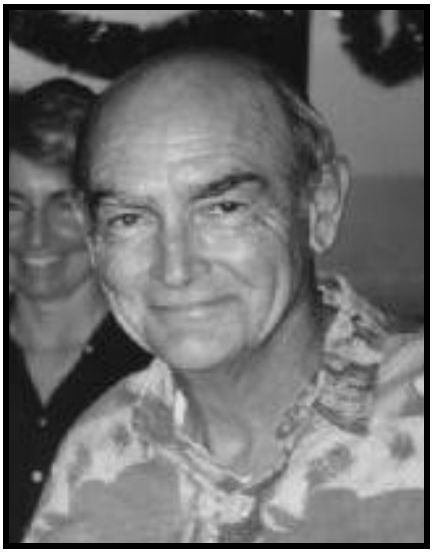
Don Jamieson

HERON WINTER TUNING NOTES

PART B

MAINTENANCE FOR RELIABILITY AND SPEED

Here are further notes following Part A which was mostly devoted to the equipment set-up needed to facilitate the changing up and down of "gears" while racing a Heron. Let me apologise in advance for any dogmatic tone in these writings. It is just easier to get a message out if it is not hedged about with "I consider", "in my view, etc." It also goes without saying that all the opinions herein are those of the author, and are subject to all the association rules and measurements.



Masts

If you don't have an aluminium mast of the lighter section (2.03mm wall thickness) you will simply not be competitive with the top boats in the fleet. Details of the mast are provided on page 58 of the handbook with fitting-out suggestions on page 80.

The stiffer mast sections (2.64 mm thick) which some boats may have fitted some years ago have proved to be stronger than needed and are heavier. Also for reasons not easily understood they are slower, which I have proven many times by switching masts. I believe this has something to do with the lighter mast flexing with each wave impact in a bad chop. I had a similar experience with soft and stiff timber masts long ago.

Gaff rotation is important to performance, and the reader should revisit that section starting at page 51 in the handbook. It is difficult to optimise gaff rotation with timber masts, but simple in aluminium masts as the gaff halyard block is shackled inside on the front face of the mast, and a large cut-out in the back face allows the halyard wire to move freely from side to side.
(Note that the height of the gaff halyard cut-out was increased from 6mm to 25mm, and the halyard pulley set-up was changed to a floppy shackled-on pulley, after the early editions of the handbook. An up-to-date sketch is shown in editions after 2001, or available from the author on request).

Mast blanks are available from the National Association, which prefers to sell and ship them in batches to State Associations. Each comes with a cast aluminium foot which is essential. The cut-outs in the mast, shown in the handbook are not difficult for the DIY builder. To work on the mast make two "cradles" by cutting vees in timber blocks, and clamp the lot to two saw horses. Mark centre lines for to guide the cut-outs and the gooseneck track location. Then mark the cut-outs with texta and drill first a 2mm hole centred 4mm in from each corner of the large gaff halyard hole on the back face of the mast, or 4mm in from the ends of the other slots. Increase the hole size with an 8mm drill. Then use a jigsaw with a metal cutting blade to link up the outer edges of the holes.

If you want to buy a mast ready made, they are available for $490 from Rob Brewer Sailmakers in Sydney at 90 Prince Charles Rd. Frenchs Forest 2086, ph: 02 9975 5955. Rob also supplies metal booms fully set up for $250. Like all boating gear these prices might look expensive, but when you price in the cost of fittings wire and labour, and the quality of Rob's work, you can understand why he does a steady trade in Heron fit-outs.

Gaffs

In relation to gaff flexibility, since writing the handbook, I have formed the view that the soft gaff in Figure 3.14 in early editions of the handbook is useless, and one gaff towards the stiff end of the range will suit most conditions. As part of the winter program, remeasure your gaff stiffness. Support it on small wooden blocks, with "v" shaped grooves, between points 3100 mm apart, the track uppermost, and hold it with a G

clamp each end. Run a taut string between the G clamp handles, and measure down to the mid point of the gaff, and to the pin position. Then load up the gaff by hanging a bucket of water containing a brick, weighing in at 10Kg on your bathroom scales, exactly in the middle. Measure down from the string and calculate the deflection. Remove the bucket and check the no-load measurement. Repeat all this to check your measurements.
Abracadabra's gaff, which has been used with success in many state and national regattas, with no changes of gaff for days with light or heavy winds, bends 14mm at the mid point under a 10Kg load.

If your gaff bends more than 18mm at the mid point you need a newer stiffer gaff. It is possible to cut the gaff down the middle, side-to-side, and graft in a piece of timber, around 8mm thick. This avoids most of the work in providing the sail track and finishing and shaping a new gaff. But be sure your gaff is otherwise in good nick before starting. Detailed notes on this modification method are available from the author.

Repeatable Rigging
Improvements can often be made in the way halyards, outhauls, and other control lines are secured, so that a constant reference point is available, and so that all changes to settings are identifiable and repeatable, or reversible if the latest adjustment didn't work. Everything should be pinned or clipped on or shackled, where possible. Halyard tails tied off on cleats are a no-no. Only with pinned positions is it possible to exactly reproduce on each rigging the tension in the halyard, and such vital things as jib luff length, which defines mast rake, or the gap between halyard and mast at the masthead, which affects gaff rotation sail shape and boom height.

For pinning halyards, I have used highfield levers mounted on the king post, with short wire strops through holes in the mast step, ending in small hooks about 150 mm above deck level. Rob Brewer uses a mast fitting with sawtooth shaped pegs, which is less trouble to install, but not as easy when rigging, as there is some load on the halyards when trying to slip the end loop over the preferred peg.

Experimenting with rig behaviour dictated by the halyard length or tension is then a simple matter of moving the highfield lever pin, or selecting another peg, in increments of about 10mm. And the rig always goes back exactly as it came off last time.

For rope controls (vang, uphaul, outhaul) it is necessary to have the fixed end of the system pinned or shackled, but not necessary or desirable to mark the rope cleating positions. These should be treated as dynamic settings, regularly moving as you change gears up or down on the water, and positioned according to the appearance and behaviour of the sails in different conditions. (See the Rig Doctor, handbook page 46, and expect further clarification in phase 2 of the coaching.)

