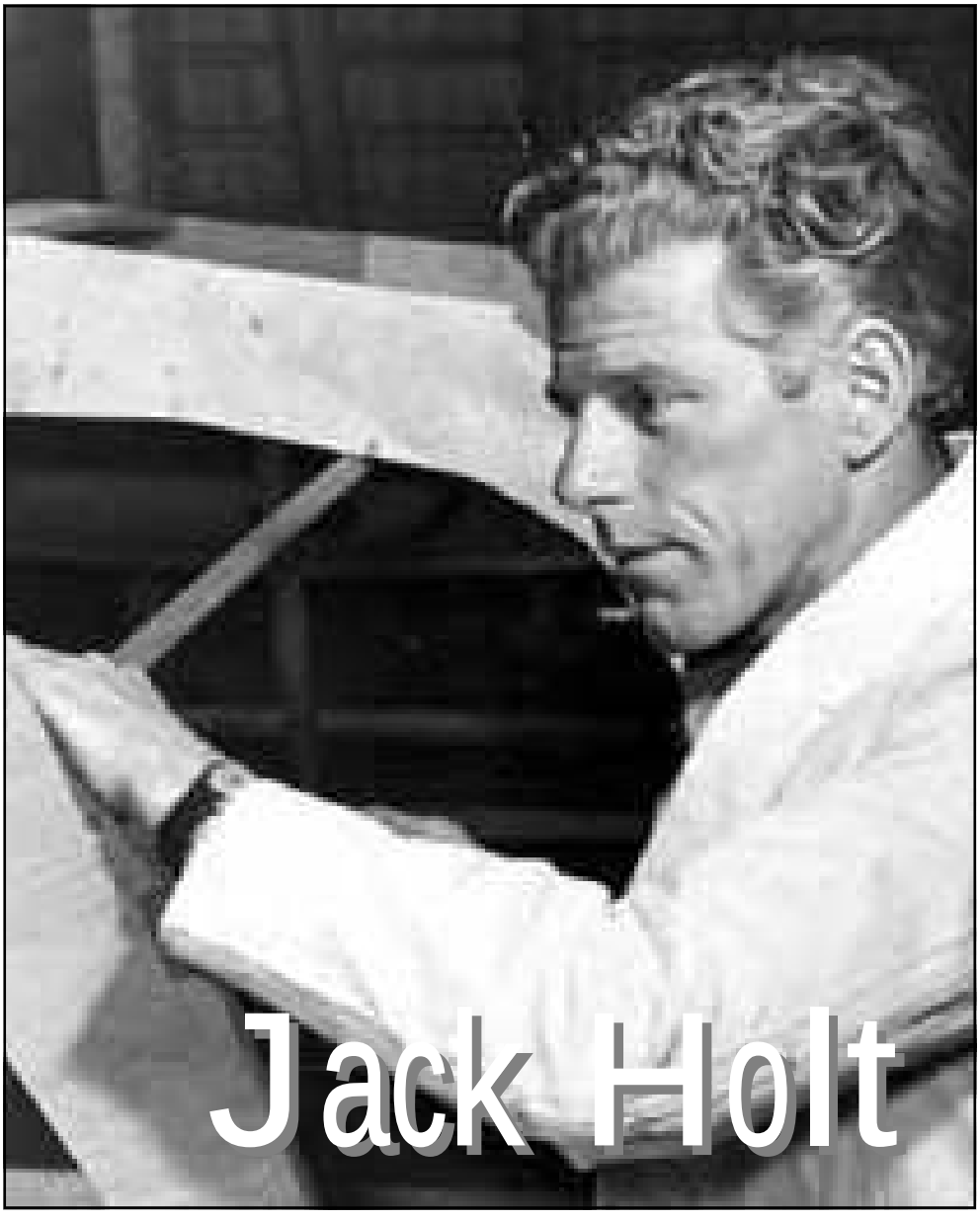
The Heron Newsletter

JUNE 2005



n this issue: Jack Holt Regatta — AGM Minutes and Voting Form —
— Measurement Form — Spar Fit out Update

Volume 44 No. 2
Second Quarter 2005

THE HERON NEWSLETTER

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

National Committee

President
John Veale
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:

Jack Holt, legendary English designer of the Heron, Mirror and Puffin

Photographer:Unknown

NATIONAL REPORT

John Veale
President

There are three important things I would like to acknowledge in my report tonight.

The first is to thank all the people who have worked so hard to run the Association over the past year. The first of these are the office bearers who do all the unsung work that needs to be done. Joy, who as Secretary makes sure that the minutes are prepared quickly and distributed and who recently has had a heavier workload as we have had to be better organized for our monthly telephone meetings. Brian, as Treasurer keeps track of our finances and always knows exactly where we are up to. Ian, our Registrar ensures that our class records are up to date and that we all get our memberships cards. Nicole and Kate, who continue to produce a high-quality, low-cost newsletter on time every quarter despite balancing family and work commitments. The Measurement Committee and measurers around the country who work so hard to make our racing fair to all but at the same time encouraging sensible developments that benefit the class. All the members of the Management Committee from around the country whose counsel has been so valuable. And finally, this year the members of the Victorian Heron Association for putting on a great Nationals series.

The second is to applaud the efforts of those who have worked so hard to bring the Stitch and Glue project to fruition. The result of their work over many years was clear to those who saw the three boats made this way in Victoria. The project emanated in Queensland led by John Deshon and Tom Robertson, amongst others. They developed plans, built a prototype and promoted the concept over several years. They aided and advised the first builders, among them Katrina Ham, whose efforts as a young builder were well recognized in Victoria. Now it looks as if several more will be built as school projects in a number of states. And the work goes on, with the Measurement Committee working with John Deshon and others to produce easy to follow plans for the Stitch and Glue method of construction as well as updated plans for conventional ply construction. The result has been more boats on the water, adding to both the competition and fun that characterize the Heron class.

Finally, I would like to mention the format of tonight's meeting. This meeting, and all our Management Committee meetings held during 2005 have provided for a telephone hookup with Committee members in each state. Not everyone has been able to participate each month, but the participation rate has been high and I think that those involved agree that holding our meetings this way is helping to make us a little more of a National Association for the whole year, not just for 10 days for those that can travel to a National Titles. The telephone hookup is costing us around $80 for each meeting and we need to balance very wide participation against cost. But that said, if any members would like to be directly involved please let me know and we will do our very best to see how we can arrange it.

My thanks for the support I have received over the past year in the role of President. I look forward to working with you all again over the next season.

CONGRATULATIONS

To our Editor
Kate Carey
On the birth of
Jemima Cecilia Carey
Sister to Mollie and 2nd daughter for Justin Carey—former Junior and Senior Heron Champion 1986/87.

MINUTES OF THE NHSAA AGM

11th May 2005

MINUTES OF THE NHSAA AGM HELD ON THE 11TH MAY 2005 AT 1/157 GREENWICH RD, GREENWICH
Meeting Opened at 8.00 p.m.

Chairman J. Veale welcomed all present including interstate members via teleconferencing
Apologies: Gary Brunton, Nick Smith,
Present. J.Veale, J. Gough, B.Smith, Ray Brown, Bev Brown, A. Gough, I. Cook, Bill Peterson, James Fairlie, Don Jamieson, Sue Carrick, Peter Carrick, Paul Armstrong, Charles Grimwood, Ian Cook.
Interstate by phone were Peter Carroll (WA), Andrew Askey, Tony Pearce and Dugald McDougall (TAS), Leigh Brennan-Smith (VIC), Ian Cole (SA).

Minutes of the 2004 AGM had been distributed. Accepted as a true record, moved Ray Brown, Seconded Brian Smith, carried.

Matters Arising. Dee Kay is to be transferred from Laurie Menogue's garage to the Queenscliff Museum whilst awaiting a place in Tasmanian Maritime Museum.

President's Report. John thanked Joy, Brian and Ian for their dedication and thoughtful work in their respective roles. He thanked Nicole and Kate for producing such a high quality newsletter and to those who sent articles on time for publication. He thanked Vice Presidents from all states who have been very supportive of the work the Association is doing. He thanked the Measurement Committee, Ray and more recently Paul as chairman, with Bill and now Don as Secretary. Also all measurers around the country and especially the Victorian Committee for their hard work in putting on the Nationals.
There are two important things the Association has been involved in over the past year. They are firstly the Stitch and Glue (jig built) Heron. Three of these well built boats sailed in the last Nationals. John acknowledged the work of the proponents John Deshon and Tom Robertson from Queensland, also the new Measurement Committee with its ongoing work with the original proponents to standardise plans, drawings etc. and remove elements of controversy. Secondly is the innovation we are using to-night. The phone hook up has been working well with most states having members present for most meetings We are hearing what is going on and what is happening in other places with the aim of making us a truly National Association.

Treasurer's Report. Circulated and tabled.
Moved that it be accepted by Peter Carroll, James Fairlie, Carried.
Brian explained the reason for the negative result this year. It included the prepayment of masts (which he will receive shortly and distribute), the storage for Dee Kay and the mould, and the new equipment for the telephone conferencing. The newsletter is of excellent quality and is cheaper to produce than in previous years. The cost included one issue from the previous financial year,

Measurement Committee Report. There has been a substantial change in personnel on the committee. Long standing members Peter Macleod, Bill Parry and Andy Gough retired and three new members elected, being Paul Armstrong (chairman), Don Jamieson (secretary) and Warren Hodgkins. Paul extended his thanks to both old and new members. The committee is working hard with fresh ideas coming in.

The new project of the Stitch and Glue Heron has seen excellent results and John Deshon is working on the design and drawing of the original antiquated Heron plans.
Paul mentioned that although they do not meet often, they frequently discuss problems. They have discussed new measurements which are to be included on the form and the method of measuring. The S&G package is coming along and John Deshon has arranged for drawings of the panels and frame to be digitised. It was suggested that the Jack Holt drawings were not being used as much as in the past and the plan now is to just update and scan onto a disk for prospective builders. These will include major changes such as side buoyancy and fittings which have been replaced by modern ones. Full sized plans can be valuable for new boat builders especially templates. The need to improve communication will be addressed by articles in the Heron Newsletter twice a year and give members the chance for feedback
Members were asked if they had any questions or comments. Leigh applauded the greater communication to come and opportunities for improved marketing. He believes there is a resurgence of interest in boat building and to have both plans available is important.
Ian Cole offered to assist to get a form on the website for orders of plans and will liaise with Ray Brown.

Registrar's Report:
240 members last year with 268 boats registered. Ian suggested that more effort is required in chasing up new owners and to try to bring them on board. He is still having problems with the redesigned membership form which causes delays and discrepancies in the cards produced. Getting back to people is time consuming and he would appreciate state committees assisting in explaining the form. He gave thanks to Brian for sorting out various issues especially with the handbook. New season cards are being processed and approximately 106 members have paid to date.
John Veale thanked Ian for his efforts as it is not easy to put all this together. Information is important for communication and keeping people informed and involved. The data on the list of members includes people who have not renewed so states can make contact as appropriate.

Newsletter Editor's Report. There being no formal report John congratulated them again on providing the members with such an excellent magazine every quarter.

Election of Office Bearers.
Ian Cook acted as returning officer, declared all positions vacant and gave a vote of thanks to John Veale who has filled the position of President extremely well and led us though the change of S&G and now teleconferencing.
Nominations were invited from the floor.

The elected Officers are as follows:

President	John Veale nominated: Andy Gough seconded Peter Carrick
Immediate Past President	Gary Brunton
Vice Presidents	NSW: Brian Smith nominated by NSW state committee
	SA: Locky McLaren nominated by SA state committee
	QLD: John Nobbs nominated by QLD state committee
Secretary	Joy Gough nominated Peter Carrick, seconded Brian Smith
Registrar	Ian Cole nominated John Veale seconded Brian Smith
Treasurer	Brian Smith nominated Sue Carrick seconded Don Jamieson
Newsletter Editors	Nicole Breadsell and Kate Carey nominated Joy Gough seconded John Veale

The above are the Officers of the Association and vacancies in any of the above positions, except for that of past president, may be filled by resolution of the Management Committee, but all such appointees may hold office only until the next Annual General Meeting and may then stand for election or reappointment as the case may be.

John Veale resumed the chair and advised the members present of his and Joy's intention to resign following this year's service and opened the positions up to other states members to consider. He said that while he had thoroughly enjoyed the role and looked forward to another year, it was important for the Association that individuals did not stay in positions for too long. John advised he would continue to give support to the Committee in the position of Past President.

The Management of the Association shall be vested in a Management Committee comprising of the Officers of the Association, the Chairman of the Measurement Committee, life Members as defined in clause 4.2.2 and a number of representatives appointed by the Officers in pursuance of Clause 4.2.3.
These shall be published from time to time in the Newsletter.

General Business
Leigh advised the members of an exciting school project in Victoria. Tony Cope, Steve and others have managed to convince a secondary school that the Heron was the boat to build for a school project. The first lesson in wood working has been completed and John Deshon and Ian Ham have offered to lend their expertise. The end result will hopefully become a template for others to follow.

Jim Fairlie spoke to the meeting regarding the 47th Nationals to be held at Georges River Sailing Club and advised the meeting that plans were moving well and details will be in the Heron Newsletter along with dates for the NSW Championships also to be held at the same venue.
Meeting Closed 9.00pm.

CONGRATULATIONS

To Giles Peter George Deshon and Karen Elizabeth Hood who were married on the 14 May at Saltspring Island, British Columbia, Canada, 14 May 2005, in a small ceremony held in a glade in the Redwood forest, within reach of Puget Sound and its wonderful boating waters. The groom's father, John Deshon, stepmother, brother, sister, brother in law, uncle and cousin, travelled from Australia for the ceremony. The couple will live in Toronto, where they have bought a house, and where Giles has been admitted to the Bar entry course.
They are presently boatless.

NATIONAL HERON SAILING ASSOCIATION OF AUSTRALIA

INCOME and EXPENDITURE
Year to 31st March 2005

		2004/2005	2003/2004	2002/2003
Income				
	Membership Subscriptions and Registrations	9335.00	9640.00	10115.00
	Donations	405.00	470.00	465.00
	Interest (net of charges)	751.35	757.80	612.25
	Sales of Handbooks, Masts and Plans	920.28	2023.36	948.36
	Cancellation Unpresented Cheque	120.00		
		11531.63	12891.16	12140.61
Expenditure				
	Advertising, Promotion, AYF	185.00	25.00	517.00
	Trophies	752.85	792.85	808.60
	Bank & Government Charges	188.04	185.35	162.05
	Newsletter (Inc. Postage)	3106.44	2982.95	2915.30
	Secretarial (Inc. Postage)	1576.52	1458.17	2054.30
	Insurance	4573.91	4573.91	4388.75
	State Subsidies	870.00	885.00	918.00
	Moulds (Storage Fee 02/03)	250.00	0.00	250.00
	Dee Kay Boat Storage	150.00		
	Cost of Handbooks, Masts and Plans Sold	812.46	1217.52	646.00
	Mast Purchase Deposit	2000.46		
	Teleconferncing Costs	91.61		
	Speaker Phone Purchase	179.00		
	Miscellaneous Expenditure		50.00	
		14736.29	12170.75	12660.00
Surplus for the Year		-3204.66	720.41	-519.39

TREASURER'S REPORT

Presented to the AGM on Wednesday 11th May 2005
By Brian Smith

The result for the year is a loss of $3204.66
Member's funds at the year-end were $13457.44

Membership Subscriptions and Registrations
Are slightly down on last year.