Wires and anchor points.
A winter maintenance MUST is to carefully inspect a number of points where failures are common. Here are some, but not all of the suspects:
On halyard wires, look for any broken strands where the halyards go over the top pullies, particularly the gaff halyard. A couple of broken strands means all the others have become work-hardened through repeated flexing and will fail in quick succession. When replacing halyards follow the handbook recommendations on page 76.

Note that minimum size wires last as long as thicker ones because they suffer less from continuous flexing. Also the stretch under load of the thinner wire is a hidden component of rig control. It provides a small transient elongation of the halyard in a gust, and a sustained elongation in heavier air, particularly as vang and sheet tension is increased. In the case of the jib halyard, the effect is to impart a little more mast rake, and in the case of the main halyard stretching, the gaff lays back a little more off the mast and flattens the main.

Don't be concerned about the rig "going sloppy", because the tension on the halyards and jib luff is maintained by the vang and mainsheet through the mainsail leech.

This takes us to another control which is hidden in the jib luff tape. You will note the handbook on page 76 specifies 7x17 strand soft stretchy halyard wire for the jib luff. Most sailmakers install hard 1x19 wire, possibly because most classes allow on-water jib cloth luff adjustments, whereas the Heron rules do not. This luff wire specification is deliberate, as stretch in the jib luff wire provides automatic tensioning of the jib cloth at the luff as the wind strength and vang and mainsheet forces are increased. It allows you to carry a fuller jib with some luff crinkles off the wind, while holding the jib shape forward on works in heavier winds.

Finally, on wires, inspect the ferrules particularly at the bottom of the stays, for corrosion and any broken strands. A broken strand half-way along a stay sometimes occurs, is no problem, and can be taped up. But a broken strand at the ferrule means stress-corrosion is probably affecting all other strands at this position. Replace the stay with the handbook specification.

Also check the anchor points of wires, ropes, and rudder fittings. I once lost an Australian title because the countersunk head of a small bolt securing the vang pulley to the king post cracked off in a deciding heat. Any stainless fittings subject to flexing under stress will eventually work-harden and may fail (with little prior evidence of deterioration) after about four seasons of use.

Jib Sheeting
Re-read the section on Jib Sheeting on page 52 of the handbook.
Surprisingly few boats have adopted the lateral jib track configuration first pioneered by Craig McPhee and used by Abracadabra as shown in the handbook, and by several other top boats. Perhaps it is because the appearance of a few filled-in holes in the deck is more important to some people than sailing performance. Or perhaps the photos on page 53 of the handbook weren't clear enough. Or maybe they think the jib is too small to matter. It is a mystery to me as this arrangement is an important contributor to Eigen Vector's and Abracadabra's long demonstrated superior reaching speed.

One stated objection to the lateral arrangement has been that it is harder to get the sheeting angle right. On the contrary, it is simple. With the boat rigged, on its side, and the jib sheeted on lightly, simply undo the lashings at the tack and head of the jib, slide the cloth up or down the wire until the sheeting angle is perfect, and tie them on again. (not tightly, leave a few small wrinkles in the luff cloth)

When you reposition your tracks (or install new ones) position them about 15mm further back than shown in Fig 3.16 and in the text beside the figure. This is because some jibs are cut with a slightly longer foot than average, which can result in the jib connections hitting the dead-eye before the jib is fully sheeted. (If you do have a problem, any sailmaker will provide a plate at the clew, rather than a cringle, to shorten the jib foot. This is a better arrangement anyhow, as it allows you to alter the sheeting angle by choosing a different shackle hole, and provides a neater and shorter sheet attachment.) The inner and outer ends of the lateral track are fitted over a piece of punched strip bent up at the end to retain the track slide, and ensure the sheeting position is always within the class limits as the cleat assembly is moved in or out.

Jib Cleats

Ensure the elevation and angle of the jib cleats allows your for'ard hand to cleat on and off WITHOUT COMING IN OFF THE RAIL. It is also good if it allows you to operate the cleats from the skippers position. I always operate one of the jib sheets during a gybe of the whisker pole, pulling on the new sheet as soon as the pole hits the mast, then handing it to the for'ard hand for cleating.

Mainsheet and Block

If diamonds are a girl's best friend, then the mainsheet ratchet block is the skipper's. If the sheet tends to slip in the block, your hand and arm gets tired, you slowly and imperceptibly let the sheet out a bit wider, and are soon sailing 2 degrees or more below your best, and with less power. Spare no expense in the pursuit of a great ratchet block. . The ratchet block is best mounted on the back end of the fin case. Mine is on the top of the case, but anywhere down to the floor is OK.

Note that a slippery mainsheet with continuous filaments in the cover, will not grip well even in a good block. Your mainsheet must have a cover woven from chopped strand, which can be identified because it feels soft and looks dull and woolly. And it must be very soft and flexible otherwise too much of your sheeting effort is lost in turning it around the three blocks in the mainsheet system, and of course it won't run out easily. Generally the larger the diameter, the easier it is to hold in a blow, but a small diameter helps to avoid oversheeting in the light stuff.

Water in the Boat

In lively weather, the boat takes on water, and an older timber boat could be carrying 10 or 15 Kg around the course. This must be absolutely minimised by attention to the bailer. Efficient bailers work upwind which a lot of Heroners don't realise, so you should experiment with leaving the bailer open all the time on a fresh day. If it doesn't seem to work, the bailer non-return flap may not be seating perfectly and you can check this in your winter program.

The bailer channel should be the larger size, around 23mm wide. If you have a smaller size you should install another one, or better still change to the larger size as you then have only one to shut and open. In Abracadabra I have a large bailer near the back of the fin case on the port side, and a small one under the back edge of the back seat on the starboard side. I have found in heavy weather planing, water comes up the fin case and the boat is so nose-up that a lot of water collects down the back.

In timber boats, a major reason for excessive carried water is poor drainage under the floor frames. Water is also held up away from the bailer, by longitudinal stringers if installed, and by the keel or hog projecting above the plywood skin. Take out the floorboards and look for ways to improve drainage. The speed of drainage is important, so confirming the existence of a small drainage hole where one should be, is not enough.: make the holes bigger. If you only have a bailer on one side of the fin case, and the hog projects well above the keel, pick a position just behind the fin case and chisel a slot in the hog 30 mm wide and down to within a few mm of the skin. There is not a strength issue here as the hog is only there to fasten the skins in place, and the keel strip and skeg are proving some structural strength from the outside at this point.

More on Weight

Look for other opportunities to reduce weight in the boat. How heavy are your floor boards? Can you save weight by making new boards from 4mm Gabboon ply? Remember to reinforce them around the bailer cut-out, with a double layer of ply. What does your rudder weigh? More than 2Kg is heavy. How thick and long are your whisker poles? (always carry two). Check the specs on page 64 of the handbook. What can you do without, when you go out to race? If you are not wearing it, or you don't expect to drink all of it, then it shouldn't be on the boat.

Rudders

A guaranteed cause of failure at any Heron regatta with races sailed in winds over 15 knots will be rudders and their mountings. At twenty knots, as we had in Brisbane in 2002-3, the failure rate goes up rapidly.

Most failures are from compression fractures across the blade or across the rudder cheeks. Timber and plywood fails in bending on the compression side long before the other side fails in tension. It is often possible to see compression damage before a catastrophic failure. Look for a faint irregular line running across the surface, if you have a clear finish over the wood. There might even be a hint of delamination of the fibreglass sheathing.

Unfortunately a satisfactory repair cannot be made economically with fibreglass and resin, which is stretchier and more compressible than the timber. You need to make a new one.

Rudder cheek failure is sometimes preceded by excessive flexing which can be detected by a crack between the cheek and the rudder core or stock. A later failure might be averted if you make a 2 to 3mm thick fibreglass 'band-aid" to hold the cheeks together at the back end of the rudder stock. (Don't do it with a small bolt, as the hole for the bolt weakens the rudder cheeks at the most critical point).

Another cause of failure is rudder fittings pulling out. They must be bolted through the transom without exception. Also the straps on the rudder stock must fit neatly down onto the flange supporting the bottom pintle, so that it is in shear and not bending mode.

The whole rudder should be as low as possible on the transom, so long as the tiller clears the transom top. It does not matter if the lower edge of the rudder cheeks are up to 25mm below the line of the bottom of the boat, as there is usually a turbulent layer that thick below the skin at the transom, and there will not be much drag. And the more rudder you have in the wa-

ter, the more efficient will be your steering upwind. Heron rudder blades are a bit short, even in the vertical position, and the blades frequently stall from excessive angle of attack, when pulling away from a luff in choppy conditions.

Check the blade for twist. This is unlikely if the foil is made from ply, sealed in glass fibre and resin. However they can become deformed if left for any length of time on damp grass with the sun on the upper side. The blade should have a quite blunt front edge. Sharp leading edges on rudder blades are not tolerant to the large angles of attack typical of rudder movements, and the sharper blade stalls and cavitates earlier than a bull-nose blade. Round off the front edge by grinding it back, or by building up each side with thick polyester or epoxy mixes. Glass over and fair the modification into the original surface of the blade.

The Fin

Turn the boat on its side and check the fin for warping or twisting. All sorts of bad news can lie hidden in a fin case. Mark a line across the fin, both sides, parallel with keel about half way down the fin. Take a thin piece of ply and cut an airfoil half-profile in it, as long as the fin is wide at the mid point. File or sand it until it fits perfectly to one side of the fin, then try the profile to see how well it fits to the other side of the fin.

This test discloses if the fin is symmetrical or has a flat side. If it does, the flat side can possibly be built up with fibreglass (subject to the fin fitting in the case) as the class rules now allow slightly thicker fins than before. In any case it should be fixed or replaced. Abracadabra's fin came from Bottril Boatbuilders in Melbourne. It is made from laminated ramin and was worth every penny of the price and then some.

A good fin is made of solid wood, with plywood a more flexible second choice. If you think of it as a sail in the water, which will last the life of the hull, the wisdom of paying for a good fin becomes apparent.

VALE

It is with much sadness that we inform you of the passing of

BRYCE MORTLOCK
AM Hon D Arch (Melb) B Arch (Hons) LFRAIA RIBA MRAPI
21 October 1921 - 3 July 2004

Bryce was the father of 'Natspec', the universal building specification used throughout Australia. His involvement in that project started in the early seventies and extended for almost 30 years. I met him in the formative days of that project, while he was President of the RAIA NSW Chapter.

He was a RAAF pilot 1942-45, and graduated in Architecture from University of Sydney in 1950. He served as President of the Royal Australian Institute of Architects 1975-76 and was awarded its Gold Medal in 1979.

His design life started before the war, when, with Bill and Alan Payne, he designed the Payne-Mortlock canoe, still sailed today, mainly in South Australia. He went on to partnership in Anchor Mortlock and Murray, a significant practice in institutional and commercial architecture.

Bryce was our third National Champion, winning the title at Clontarf in 1962 in 'THERON' 2415. Keith Payne had won at the same venue in the same boat the year before.

Bryce was an extraordinarily generous person, who seemed to be able to remain focussed on the particular job at hand but yet always had time for the peripheral things that go to make a full and rewarding life.

John Deshon AM
Only Human 3068

VALE

It is with much sadness that we inform you of the passing of
JOHN McMANUS
on 30th June 04 age 64.

Our sympathy goes to Nola and his family.

John was a longstanding member of Narrabeen Lakes S.C. and was President of the N.S.W. Heron Association and Secretary of the N.H.S.A.A. in the 1980's.

John's trademark was his red towelling hat and ready smile.

His humour and good mateship will be sorely missed.

It seems we have some very well-travelled Heroners this year.
Here is another in the series of Heroners Excellent Adventures!

John and Jacqui's Most Excellent Sailing Adventure in Europe

Dear shipmates , Here is some documentation of our excellent adventures in England and Copenhagen:

First of all in Copenhagen I was seeking out Paul Elvstrom, AKA The Great Dane, AKA the Bradman, Pele, Nijinsky, etc of sailing. Since the Aussie embassy couldn't /wouldn't help me I looked him up in the phone book and there he was under Elvstrom P. Jax and I rode out to this swanky suburb called Hellerup, waded through all the Jags and Mercs purring about the place and there it was !

Witness photo below. I didn't ring the bell because:
1) there was barbed wire on top of the fence,
2) I wasn't invited and he is probably pretty sick of yobbo Aussies lurching up and saying g'day! and
3) there was no bell.

However we did espy his grand-daughter in the top window. The photo is me pointing at her and I'm sure she saw me and waved. I now feel very connected to him and to top it all off, for those of you who may doubt, I got a really excellent snap of one of his ducks!