Donations
Were down $65. All donations are forwarded to the State managing the National Titles for the purchase of trophies

Interest
Was much the same as last year. $533.53 was paid directly into our account from our Term Deposit investment with a further $217.82 credited into a Cash Management Trust Fund. During the year surplus funds from the cheque account were paid into the CMF to earn interest until required for major expenditure items such as insurance.

Profit from Plans, Handbook and Mast Sales
Sales of these three items were well down on last year. It has also been decided that we can no longer continue the practice of giving free handbooks to new members, a number of whom took advantage of the offer and then failed to register the following year. As an incentive, the handbooks will be on offer to new members at a discounted price of $15.00.

Advertising, Promotion & AYF
There was no direct advertising or promotion conducted during the year. Expenditure of $130 was for the setting up of the NHSAA web site utilising the facilities of the AYF.

Trophies
Apart from donations received, the NHSAA management committee continued to supply the National Champions trophy from its funds.

Bank Charges
This has not varied significantly from the past year

Newsletter (inc. Postage)
Whilst the figure for this item is up $123 above that of last year it does in fact mean our editors have done a great job in reducing the cost of the newsletter without compromising on quality. The sum of $2982 in 2003 / 04 was for 4 editions, (March, June, September and December 2004) i.e. $745.50 per edition. The sum of $3106.44 in 2004 /05 is for 5 editions, (March, June, September and December 2004 and March 2005), i.e. $621 per edition.

Secretarial (inc. Postage)
The increased expenditure above that of the year 2003 / 04 shown included the purchase of a new printer for the Registrar of $558, thus it can be shown that we are continuing to make substantial savings in this item. The use of emails rather than the post has helped in this area. The purchase, printing and postage of Membership Cards are still a major item.

Insurance
The Public Liability insurance premium payable remained the same as the previous year. Hopefully it has now settled down and we have seen the last of the big premium jumps

State Subsidy Liability
This is paid to each State at the rate of $100 plus $1.00 for each member in that State in the previous year and is accrued at the year-end based on estimated liability.

Moulds Storage Fee
No invoice has been received for this item for the current year. No accrual for this expense for storage for the 2004/05 year was made at the year-end
The cost of $250 included in this years accounts was paid in respect of the previous year.

Dee Kay Boat Storage Fee
This was a one-off fee. No further expenditure is anticipated in the future.

Mast Purchase Deposit
Members may be aware that a replacement order was made for 80 new Aluminium mast blanks. As usual, a half payment was made on placement of order and the balance paid immediately prior to delivery. Unfortunately, when received the masts were found to be of the wrong material grade, tensile strength and temper. The supplier has accepted full responsibility and is currently producing correct replacements. Monies paid to date have not been refunded nor has any request been made for a refund. Delivery is now expected in the first two weeks of May.

Teleconferencing Costs & "Speaker" Phone Expenditure.
These are new costs incurred in an attempt to broaden the contact and involvement of interstate management commit-

tee members. It is anticipated that providing meetings can be completed in an hour, the monthly costs will be approximately $100.00. At this time no attempt is being made to recover these costs through a membership fee increase but this has to be considered in the coming year. The "Speaker" phone purchase is a one-off expense.

Accounting Method
The accounts are prepared on a cash accounting basis except for trading stock, outstanding proceeds of mast sales to State Associations and registration fees, and estimated liability for subsidies to State Associations. The Accounts also recognise the registration subsidy for training boats owned by State Associations.

Taxation Status
The Association was advised by the Australian Tax Office on 28th June 1991 that it is exempt from Income Tax.

ABN Number
The Association ABN No. is 79 884 913 220

GST
The Association pays GST on purchases and does not claim deductions from or remit GST to the Australian Tax Office and does not submit a BAS

NATIONAL HERON SAILING ASSOCIATION OF AUSTRALIA
Accounts for the year to end of March 2004
BALANCE SHEET
as at 31st March 2005

		2004/2005	2003/2004	2002/2003
Assets				
	Interest Bearing Deposits	10240.03	10240.03	13303.19
	Cash Managemnt Fund	2363.75	2145.93	0.00
	Cash at Bank	1545.81	3001.10	2138.14
	Stock Handbooks and Masts	1113.84	1482.64	1112.96
	Debtors (Masts)	60.48	302.40	302.40
	Debtors (Registrations)	70.00		
	Debtors (Handbooks)		500.00	
		15393.91	17672.10	16856.69
Liablities				
	Unpresented Cheques	1046.47	120.00	25.00
	State Subsidies	890.00	890.00	890.00
Net Assets		13457.44	16662.10	15941.69
	Represented by Members Funds brought forward from previous year	16662.10	15941.69	16461.08
	Surplus for the year	-3204.66	720.41	-519.39
Members Funds		13457.44	16662.10	15941.69

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

Brian Smith
Honorary Treasurer

Paul Hanly
Honorary Auditor

NATIONAL HERON SAILING ASSOCIATION OF AUSTRALIA
TRADING ANALYSIS
Year to 31st March 2005

	Handbooks	No.	Value	per Unit	Profit
	Opening Stock	62	630.79	10.174	
	Stock Purchases	Nil			
-	Closing Stock	48	488.35	10.174	
=	Cost of Handbooks Sold	8	81.39	10.174	
=	Cost of Handbooks Free Issued	6	61.04	10.174	
-	Sales	8	200.00	25	57.56
	Masts	No.	Value	per Unit	Profit
	Opening Stock	24	725.76	30.24	
+	Stock Purchases		0.00		
-	Closing Stock	2	60.48	30.24	
=	Cost of goods sold	22	665.28	30.24	
-	Sales	22	665.28	30.24	0.00
	Mast Steps	No.	Value	per Unit	Profit
	Opening Stock	0			
	Stock Purchases	120	569.76	4.748	
	Closing Stock	119	565.01	4.748	
	Cost of goods sold	1	4.75	4.748	
	Sales	1	5.00	5	0.25
	Plans	No.	Value		
	Opening Stock	Nil			
+	Stock Purchases	1	Nil		
-	Closing Stock	Nil			
=	Cost of goods sold				
-	Sales	1	50.00	50	50.00
	Total Trading Profit/Loss				107.82

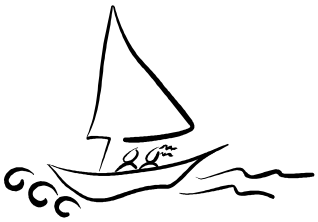
STOCK ANALYSIS

	No.	Unit Cost	Value
Handbooks	48	10.174	488.3520
Masts	2	30.24	60.4800
Mast Steps	119	4.75	565.0100
			########
Summary			
Income from Sales			920.28
Cost of Sales			812.46
			107.82

Notes
The Association owns several pieces of equipment of negligible market value used in the production of fibreglass dinghies. These include a master plug for making a mould of the hull, a set of deck and furniture moulds and a set of deck and furniture mould
The Associations stock of Handbooks are held by the Teasurer and Chairman of the Measuring Committee.

The Associations stock of Masts and Mast Steps are stored at the home of the Treasurer.

None of the above are currently insured



MEASUREMENT NEWS

The Measurement Committee (Meascomm) will be providing a news item for the Newsletter from time-to-time in an effort to improve communications in the class. The content will be largely taken from the minutes of the recent Meascomm meetings, but will go further, to canvass any measurement difficulties which arise before they are ruled on. The Measurement News will also contain opinion and general information relating to measurement matters. Comment is invited, and "letters to the editor of the column" are invited, and where appropriate, responses provided in subsequent editions.

Where material which has become available after the Committee meeting is included, or comments made which do not necessarily reflect the views of or rulings of the Committee, they will be quarantined in [square brackets].

Jib Sheeting Position

There are two issues involved. The first is control of the distance from the centerline of the boat to which the jib sheet may be taken. Here, the intended measurement is the inside surface of the sheet, where it turns around the dead-eye towards the cleat (rather than the position of the track, which can vary from the sheet according to the amount of creativity displayed in the design of track fittings). The measurement requires the inside surfaces of the sheets to be no less than 735mm apart, and there is an obvious implication that they be equally spaced from the centerline of the boat.

The second issue relates to safety (protecting the crew from potentially dangerous projections into the cockpit area) and the appearance of the boat. This rule allows jib tracks where used to be placed further inboard, than the deck width of some boats may have allowed, to achieve the minimum sheet separation if that is desired by the owner. Safety concerns led to the requirement that where the track would project inside the original carlin, that projection should be covered by a false or dummy carlin built in a smooth curve inboard of the original, with the top surface covered to suit.

While some members consider that safety issues are policy matters for the National Management Committee, this one simply won't go away and leave the measurers alone. Therefore Meascomm has made a ruling on jib sheeting methods, in addition to the above sheet separation measurement:
Tracks must lay between the line of the outside skin of the hull, and the inside edge of the carlin, (whether the original carlin or one grafted on further inboard.) Any 'forced' extension of the track inside the carlin by a plate mounted on a track slide will result in the plate being treated as though it was part of the track. Incidental extensions which are a characteristic of a commercial or otherwise reasonable cleat assembly may project inside the carlin (as they do on most boats). This interpretation will be written into the next revision of 'instructions to measurers' but in the meantime has become part of the rules through the decision of the February meeting. Boats which do not comply may not pass measurement next season.

Materials of Construction

The use of Balsa in Herons has been ruled as unobjectionable in principal as it is a timber, and has come to be used extensively in yacht hulls, internal and deck panels in a configuration where the balsa end grain is under compression between glassfibre / resin skins. However, the nature of this material which is easily crushed across the grain, and quickly becomes waterlogged where unprotected and exposed to water, requires control by the Meascomm to ensure the durability of boats built by amateurs not experienced in its use.

The most useful form of the material for use in Herons is flat panels of 10mm thick end-grain balsa sandwiched between approx 1mm skins of resin impregnated material such as fiberglass or dynel for a total thickness of 12 mm. Panels of this material are commercially available. The use of this material has been demonstrated in Peter Bailey's new boat, Little Red Rocket and examined by several measurers. Meascomm has ruled that this material may be used for the following: Frame 1 and 2 and structures in the front of the boat (e.g. strongback as shown in the S&G drawings), fin case sides, floorboards, transom (subject to timber stiffener through which the rudder fittings must be secured).

[The holes in the case for the centreboard bolt is a point of vulnerability for this material. Proper practice for all holes in this material is to drill them well oversize, then rout out balsa fibre from inside the walls of the hole (a bent nail, cut off short and used in a drill works well). The hole is then stuffed with glass fibre and resin, and redrilled to the required bolt size when set. Similarly the edges of panels should be well protected with resin.]

Transom Vee

Attempts to flatten the transom have resulted in severe distortion of the keel dimension on one boat, and as a result Meascomm has specified that the keel must be of uniform thickness (the plans show 11mm). The width has always been controlled, to be even from the transom forward for 2280mm beyond which it may be tapered to suit the bow sections.

As a result of this problem the Meascomm will review the Vee measurement method, possibly using the intersection of the line of the bottom skins, as the lower point. This change to the reference point is likely to require a small reduction in the Vee dimension, possibly from 70mm to 67 or 65 mm, which will follow further research and measurement. In the meantime builders are warned against pushing the envelope on Vee measurements.

Round in the bottom of the hull (keel to chine).

This characteristic has never been controlled, other than through the general requirement that the boat be built to plan. Many boats have been built with a much greater round, particularly at the frame 1 position, than the plans shows. This greater round makes for stiffer, stronger panels, and may impart some performance differences through slightly reducing wetted surface and making the effective waterline a little longer at the bow.

[The Mark11 fibreglass hull appears to have a round at frame 1 of about 35mm, compared with the original plan round of 16mm. (Abracadabra has a round at this position of 22mm). In the writer's view, formed from sailing a Mk11 hull for part of a season, the above advantages are offset by a greater tendency of the hull to "slam" and lose energy in a serious chop.]

While in many measurement matters the swings cancel the roundabouts, it is nevertheless the job of the Meascomm to restrain the scope of experimentation in pursuit of the one-design principal. Accordingly it is likely that new measurements limiting the round in the bottom panels at all frame positions will be introduced. Given the population of Mk11 fiberglass hulls it is unlikely that new round measurements for timber or S&G boats would be set at lower numbers. In the meantime

new boat builders are warned against pushing the envelope on this characteristic.

Status of S&G or "Jig Built" Plans
John Deshon with unnecessary modesty has noted that he felt it was inappropriate for the construction details in his drawings to be taken as fully restrictive. This view is commendable, however the NHSAA needs to have arrangements which are easy to administer. Meascomm believes it is easier to administer two sets of official plans plus approved fiberglass moulds, than to allow too much scope for builders to make it up as they go along, checking back with Meascomm on a frequent basis.

For clarification the situation can be put as follows:
The Constitution restricts construction of timber / ply boats to official plans.
The only way that new plans could be used for construction of S&G boats guaranteed to obtain an "A" class certificate was if the S&G plans became official Association plans.
The National Management Committee wished to allow "A" class certification to the new S&G boats built (subject to compliance with the measurement forms).
After much discussion and debate the S&G plans drawn so well drawn by John Deshon became official plans of the National Association.
The Meascomm does not want to accommodate a stream of supplicants wishing to improve on the S&G plans. Excellent boats have already been built in the development of, and from these plans, and in any case each new boat will be fully measured.

If further experience in the measurement of traditional timber and of S&G / Jig Built boats warrants review and modification of any dimensions or method of measurement these will be dealt with at the time and incorporated in the rules (subject to changes needing an AGM resolution).

Builders' Preference
Notwithstanding this policy, Meascomm has always accommodated reasonable preferences of builders, which has been necessary as modern boat construction has developed. (Compare the original Holt drawings, and the Handbook).

Builders' preferences which will be accommodated as the result of issues raised in the development and construction of the new S&G boats are:
Use of balsa core sheet in frames 1 and 2, strongback, floorboards, transom (with stiffener), and fincase sides. (all ply / timber boats)
Use of either glass tape and resin, or a timber joining strip or both to secure the plywood panels at the chine position and other joints. (S&G / jig built boats only)

Prospective or current builders are welcome to approach the Meascomm at any time if in doubt whether any matter may be a measurement issue or a builders' preference.

Digitisation of Plans
John Deshon advises that the S&G frame and panel plans have been digitized. These files should be able to drive CAM cutting machines as well as plan plotters. Don Jamieson is proceeding to mark up the original timber boat plans to reflect side buoyancy as standard and other developments which have been adopted in construction over the years.
It is likely that these drawings will then be scanned onto disc rather than digitized, as there is less obvious future need to cut frames or panels by machine for traditional timber boats.

The original plan set includes three sheets which show rather quaint fittings and rig arrangements. A few useful items will be transferred to the remaining sheets and the classic Holt designs on these three sheets consigned to the archives, although remaining available to members with a nostalgic bent.

Letters to the "Measurement News" column should be sent to the secretary, at donfjamieson@mbox.com.au. Emails which are not preceded by the word Heron or otherwise easily identifiable, may not be opened.

Travellers trophy Narrabeen, NSW

Junior State Titles - Concord-Ryde

WAP HERON 5123 BOTANY BAY 1966
By John Stannard

Enjoying a fresh summer southerly on Botany Bay are Paul and Peter Hopkins in 5123 WAP, not long after they won an Australian title. Building two Herons in the 1960's, 4123 and this one 5123, Paul returned to Herons in 1970 to sail with his younger son.

In this broad reaching shot, WAP is a lesson in majestic control. That long straight line of spume thrown well to either side of the bow and long wake, and an even spray around the bow and along the sides, indicates sustained high speed rather than the bow lifting over a wave.