On our return to London we visited Andy and Nigel for a day and a half and were regally entertained. The other photos are of the days sailing at the EYOTT S. C.

It was a lovely day , cool with a nice 8 to 12 knot breeze. No need to wear sunnies or a hat as it started at 5.30 p.m.- Cos of the tide! The starting line is a tad short as the river? is only about 12 metres wide at high tide, so the starts are only four boats at a time. Today there were 12 plus boats so there were 3 five minute starts. The river at the club IS pretty skinny so the beginning and end of the races are fairly crepuscular, but the middle section is not far off the Brisbane river with the exception that there is no gung-ho tide. The whole affair was very dignified and very RATTY and MOLE and as Kenneth Grahame said "*there is nothing, absolutely nothing as good as mucking about in Boats*".

John Nobbs & Jacqui Carroll

Nigel, Andy, Jacqui & John – Four happy campers

Milling about before the start

Discussing race strategy with respect to the width of the river

***Editors Note**: If anyone else has an excellent adventure of interest to other Heroners, please forward to us.*

SA HERON SAILING ASSOCIATION

Secretary South Australia 5041
16 March 2004

Fellow Heroners,

Fibreglass Herons
There are a number of constraints currently applied to the construction of fibreglass Herons:

1. All fibreglass Herons must conform to the association hull shape of the moment, not just to the measurement rules.
2. Fibreglass Herons can only be produced by approved builders.
3. All fibreglass Herons must be made from moulds taken from an Association plug.

The recent 45th national championships held in Adelaide demonstrated that no Heron shape is redundant. A Heron of any shape or vintage performs well when set up and sailed well. This is a great strength of our class. Our measurement rules assure close performance.

It is impossible for a new Heron shape to be designed within the measurement rules that will make current boats uncompetitive. This is now well proven after many, many people have tried to develop such a shape over a number of years. In fact, it seems that the old boats are to be feared – when they are set up and sailed well.

This means that we do not need to ensure that all Herons are exactly the same, in the way that the Laser class operates. We know that the slight differences in hull shape mean little to Heron racing performance. On the other hand, retention and enforcement of the current measurement rules is important to prevent the Heron becoming a development class.

It is well known that the current Mk II fibreglass Heron plug has several shortcomings, associated with basic symmetry. This does not seem to affect the performance of Mk II hulls, but it is not a desirable situation in an environment where appearance and the ability to market a quality product are important factors in being able to present the Heron class in the best possible light.

The issue of specification for fibreglass boats has also been discussed in South Australia. We cannot see any benefit in restricting construction to any particular method or material. The relatively high minimum weight of the Heron ensures the durability of just about any fiberglass Heron hull. The Van Pelt Mk I fibreglass hulls constructed in South Australia in the 70s are probably the least robust fibreglass Herons going around – but they are still being raced and enjoyed 25 years later.

The SA Heron Association has adopted the following views concerning the construction of fibreglass Herons:

1. Any Heron constructed from fibreglass should be eligible for A class certification, as long as the boat meets measurement requirements.
2. Any one should be able to make a fibreglass Heron, as long as the boat meets measurement requirements when completed.
3. A fibreglass Heron can be made by any construction method using any suitable materials, as long as the boat meets measurement requirements when completed.
4. The Mk II Heron plug, if retained, should be altered to make it symmetrical, or a new plug constructed that is symmetrical.

Opening up fibreglass construction of the Heron will make the class even more accessible to a broader range of sailors and help ensure the continued success of the class.

We understand that changes to the measurement rules and constitution would be required to accommodate the policies that we are advocating. However, it must be remembered that the current association policies on fibreglass construction were put in place nearly 30 years ago. In our opinion, the risks that the policies were designed to control have now diminished. It is our view that there is now considerable potential benefit in making changes to our rules, without increasing risk.

We ask that the NHSAA:
1. Consider South Australia's views on the construction of fibreglass boats.
2. Ascertain the opinions of Association members in other states on this matter.
3. Review the changes to the measurement rules and constitution that would be required to accommodate these policies.

Yours faithfully,
Richard Gibson President
9515 Rich and Famous

2003-04 National Junior Heron Champion

Ryan Kelly was present at a Yachting South Australia dinner on Friday 6 August to receive a YSA medallion to recognise his success in taking out the National Junior Heron Championship title at the 45th Nationals Regatta in **10107 Wishful Thinking**. Ryan is pictured receiving his medallion from Allan Walters, President of Yachting SA.

Photo courtesy of Richard Gibson

Letters To The Editor

After reading the minutes of the last meeting I felt as Queensland delegate I should try and fill the void regarding the Stitch & Glue (S&G) project.

My overview is thus.

Rick Svanberg prepared some plans that were distributed via the national site. These were I believe part of the prototype project that led to the construction of "Stitches". Stitches I believe will not measure at present due to the lack of a riser forward of the bulkhead (frame 2). Otherwise all measurements comply with the measurement certificate.

It has always been intended that the plans being prepared by the S&G group would be as faithful to the "Hornet Mk2" as possible with some of the anomalies (Chines of different lengths) etc being corrected.

It was found (by Don Jamieson), I believe that the frame bottom curves at frame 1 and 5 did not match the "Hornet Mk2". The templates from this exercise were incorporated into reworked plans and the new prototype jig (photos of which have been circulated).

The prototype jig was started by Tom Robertson and finished by John Deshon. Unfortunately an error was incorporated into the jig. As a result John Deshon was having a torrid time fixing multiple points to make the jig perfect.

At this point of time I felt the project was going too slow to get a boat on the water by the Melbourne Nats and commenced a frame boat that is a variation on the Botterill and Abracadabra shapes.

Ian & Katrina Ham got a copy of the jig plans and built their own. This was the point where the original error was discovered. This jig was built quickly and accurately.
The Hams then started work. Their boat is completed now. This I believe has been measured a number of times to be extremely faithful to the Hornet Mk2 shape. Peter Bailey then got the jig from the Hams and has now taken his hull off the jig and turned it over. John Palmer has now started on his boat.

I believe that this process has been very useful as the skin cutouts have been refined to the point where Peter slightly over dimensioned then trimmed to fit the skin. He told me that the current template is spot on and it would have been easier to cut exactly to the template.

These boats have been useful in perfecting the plans. Katrina Ham has built her boat as a school project and has documented every step. This may be the basis of a manual. We should approach her for this source.