They are snapped on Botany Bay, the course for the 2005-2006 National titles. Big fleets of Herons and sixteens have wiped out, (any Heron race in those days was a big fleet, some clubs had waiting lists), the sole capsized sixteen foot skiff in the background appears to have a big rig, suggesting a southerly buster has hit.

Paul sailed out of Cronulla S.C. for over a decade. I was lucky enough to sail with him there in the 1970's. He was three times in the top three nationally and won at State level but was never club champion, due to quality local competition. He placed 5th at his last NSW title at BYRA in 1974-1975.

Several of the techniques on display in this picture remain in use, others are superseded.

Technique

Paul is big on fitness, exercising in winter to build endurance by running articles in Seacraft magazine of which he is editor. The inch by three-quarter gunnels on WAP are not radiused so as a major concession to comfort Paul wears padded pants. No sailing gloves, wet suits, drink bottle or hiking boots. Paul has bare feet and probably a wet, woolly jumper and thin spray jacket that barely cuts wind-chill but doesn't keep the wearer dry.

A renowned heavy weather exponent, running square when others tack downwind, gybing freely and capsizing rarely, Paul wrote that the windward chine should be immersed to take the load off the helm down-wind, with a good chunk of centreboard and a firm mainsail leech for directional stability. Here, the boat is vertical and, trimmed aft, is fast and safe.

Staying upright is particularly valued. In a capsize WAP's bag buoyancy means water above the fin case. And a class rule that if the gaff touches the water, disqualification is automatic. Created so boats with built-in buoyancy were not advantaged, the rule persisted until the 1969 AGM.

WAP runs a short shock cord from the keel to a hook under the tiller so it self-centres when released, suggesting rudderless sailing is not new.

Tuning:
No aluminium spars in 1966. The mast is a tent pole; dark, well-seasoned oregon, the right length and only ten dollars at an army surplus store. Stiff but heavy, it's probably in the fifty pound per inch bend range, were anyone to measure it.

WAP's vang is 3:1 cotton rope with a bronze cleat visible under the boom. The vang tension is pre-set on the beach. Luff tension was selected by sliding the gooseneck down the track, then the mainsheet levered the boom down hard and the vang tightened and tied off for the race.

Boom stiffness is not a priority. The photograph shows the mainsheet block well out on the boom, said to induce mast-bend upwind. Don't look for an outhaul, Cunningham or leech-line, and the toe-straps stop at the back of the fin case near a single venturi. Windows in sails are ten years away.

Sails themselves are of soft, new-fangled Dacron and, although the maximum price is one hundred dollars, (Newsletter May 1972), six sailmakers advertised for Heron business. The cane battens readily waterlog and fracture. So you know which way is up, a little Heron can be seen at the top of each sail.

Jib fairleads are well behind the chain-plates and the tack is shackled back from the bow on a stainless steel plate. It's the skipper who sits on the jib cleats upwind, not the crew. On WAP, the aft sheeting angle has collapsed the upper jib, although the bottom is drawing well. The whisker pole is cut short, to give a nice curve when running square, its marginal on this broad reach.

WAP sports a drum-tight rig. Well, it was on the beach, but the rig now shows a very loose forestay, giving an idea of just how strong its blowing.

A strop from the whisker pole mast fitting is visible running to the foredeck. An effective means of keeping the slack jib sheet clear of mast fittings, it is also a preventer. If the boom hits the sidestay and started levering on the mast while running, the preventer transfers that load to the hull so the gooseneck track wont pull off or the mast invert.

Don't screw on a fitting you can bolt, Paul advocated. The steadiness and control in the photo reflects a confidence in equipment due to thorough preparation. Everything is overbuilt by today's standards; a bronze wing-nut holds the rudder blade at the original thirty-six degree angle. Seats and floorboards are made from solid timber.

It is interesting to draw comparisons with Herons gone by, but also exciting to think we each have the opportunity this Christmas to sail on the same waters and experience a great ride at the 2005-06 Heron nationals. Prepare well, and see you there.

Dear Editors, Kate and Nicole

I read with great interest the letter to the Editor from Mary Clarke who helped on committee boats and worked so hard in those early days. I bought my first Heron in 1963 and started sailing in championships soon after. Back in those days over 50 boats started in our Middle Harbour club races.

The 1969 championships as Mary mentioned was won by Mike Fletcher who was actually a sailmaker manager of Elvstrom sails. The editor she referred to was Paul Hopkins who had won earlier championships. The 1969 series was very spectacular with 103 entries. Second was Allan Clark who was also an experienced yachtsman being the Interdominion Champion in OK dinghys. He borrowed a Heron from a neighbour. Third was Peter Hekking from Connells Point Club. Fourth was Ian Spies whose crew, son Michael, is famous from 18 footers and Sydney Hobart races. Fifth was popular Heron sailor Bill Imlay. I managed to come in sixth.

Fletcher went on later to train the crew of the America's cup squad and featured in some Sydney Hobart races. There are some interesting names mentioned in the race results such as an unknown newcomer Don Jamieson. I could keep going but you might run out of paper!

Yours Sincerely,

Charles Grimwood

THE HERON NEWSLETTER

If you have any news items and photos for the September issue of The Heron Newsletter please forward them to us by 20th August 2005.

nicolebreadsell@iprimus.com.au

STATE NEWS

South Australian News

40th South Australian State Heron Championship

The 40th South Australian State Heron Championships were held over two weekends during the 2004 – 05 season. The results after the first 3 heats, which were sailed at the Wallaroo Sailing Club, were reported in the December newsletter.

The second set of heats was sailed at Grange Sailing Club in light to medium conditions. **8981 Touch of Class**, sailed by Francis Watson and Imogen Loftes, went on to win the series. Don Rantanen and Henry Davidson in **10216 Last Crusade** were runners up, while Steve Tyerman and Matt Burord took **10212 Mr Magoo** to third. **6776 Pet Food** sailed by Kym Topperwien and Taylor Conole took out the Fair Go handicap series award.

Report by Richard Gibson Rich and Famous 9515

The 41st SA State Titles will be sailed at Largs Bay Sailing Club on March 11, 12 and 13 2006.

Award Winners - 40th SA Heron Championship

First Six placed Helmspersons and Crew			
8981	Touch of Class	Francis Watson	Imogen Loftes
10216	Last Crusade	Don Rantanen	Henry Davidson
10212	Mr Magoo	Steve Tyerman	Matthew Burford
9282	Fleetwood Mac	Locky McLaren	Sam Moulden
9948	Unidirectional	Carolyn Butcher	Luke Butcher
9515	Rich & Famous	Richard Gibson	Zac Wenske
First unplaced Junior Helmsperson & Crew			
10220	Lost in our Reflection	Ryan Kelly	Raegan Kelly
First unplaced Lady Helmsperson & Crew			
9917	Kwika Mac	Jane McLaren	Sue Tyerman
First unplaced Veteran Helmsperson & Crew			
10186	Bluetack	Peter Beaumont	Matthew Wilson
First unplaced City Helmsperson & Crew			
10218	Splash	Peter Nicholson	Danielle Hudson
First unplaced Country Helmsperson & Crew			
9947	Neptune's Ark	Chris Ramsey	
Most Consistent Helmsperson & Crew			
7265	Cheeky	Matthew Loftes	Hamilton Loftes
First Unplaced Heavy weight Helmsperson & Crew			
10227	3rd Time Lucky	Wayne Thompson	Taryn Thompson
Fair Go Handicap Series:			
6776	Pet Food	Kym Topperwien	Taylor Conole
8588	Sea Saw	Steve Lucas	Scott Lucas
9620	Green Apple Splatter	Daryl Emery	Ashleigh Emery

New SA Heron Website!
www.heronsa.asn.au

5th Heat Start at the SA State Championships

Tasmanian News

Report by Des Clark

Apart from a few frostbite races, sadly our season has come to an end for the winter.