John Deshon advised me that he would shortly be sending copies of the plans to Laurie M. in Melbourne, Ian C in Adelaide, the National Committee and to Rick Svanberg for digitisation. Once the plans are digitised laser cut kits will be available to reduce the work of construction markedly.

As a supportive observer but not a participant in the S&G project I believe the first few boats and any kit boats will measure as herons and be true to the Hornet Mk2 shape. I do also note that the way the motion was passed to allow S&G construction a S&G boat does not have to be Hornet Mk2. Whilst the kit will be the Hornet Mk2 shape a boat can be legally built S&G to any shape that measures.

I note that the Heron S&G is not a true S&G. It is really a frame construction tortured ply boat that may use S&G to torture the ply. Some frames remain and others are left behind, as they are the jig. In reality there is very little difference other than speed and ease of construction.

In my opinion we now have a continuum where a S&G boat can have chine timbers and an apron with solid timber in the bow as well as frame timbers at frames 3, 4 and 5 and measure as both a S&G and a frame boat! The S&G by kit will be much easier, faster and more reliable than traditional methods. I almost did my boat as S&G to my own design variation and I may still use S&G to pull the skin down to the timbers. I hear that the Hams boat did not use S&G at all but used nail and glue!!

Certainly the pace of construction by the S&G far outstrips my framework!

Regards
Fraser Galloway

Start of heat 5 in the 2003-04 SA State Titles. Series heat winner 10212 Mr Magoo sailed by Steve Tyerman is prominent at the pin end, while 8981 Touch of Class sailed by Francis Watson, runner up in the series, is in command at the committee boat.
Photo courtesy of Richard Gibson

STATE NEWS

Western Australian News

Report by Janet Jerwood
"The Blue Pearl" 9792

The Association held its Annual General Meeting and prize giving on 21st August 2004. Perth Dinghy Sailing Club (PDSC) which has the biggest Heron fleet in WA hosted this event. PDSC will be the venue for the Nationals in 2006/07.

This year only the treasurer's position changed hands -thanks to Kathy Depiazzi for putting her hand up! We thank John Bright not only for being treasurer in the last year, but also for eighteen years of input to WA Herons.

Matthew, Tom and Luke Depiazzi
Junior and State Champions

As in previous years, the prize giving was well attended and a success. The main prize winners were the State Champions - Tom and Luke Depiazzi (**Panic II**); Junior Champions - Matthew and Tom Depiazzi (**Panic II**) and Handicap Winners - Kelvin and Evan Taylor (**Ko2ku**) Well done guys.

The PDSC fleet is looking very healthy for the coming season with some new "guns" coming in the established fleet. Juniors, Georgia Lewis and crew Letitia will be sailing "**Female Logic**", Anne Locke (the ex Victorian Heron president) will be racing with her daughter. Matthew Depiazzi now has his own Heron and will be sailing with mum, Kathy. Rumour also has it that "**Comenchero**" will be back on the racetrack this year after an absence of two years.

At Shelley Sailing Club, Shayne Leslie has bought a Heron to sail with his daughter Abbie and should provide excellent competition for the front end of the fleet. The Jerwood family has bought another Heron for this season. Junior sailor, Enfys Jerwood will be skippering for Dad. With the prospect of a couple of the PDSC Herons also sailing at Shelley, the fleet will have a real boost this year.

Mounts Bay Sailing Club is rekindling the Heron fleet with 3 club boats available to members in addition to the regular sailor. Club Manager, Toby Hodgson is pushing the Heron as an inexpensive family boat that is undervalued as part trainer and introductory class. Potential MBSC Heroners also have an excellent opportunity to view Herons racing flat out from the neighbouring club PDSC. With 3 club Herons, 1 glass, 1 part glass, and 1 timber they have all the spaces available and are now concentrating on exposing the fleet to the club and putting bums on gunwhales. The past fleet, which contained some notable sailors, has dwindled but the club hopes to rekindle that excellence and support the Association with their events including the National Championships event in Perth which is in the early planning stages.

Kelvin and Evan Taylor
WA State Championship Handicap Winners

It's been a long winter so far and we are all looking forward to the start of the next season.

New South Wales News

NSW NEWS Update by Mark Barnett

While the preparations for the 46th Heron Nationals are in count down mode for the Victorians, a small group of Sydney based sailors are well into the early stages of planning the 47th Nationals that will be held at Georges River 16' Sailing Club, NSW.

Every Heron sailor can be justly proud of the contributions made so far by a group of dedicated sailors who work tirelessly behind the scenes however I would like representation from every club. Meetings are held at the Concord/ Ryde Sailing Club on the first Wednesday of each month at 8pm.
The Sydney Nationals date is not until December 2005 - January 2006, nevertheless, please promote the date and these monthly meetings at your club, as we want to make Sydney the next biggest fleet yet after Safety Beach, Victoria.

The Georges River and the Toukley Sailing Clubs on behalf of the NSW Heron Association will conduct the State Championships this year. The first three heats on the October long weekend, the last two over the last weekend in January. NOR and Sailing Instructions available through your club Captains or give Mark Barnett a call on 9684 2585 or email barnett_m@kawaski.com.au

CONCORD & RYDE SAILING CLUB

Peter Carrick Gotcha Covered

Fellow Sailors,

4th September is our first sailing event for the coming season and this is the 1st Heat of the Melrose Trophy. We should have a good roll up because it is a handicap event over two races, over two weekends.

Our Annual General Meeting has been held and we have a new Class Captain, Sonia Burwood, sailing "**Nutty**" with her daughter Tiane. Sue Carrick and Virginia Swindells were also made Life Members for services rendered over many years.

As you probably know, we sail on the Parramatta River, near the Ryde Bridge, and have the passenger ferry, the River Cats, going through our race course on their way from Sydney to Parramatta. Over the years, our S.E. course which starts beside the Ryde Bridge has been giving these ferries some grief, so our race committee has moved the starting line away from the bridge and re-worked the course.

Using last year as a guide we should have a good fleet, 29 Herons on the books, and on Sunday 7th November our Club will be holding a Try Sailing/Open Day and Learn to Sail classes to recruit new members, and to build our sailing fleet.

Our Club Management Committee are looking into purchasing a new Starters/ Rescue boat, I will report more on this as events unfold.

Good Sailing, **Peter Carrick.**

46th HERON NATIONALS NEWS
SAFETY BEACH

It's Victoria's turn to host the National Titles and we Victorians can't wait.

Leigh Brennan-Smith and Laurie Menogue have put a great deal of thought and time into the planning of the racing program. They have met regularly with Safety Beach Sailing Club and Sail Melbourne. We now have put in place the foundations for a race series that will be managed as well as Brighton Seacliff or Royal Queensland. The **Notice of Race** and the **Sailing Instructions** appear in this issue along with the **Pre regatta measurement checklist** prepared by the Measurement Committee.

They are also on the Sail Melbourne 2005 website at ***www.sailmelbourne.com.au*** under **Events**. Of course this information will also be on our website as soon as possible.

One of the dilemmas faced by the past organisers in S.A. and QLD is not knowing how many boats and families are coming. In Victoria we are short in number and thus the earlier we know entry numbers, the better we can plan the logistics, from ensuring we have sufficient safety boats, or parking space for trailers to catering for social nights or how big should the widescreen TV be.

This year we will be sending a 'Competitors kit' that will be sent out as entries are received. **If you can send in your $80 for entry ASAP this will help considerably.**

We want to make sure the event is as enjoyable as possible and we plan to streamline some of the more onerous tasks such as registration and measurement. In this age of computer and communication technology we will set up online entry forms. The 'Competitors Kit' we spoke of earlier will be emailed to those who have provided email addresses. The plan is then to update all competitors as soon as information or opportunities arise.

We will change the way the boats are first brought into the yard. Apart from setting up systems to measure the boats quicker, we will have a gantry and scales set up.

One of the most exciting innovations is what we call 'The Beachmaster', sort of a concierge of the Shoreline. The Beachmaster will become your best mate, from providing local information on anything from the best pizza in town, or where can I buy some alka seltzer, to helping get your boat into the water.

If you haven't booked the accommodation yet you should be aware that we have had some issues with availability of cabin and caravan parks. Basically because of rising land values several of the local caravan parks have cashed in and sold to developers. However we have found what will probably prove a much better alternative, The Bay Park Scout Camp. The facility offers dormitory style rooms and plenty of open space for tents and campervans. The Association has booked the entire complex and thus it promises to be the social hub of the Titles. There are only a few rooms left so book ASAP. See the Vic website for more information. ***www.vicherons.yachting.org.au***

The social program and the merchandise order forms will be sent out in the 'Competitors kit'. The social program is based upon well proven successful events held at past Nationals.

<u>The best news is that prices will remain the same as last year.</u> Hopefully by splitting the Social program and Merchandise cost from the entry fee it will allow you to juggle your family budget and for us to get entries in earlier.

On top of the social nights and days, we are organising a big screen TV and are developing plans in line with our '*use technology to the max policy'* of getting digital photos and any digital video that anyone has, up on the screen each night. That means we can produce a DVD too, hopefully for sale on Presentation Night or soon after. There's also lots to do and see on the Mornington Peninsula.

We're excited. Does it show? The Nationals will be the biggest thing to happen to the Herons in Victoria. The class almost disappeared a few years ago and we are gradually rebuilding. It would be fantastic to see a big fleet of Herons on Port Phillip Bay. If you haven't been to the Nationals before, sail with me at the back of the group, after all if it wasn't for us guys at the tail end the fellas up the front wouldn't look as good.

So what more can I say except come to Safety Beach for the 46th Nationals. It will be a great event.

Tony Cope **OUTCAST 10112**

NOTICE OF RACE

for

Sail Melbourne 2005 46th National Heron Championships

1. DATE, VENUE & ORGANISING AUTHORITY

The Sail Melbourne 2005 46th National Heron Championships will be held from 27th December 2004 6th January 2005. The Organizing Authority for this Regatta is Safety Beach Sailing Club and the National Heron Sailing Association of Australia Inc.

2. RULES

The Sail Melbourne 2005 46th National Heron Championships will be governed by the current International Sailing Federation (ISAF) Racing Rules of Sailing (RRS) 2001 – 2004, the Notice of Race, the Prescriptions and Special Regulations of Yachting Australia (YA), the Class Rules of the National Heron Sailing Association of Australia as at 27th December 2004, (except as any of these are changed by the Sailing Instructions) and the Sailing Instructions.

YA Special Regulations Addendum 'A', Part 2 (Off the Beach Boats), will apply to all entrants.

3. ADVERTISING

All Competitors may be required to display Series or Event sponsor's name(s)/logo(s) and bow numbers. If required they shall be affixed and/or worn as prescribed in the Sailing Instructions.

The Regatta is classified as a Category A event in accordance with RRS 79 and Appendix 1 of the RRS.

4. ELIGIBILITY & ENTRIES

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 Australian or other member national authority recognized by ISAF and shall provide proof of this membership at registration.

4.2 There shall be no change of helmsperson of a yacht during the regatta. Replacement helmsperson shall constitute a new entry and the boat will be scored as DNS for all previous races in the regatta.

4.3 Should the helmsperson require to use a crew other than crew/s nominated on the entry form the helmsperson shall submit a written request of crew change to the Race Committee and receive written approval. The Race Committee will note the crew for each race.

4.4 Junior category:- Skipper and crew shall be under eighteen (18) years of age at 3rd Dec 2004.

4.5 Veteran Helmsperson:- Skipper shall be over the age of fifty-five (55) years of age at 3rd Dec 2004.

4.6 Heavy weight category: - Skipper and crew as nominated on the entry form shall weigh over 135kg in total when attired in dry shorts and "T" shirt. A weigh in of skipper and crew or replacement crew may be conducted at any time before, during or immediately after the last race of the regatta.

4.7 All boats shall have a current "A" class measurement certificate, a copy of which shall be forwarded with the entry form. Failure to provide a copy of the certificate may result in the non-acceptance of the entry.

Entries, together with the entry fee shall be made to the Organizing Authority on the official entry form. The fully completed entry form shall be received at the entry address no later than **Friday 3rd December 2004**.

Entries may be accepted after the closing date at the discretion of the Organizing Authority, but will be subject to late entry supplements. Refer Fees.

5. FEES

The entry fee is $80 per boat for entries received prior Friday 3rd December 2004. The fee for entries that arrive after 1700hrs on the Friday 3rd December 2004 will be $90 per boat. Entry fees are stated in Australian AUD$ and include GST.