It's a shame really because the Lindisfarne Sailing Club has enjoyed its very best season. We seem to have a really nice group of people sharing a common interest, and the kids have had a ball, always eager to get to the club on a Sunday which is a good healthy sign.

No doubt our Commodore John Mills and his committee have been the driving force behind this wonderful environment.

However, we do have some good social events planned for the winter, the first being a *Heron Fun Night* complete with a treasure hunt, singing and dancing.

Our March News must be floating in cyberspace somewhere, so I will just go briefly through the highlights.

The Nationals sailed at Safety Beach in Victoria is old news now, but we can't let it go past without thanking the club for its hospitality. The friendliness of the club was exceptional and the sailing very good.

Our Team brought home a lot of trophies:

Elise Clark and Hannah Morgan - Australian Junior Champions, Australian Lady Champions and a third overall - an exceptional effort.

Mat Pearce and Eric Szabo finished a creditable fourth overall.

Des Clark and his grandson Rowan picked up the Veterans Trophy.

Dugald McDougall's wife Cynthia in a late shopping spree clinched the Mall Rat competition from the other Tassie Ladies, and proudly wore her Tiara crown on Prize night.

Prize Night for the *Tasmanian State Titles* was on the 14th May.

Mat Pearce sailing with his sister Jessica Downham sailed brilliantly to win 6 heats and managed to turn the tables on Elise Clark and Hannah Morgan, with Tony Pearce and Bev Thompson tying for third spot with Guy McDougall and Imogen Cooper and Talia.

Rowan Clark has taken over the helm of **Nan** and with Eric Szabo as forward hand sailing together for the first time frightened the opposition with a 2nd place in heats 4 and 5. Well done boys!

The *Wooden Boat Festival* and *The Royal Hobart Regatta* (Australia's oldest regatta) were held over the same weekend. Mark Hey kindly displayed his beautifully restored Heron "**Rapscalion**".

The combined *Heron, Mirror, International Cadet Challenge* was raced at the Regatta, with the Mirror Class retaining the trophy again. Just lack of numbers on our behalf as the first boat over the line was **Nan** sailed by Rowan and Eric.

We would like to welcome Colin and Marilyn Langham to our Heron Fleet.

We have just held our AGM and Tony Pearce has stepped down from the presidents role with Andrew Askey stepping up to the Top Job and we would like to thank Tony for his past efforts.

Happy Sailing!

Monkey Business sailed by our New President Andrew Askey and his daughter Jessica.

Tony Pearce and Bev Thompson

Western Australian News

With only twenty months until the National Championships are held in Western Australia, planning is already underway. The WA Heron Association has already submitted a program to Yachting Western Australia and at their forthcoming AGM will put together a "nationals committee" under the guidance of Peter Carroll, a veteran of running major events.

Janet Jerwood
"The Blue Pearl"
9792

Part of the planning for the Nationals is to send a team to the next event in Sydney later this year. A team from WA will hopefully encourage Eastern State Heroners to travel across the Nullarbor to sunny Perth the following year. There are currently, eight Herons planning to go to Sydney and a huge number of associated hangers on.

STRATCO are sponsoring the WA team and are paying for the fuel costs to transport all the boats. The boats will be travelling on a custom built mega trailer. Fundraising is ongoing to assist with the trailer building costs.

A small convoy of four caravans will be travelling together whilst other families are planning to fly. Some boats are already discussing winter training to improve their performance at Nationals level whilst others are just glad that the season has just come to a close - it gives them time to work on their boats!

CONGRATULATIONS

The Western Australian Heron Sailing Association would like to congratulate Nick and Janet Jerwood on winning the Flying Fifteen World Championships held recently in New Zealand. They beat a fleet of seventy to take out the title.

Nick and Janet each have a Heron and sail out of the Shelley Club in Western Australia. They sailed together in Flying Fifteens for many years in Wales before moving to Perth with their young family. They have achieved very good results at previous National and World Championships. They have won the Australian National title before, but this is their first World Title.

Mat Pearce and Jessica Downham Tassie State Champions.

"Nick and Matthew Jerwood enjoying the conditions at Shelley Sailing Club on the Canning River, WA."

Victorian News

The Lara Project

Report by Tony Cope 10112 Outcast

We call it the Lara project. Steve Murphy, Paul Wedding and I are helping a group of year nine students at Lara Secondary College to build a Heron. The project is primarily about teaching the students skills and technology in an interesting way. The big plus is that they get to keep the boat at the end and we get another Heron for Victoria. I was delighted that they chose to build a Heron, something that hasn't been done here for a long time. In return the three of us have made a commitment to see the project through. I don't know who is more exited the kids or us.

The local Lions Club at Lara as part of their support for the community has been a tremendous help. Several retired members Ian, Sid and Alan have brought many years of experience and skills to the classroom. The students are interacting well with the older generation (I include myself here) and this is social advantage of this project.

Using Photos, literature and a model made by Katrina Ham we have been able to demonstrate the new method of building our beloved boat. Katrinas' model has been invaluable as a teaching aid, it clearly shows how the strongback works and the principles of the jig. Paul set up his beautiful example of a timber Heron inside the classroom on the first session and at an open day at the School creating a lot of interest.

The project is now well under way, the hull panels are soon to be put on the jig, the strong back looks like it should, and the inside of the centreboard case has received several coats of epoxy.
The group is enthusiastic, all participating in the many small tasks happening around the room, several have proudly asked their parents to come and sit in during the sessions held all day Thursdays. The homework task this week is to collectively design a paint scheme and come up with a name.

Because of cost restraints we have decided to build the best hull possible and to buy second hand sails and spars. This should get us on the water before summer If anybody can help with sails, spars or fittings please ring me in the evenings on 03 9890 6779. Thanks must go Katrina Ham for lending me the model and photos and John Deshon for his help with the plans.

If the future of sailing depends upon us encouraging youth to participate, perhaps the future of boat building depends upon the older generation passing our knowledge to that same youth

WANTED
2nd hand sails, spars and fittings needed . Please read above article for information and contact Tony Cope on (03) 98906779.

New South Wales News

Report by Sue Carrick

Our sailing season at Club and Association level has finished for the year. The Association successfully ran our Traveller's Trophy Series, with a Senior and Junior component, both comprising 5 races sailed at different clubs.

The winners of the *Junior Travellers Trophy* were –

Scratch	1st	9955	Excelerayson	Oliver Baker
	2nd	9728	Kermie	Alyssa Harding
	3rd	9737	Gecko	Tom Toufan
Handicap	1st	9728	Kermie	Alyssa Harding
	2nd	10120	Waffles	Lisa Fairlie
	3rd	10150	Uputu	John Passafaro

The winners of the *Senior Travellers Trophy* were –

Scratch	1st	10065	Woodpecker	Rob Brewer
	2nd	9955	Excelerayson	Ray Brown
	3rd	10125	Willpower	Ian Homan
Handicap	1st	9737	Gecko	Yvette Toufan
	2nd	9983	Sublime	Joel Gunn
	3rd	10211	10 to 11	Craig Homan

Combined High School Regatta was held in the school holidays in April on Lake Macquarie. There were 188 boats entered including 4 Herons. The division in which the Heron participated had 105 boats, which made for a great adventure on the start line. The series was sailed in light breezes but Lisa Fairlie and Jason Brown in "Crazy Daze" had a great series finishing 18th in their division and 1st out of the Herons. 2nd was Aurora & Nova Patterson in "Alarmed not Alert", 3rd Alyssa Harding & Madaline Baker in "Kermie" and 4th John & Tiane Burwood in "Nutty". All the kids and their parents had a great week.