6. SCHEDULE OF EVENTS

6.1 Registration and Sailing Instructions

All competitors shall complete registration at Safety Beach Sailing Club as per Event Schedule. Sailing Instructions will be issued to each competitor on completion of registration at Safety Beach Sailing Club.

6.2 Event Schedule

Registration and Measurement check.	Monday 27th December 2004. 1100 to 1500 hours. Tuesday 28th December 2004. 900 to 1300 hours. Wednesday 29th December 2004. 900 to 1300 hours.
Tuesday 28th December 2004.	Early Bird Race 1400 hours.
Wednesday 29th December 2004.	Invitation Race 1400 hours.
Thursday 30th December 2004	Heat 1. 1400 hours.
Friday 31st December 2004.	Heat 2. 1000 hours.
Saturday 1st January 2005.	**Lay day**
Sunday 2nd January 2005.	Heat 3. 1400 hours.
Monday 3rd January 2005.	Heat 4. 1400 hours.
Tuesday 4th January 2005.	Heat 5. 1400 hours.
Wednesday 5th January 2005.	Heat 6. 1400 Hours.
Thursday 6th January 2005.	Heat 7. 1000 Hours.

The first warning signal will not be made before 1355 on the first scheduled day of racing.

7. MEASUREMENT

7.1 No measurement of new yachts, sails or equipment will conducted at these championships.

7.2 All boats will be checked for compliance as specified in the "measurement check list" form attached to this notice of race, signed by an approved measurer located in the helmsperson's home state, or by official measurers at the host club when registering.

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

7.4 Random measurement 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 measurement rules may result in protest and resultant disqualification from all races sailed prior to such an inspection.

7.5 Only one suit of sails approved by a authorized measurer may be used during the regatta. Sails are to be presented at registration for inspection of compliance and stamping with the official stamp 46th National Heron Championship stamp.

8. RACING AREA

The Racing Area will be to seaward of the Safety Beach Sailing Club on Dromana Bay.

9. COURSES

The courses: Triangular / Windward / Leeward as described in the Sailing Instructions.

10. SCORING SYSTEM

RRS Appendix A, Low Point Scoring System, will apply.

The series will consist of seven (7) races.

A minimum of four (4) races are required to be completed to constitute the championships. When five(5) or more races have been completed, a boat's series score will be the sum of the scores for all races sailed, excluding her worst score.

11. BUOYANCY

All competitors shall wear personal flotation devices which are in good condition and are in accordance with the specifications issued or approved by a national authority affiliated to the International Sailing Federation, or a standards organization, or certification authority, recognized for the purpose by its respective government.

Attention is drawn to Fundamental Rule 1.2

12. SUPPORT BOATS / COACHES

Team Managers, Coaches, and other support Personnel shall keep more than 100 metres clear of any competing boat or mark of the course between the preparatory signal and the last boat to finish or the expiration of race time, except when asked to assist by the Race Committee.

13. RADIO COMMUNICATIONS

A boat shall neither make radio transmission whist racing nor receive radio communications not available to all boats for the purpose of obtaining outside assistance. This requirement also applies to mobile telephone communications.

14. PRIZES

Heron Perpetual Trophy for National Champion.
First six skippers and crew.
First lady skipper and crew.
First junior skipper and crew.

First three unplaced veteran skippers and crew.
First three unplaced heavy weight skippers and crew.
46th. skipper and crew.
First three handicap skippers and crew.
Invitation race:- first three skippers and crew.

Other prizes may be awarded as the Race Committee sees fit.

15. RIGHTS TO USE NAME AND LIKENESS

In participating in this Event, a competitor automatically grants to the Organising Authorities and the sponsors of this Event, the right in perpetuity, to make, use and show, from time to time and at their discretion, any motion pictures, still pictures and live, taped or film television and other reproductions of him/her during the period of the competition for the said Event in which the competitor participates and in all material related to the said Event without compensation.

16. ENTRY DISCLAIMER

It is the competitor's decision to enter the Event or to start and continue in any race. Competitors shall accept that their participation in the Event is at their exclusive risk in every respect.

The Organizing Authorities, and the Host Sailing Club, their officers, members, servants and agents accept no responsibility in respect of loss of life, personal injury or loss or damage to property which may be sustained by reason of their participation or intended participation in the Event or howsoever arising in connection with the Event.

17. INSURANCE

All competing boats competing in the Sail Melbourne 2005 46th National Heron Championships shall have third party insurance cover of not less than AUD$5,000,000 (recommended AUD$10,000,000) or equivalent thereof in any other currency for any accident.

All owners/competitors who sign the Entry Form are deemed to have made a declaration that they hold such cover.

Competitors shall produce evidence of such insurance at registration.

18. INFORMATION AND ENTRY ADDRESS

The Treasurer,
Victorian Heron Sailing Association.
C/- Mr Ralph Brown
34 Gilbert Rd
Ivanhoe Victoria 3079

19. JURY

It is the intention that a National Jury be appointed in accordance with RRS 70.4 and YA Addendum B. If and when such a National Jury is appointed, the decisions of the National Jury will be final. Approval to deny the right of appeal will be posted on the Official Notice Board.

Entry Form

Sail Melbourne 2005 46th National Heron Championships

Please Print.

Name (Helmsperson)_____YA Number_____
Date of Birth_____
Address_____Suburb_____State_____Postcode_____
Phone(H)_____(W)_____Mob_____Fax_____
Email_____
Boat Name_____Sail Number_____
Yacht/Sailing Club_____

Crew Name_____YA Number_____
Date of Birth_____
Address_____Suburb_____State_____Postcode_____
Phone(H)_____(W)_____(Mob)_____
Yacht/Sailing Club_____

Crew Name_____YA Number_____
Date of Birth_____
Address_____Suburb_____State_____Postcode_____
Phone(H)_____(W)_____(Mob)_____
Yacht/Sailing Club_____

Crew Name_____YA Number_____
Date of Birth_____
Address_____Suburb_____State_____Postcode_____
Phone(H)_____(W)_____(Mob)_____
Yacht/Sailing Club_____

I confirm that my boat conforms to the specifications of the measurement certificate, and I agree to be bound by the rules of the ISAF and all other rules that govern this event. I acknowledge and understand that the organizing authority, host club, their members. officers, servants or agents, and all others involved in the organization and conduct of event shall not be liable for any loss of life or injury or loss of property or damage thereto whatsoever or howsoever occurring.

Signed (Helmsperson)_____Date_____

Entrants Under 18 years of age

As the Parents/Guardian of the above named entrant, I hereby consent to his/her participation in this event on the terms and conditions as outlined in the Notice of Race and Entry Form.

Signed_____Guardian Signed _____Guardian

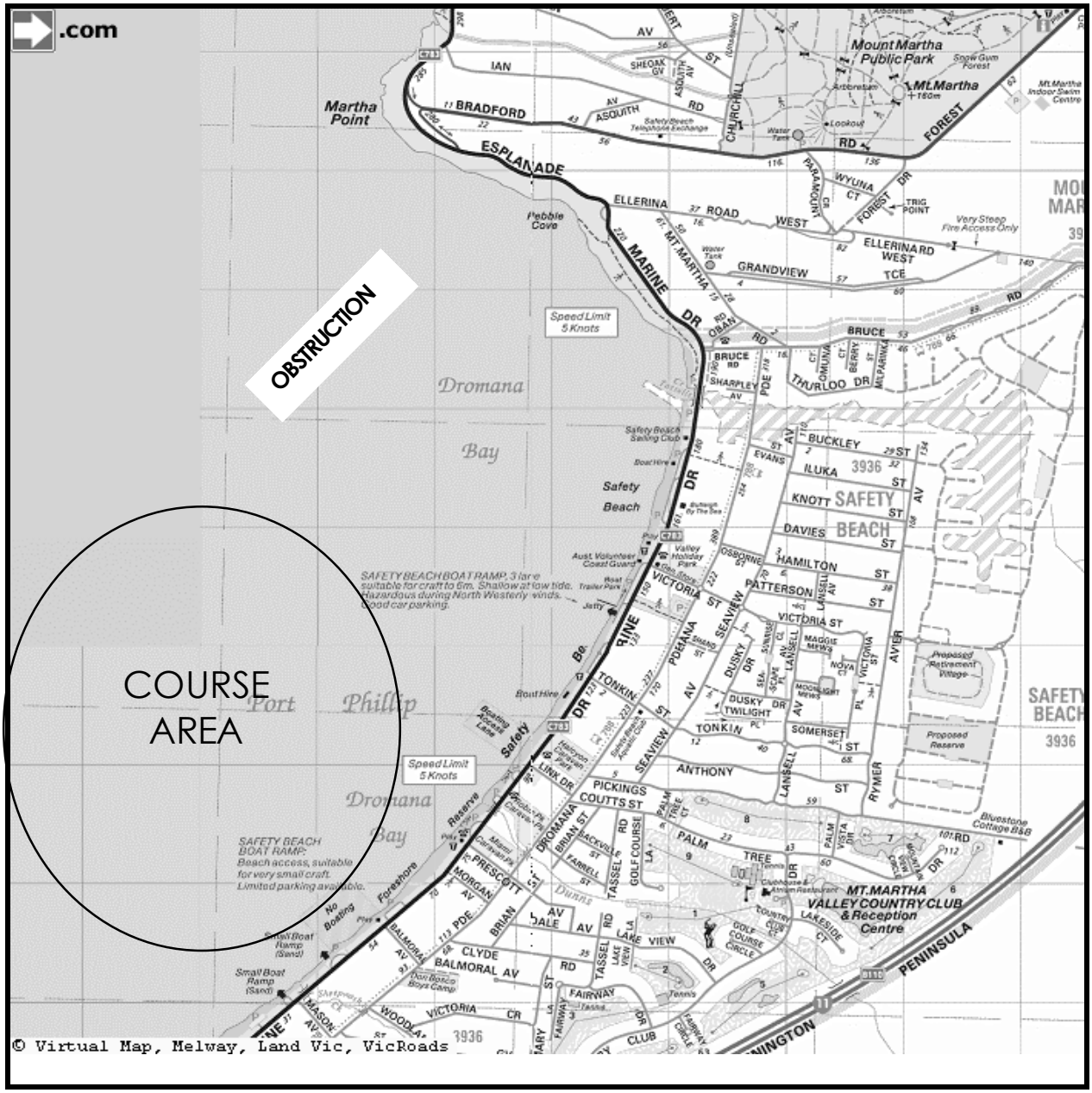
Entries close Friday 3rd December 2004.
Enclose full payment and complete all indemnities.

Payment Details:-

Entry fee	$80.00	$_____	[ ] Enclosed - cheque or money order
Late entry fee	$10.00	$_____	
Total Payment		**$**_____	[ ] Enclosed copy of NHSAA measurement certificate

I hereby certify that I have minimum public insurance liability of AUD$5,000,000 for this event (***see item 17 Insurance, on the Notice of Race***)

Signed (Helmsperson)_____Date_____



Come and challenge the Victorian Heron Fleet at the 46th Heron Titles Safety Beach, Victoria

Sail Melbourne 2005 Heron National Measurement Check List.

Please Print.

Sail No_____ Boat name_____

Skipper_____

Hull Weight (min 66kg) Actual _____ Corrector weights fitted **Yes** **No**

		Min	**Max**	**Compliance tick**	
		All dimensions in mm		**Yes**	**No**
Overall Length		3416	3422	☐	☐
Transom to aft edge of mast		2273	2299	☐	☐
Transom angle		31deg	Actual_____	☐	☐
Transom to centreboard fore edge along when fully down		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 bands	Mast		1219	☐	☐
	Boom		2286	☐	☐

Safety Check Compliance:-
YA Addendum "A" special regulations, part 2 "off the beach boats"

a. Paddle ☐ ☐
b. Bailer/s, bailing bucket ☐ ☐
c. Pin through rudder pintle ☐ ☐

Heron measurement form "C" hull topside compliance

C2.8 Jib sheet track protected by false carlin, timber or fibreglass (foam not permitted) ☐ ☐

C1.5 Stainless steel tow ring, min thickness 4mm, min intl diameter 38mm ☐ ☐

Signature:- Measurer _____ Print Name _____

Signature:- Skipper _____

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 the tolerances
2. All boats, at registration may be given a general inspection. Measurements other than those above may be checked.
3. At registration, all boats will be checked for compliance to any **TWO** of the above measurements.
4. Measurements or observations may be taken of any boat or equipment at any time during the regatta by authorized measurers.