Teams Racing – Sunday, 10th April saw Teams Racing at Concord & Ryde Club, organised by Brian Smith. The response to this event was not as good as it could have been, but the day was a great success. There were 3 teams from Concord & Ryde and one team from Georges River, each team comprising of 3 boats, 2 senior skippers and 1 junior skipper. The weather was beautiful sunshine, smooth water, strong tide and very little wind. The races started at 1 o'clock, with Georges River -v- Concord-Ryde A team and continued until each team had raced each other. The top two teams then sailed off for 1st and 2nd and the next 2 teams for 3rd and 4th.
1st was Concord-Ryde A Team, 2nd was Georges River Team, 3rd was Concord-Ryde C Team, 4th was Concord-Ryde B Team.

Don't forget this event next season – it is a great fun day, with a lot more than just sailing around the marks, more positional tactics are employed to ensure the best result for your team.

As you may have seen on television one of our sailing Clubs, **Dobroyd Aquatic Club** was burnt to the ground with a total loss of clubhouse and all boats that were stored inside. It is believed this happened because a group of youths were refused entry to a private function and they came back in the early hours of the following morning and torched the building. We can only imagine the heartache the members must feel and our heart goes out to them. They will be sailing a winter series on the first Sunday of the month from May to August, and their regular programme will still be sailed next season without a clubhouse. Our very best wishes go with them and we hope everyone will support these events.

For any interstate sailors who would like to sail the first 3 heats of **NSW State Titles** they are to be sailed at Georges River 16' Sailing Club on 12th and 13th November, 2005. Contact Warren Hodgkins (02) 9871 7069.

The Committee is working hard on the **47th National Titles on Botany Bay**, making sure you all have a good time. Please book your accommodation as soon as possible as Sydney is a popular holiday location. Unfortunately the group booking of hostel accommodation did not come to fruition.

Although we have another place to add to the list –
Southside Guest Stay, 29 Hill Street, Carlton. Phone (02) 9587 4440 Graeme Grice - 4 Units available approx $70 per night for 2-3 people and couple of one bedroom units for 2 people at approx $40 per night - has a washing machine in each unit and a clothesline.

Our sponsors

Bryden Law Office – Rob Brewer Sails – AFS Epoxy – Riley Marine – Peter Jessop & Storm Solicitors – Boat Rite – Sydney Port Authority look forward to meeting you at the Welcome BBQ to be held Georges River 16' Sailing Club on Thursday, 29th December, 2005 following the Invitation Race.

Second Round of the N.S.W. Junior State Titles 2004/2005

Report by Ray Brown

The Second Round of the championship was held at Narrabeen Lakes Sailing Club on the weekend of 12th & 13th of March in conditions that could only be described as perfect. Beautiful sunny days and light to moderate breezes with not a dark cloud in sight.

HEAT 3 *Junior/Junior* – Easterly course set, breeze 8 – 10 knots swinging north-east towards the end of the race. "Kotuku" (Alex Barnett with brother, Christopher) won the start, however, "Willpower" (James Lever with brother Ben) reached the top mark first and were followed by "Nutty" (John Burwood and Mat Dismore), "Gecko" (Tom Taufan and Jack Rafferty), "Kotuku", "Alarmed Not Alert" (Aurora Paterson and Leigha Wilson), "Kermie" (Alyssa Harding and Madeline Baker) and "Crazy Daze" (Jason Brown and Lisa Fairlie).
The second time around saw "Willpower" and "Nutty" hold their positions with "Kotuku" and "Alarmed Not Alert" moving ahead of "Gecko", "Crazy Daze" and "Kermie"
"Nutty" overtook "Willpower" on the next work, "Kotuku" and "Alarmed Not Alert" held their positions whilst "Crazy Daze" moved into 5th ahead of "Gecko" and "Kermie".
"Nutty" maintained the lead to finish 1st, followed by a fast finishing "Kotuku", "Alarmed Not Alert", "Willpower", "Crazy Daze","Gecko" and "Kermie".

Junior/Senior
"Sonal" (Tiane Burwood & Greg Deakin) led at the top mark, followed by "Uputu" and "Lost in Space".
The second time around saw "Uputu" and "Lost in Space" move ahead of "Sonal" who was doing pirouettes around mark 5.
"Sonal" and "Lost in Space" had swapped places at the top mark the third time.
Final results were "Sonal" 1st., "Lost in Space" , and "Uputu" lost their way and failed to complete the course correctly.

HEAT 4 *Junior/Junior* – Course 1 – North Easterly breeze 8-12 knots.
"Nutty" starting to enjoy the conditions on the lake and was first to the top mark followed by "Willpower", "Alarmed Not Alert", "Gecko", "Kotuku", "Crazy Daze" and "Kermie".
"Kermie made a big move on the second work to be in third place at the top mark behind "Nutty" and "Willpower". They were followed by "Alarmed Not Alert", "Gecko", "Crazy Daze" and "Kotuku".
Disaster struck "Kermie" at the end of the hot dog when the gaff halyard broke. This allowed "Alarmed Not Alert" to move to third. At this point we were towing "Kermie" to the shore and missed the other placings.

Final results were "Nutty", "Willpower", "Kotuku", "Alarmed Not Alert" "Crazy Daze" and "Gecko" who's crew Jack had a grin from ear to ear. As they approached the finish line he was shouting "I'm the human shackle" – the shackle attaching the jib clew to the fairlead had come adrift and they sailed the last work with Jack holding onto the jib clew. The Measurement Committee is investigating whether he was sheeting inside 735mm and therefore in breach of measurement rule C2.8. Charles Homerun wanted to know how he would have handled a downwind leg – feet against the mast and body outstretched in the whisker pole position perhaps!

Junior/Senior
This race saw the positions of "Sonar", "Lost in Space" and "Apt" remain unchanged to the finish.
Saturday evening saw the competitors tucking into slabs of pizzas rather than the usual "maccas". Their hunger satisfied, they (and their parents) competed in the usual frog races conducted by Jane Leaver and Jim Fairlie.
Nick Smith , Tony Passafaro and kids stayed at the "Narrabeen Hilton". I believe Nick had all the mod cons of camping including a portable DVD player! The kids slept in the luxurious Narrabeen starter boat.

RESULTS N.S.W. Junior State Titles 2004/2005

Scratch
Junior - Senior

1 -Sonal 9256 - Tianne Burwood & Alan Swindell
2 - Lost in Space 6201 - Daniel & Nick Smith
3 - Uputo 10150 - Josh & Tony Passerfaro

Junior - Junior Champions for 2005

1 - Nutty 9283 - John Burwood & Matt Dismoor
2 - Kutuko 10179 - Alex & Chris Barnett
3 - Alarmed not Alert 10178 - Aurora Paterson & Leigh Wilson

Handicap
Junior Senior

1 - Uputo 10150 - Josh & Tony Passerfaro
2 - Lost in Space 6201 - Daniel & Nick Smith
3 - Sonal 9256 - Tianne Burwood & Alan Swindell

Junior Junior

1 - Willpower - James & Ben Leaver
2 - Crazy Daze - 10182 - Jason Brown & Lisa Fairlie
3 - Gecko 9737 - Tom Toufan & Jack Rafferty

Queensland News

JACK HOLT REGATTA LAKE COOTHARABA

30 APRIL 2005 AND 1 & 2 MAY

Report by
John McKeown
Jaws 9700

The Labor Day long weekend in Queensland marks the end of our sailing season with the Jack Holt Regatta at Lake Cootharaba, a 2 hour drive north of Brisbane. This pristine area gives opportunity for delightful camping and quiet reflection, combined with close racing and good fellowship.

Twenty-two Herons and eleven Mirrors signed on for the 5-heat Regatta. The usual sou-easter did not show up until Monday and light winds, swinging between north-west and north-east, set our hard working race officers a challenging task. Yes, light weather, but nothing half hearted about the racing.

The appearance of champion sailors Rob and James Brewer, who drove up from Sydney, also added extra zest to the event.

One third of the Heron fleet was provided by two families ; four from the Tom Robertson stable, namely Tom and his daughter Mary-Ann Pattison and grandchildren Kelly and Shannon and the Galloways, Fraser, who distinguished himself with a placing at this year's nationals, and sons Angus and Robert. All performed well. Not to forget the Carey dynasty continuing with Nicole Breadsell, and oldest Thomas making hay with an outstanding heat win and Peter himself taking out the Veteran's.

Lady Skipper Champion
Mary-Anne Pattison and crew

And then there was Tom Duhig running 11th and taking out the Parker Family Trophy in his first Regatta with proud father, Rob, on board as crew. Congratulations go to Rob and James Brewer with three first placings, a second and a third, closely followed by a hot John Nobbs and crew Edward Duhig who was very consistent with four second placings and made the running out front in a number of heats. Ian Gray, new to the class, Gerry Deakin, Peter Bailey and Angus Galloway (also our top Junior) filled the balance of the top six, with Mary-Anne Pattison taking out seventh and the Lady Skipper's prize.

Top Junior Angus Galloway and crew with a trophy sure to please Dad Fraser!

The Club House was the venue for the famous Saturday night toad races conducted by maestro Peter Carey. Star toad racers included Joshua Bailey and William Stannard (son of former NSW champ John). Queen Toad went to Barbara Stannard, followed by Mary-Anne Pattison and Helen Carey with King Toad going to Daniel Higgs, followed by Greg Breadsell and John Nobbs. A bar-b-que with presentations took place on Sunday night.

The enthusiasm carried well into Monday, with Rob Brewer putting on a most interesting coaching clinic, a fair bit of which was devoted to the psychology of racing a one design boat. A 1½ hour presentation in the Club House by Rob involving many of our young sailors, followed by some on-the-water drills for a couple of hours in 15-20 knots left everyone in good spirits. Thank you Rob for your time and generosity.

Thanks must also go to those who helped pull the weekend together, particularly the host Club, Gerry Deakin, John Nobbs, Jacqui Carroll, Rod Pattison , Keith Galloway and all the other behind-the-scene helpers.

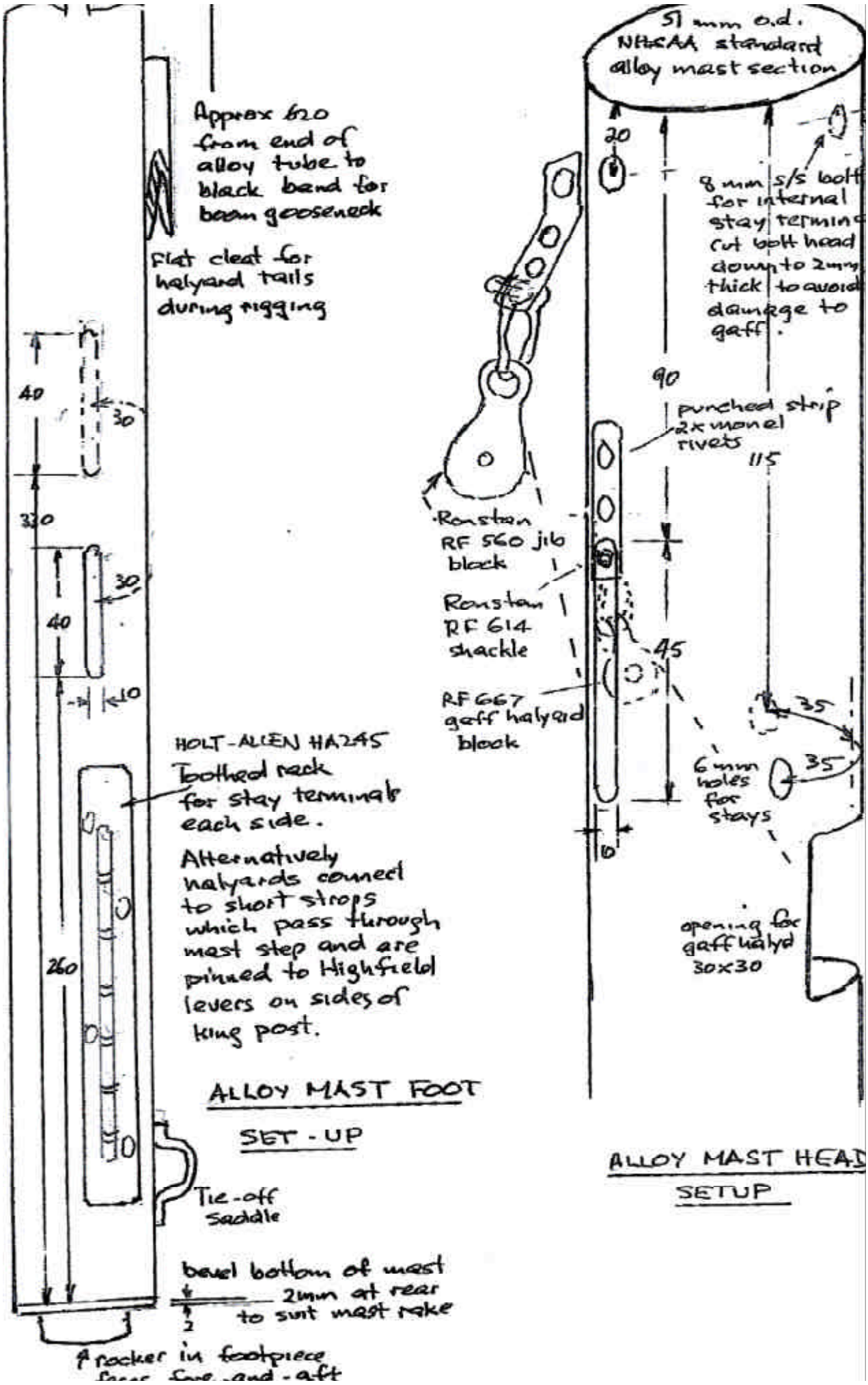
John Deshon sailing *sans crew* in Only Human

RESULTS OF THE 2005 QHSA STATE TITLES

	Sail No.	Boat Name	Skipper	Crew
		Heron		
1	10226	Two Fools Fumbling	Galloway, F	Galloway, F
2	10225	Little Red Rocket	Bailey, P	Bailey, J
3	10226	True Colours	Deakin, G	Deakin-Sharpe, K
4	6616	Gypsy Sam	Duhig, R	Duhig, E
5	5905	Ran X From Outer	Nobbs, J	Duhig, T
6	9965	Justa Breeze	Galloway, A	Clark, T
7	9656	Precept	Byrne, S	Hoffman, A
8	9762	Running Hot	Hogan, T	Molnar, E
9	10223	Return of the Kings	Galloway, R	Norris, R
10	7472	Chain Valley Bay	Stannard, J	Campbell, P
11	9712	Zen	Bryant, A	Bryant, J

r tout

These sketches are supplied as an update to the metal mast sketches and boom fittings n the Heron Handbook. It is suggested that they be cut or copied from the Newsletter and fixed into the Handbook for easy reference. Larger scale (A4) copies are available if you send your mailing address to **donjamieson@inbox.com.au**


Approx 620 from end of alloy tube to black band for boom gooseneck
Flat cleat for halyard tails during rigging
40
30
320
30
40
10
260
HOLT-ALLEN HA245
Toothed rack for stay terminals each side.
Alternatively halyards connect to short straps which pass through mast step and are pinned to Highfield levers on sides of king post.
Tie-off saddle
bevel bottom of mast 2mm at rear to suit mast rake
2
Rocker in footpiece
ALLOY MAST FOOT
SET-UP
51 mm o.d. NACA standard alloy mast section
20
8 mm s/s bolt for internal stay termina
cut bolt head down to 2mm thick to avoid damage to gaff.
90
punched strip 2x monel rivets
115
Ronston RF 560 jib block
Ronstan RF 614 shackle
45
RF 667 gaff halyard block
35
35
6 mm holes for stays
10
opening for gaff halyd 30x30
ALLOY MAST HEAD
SETUP