The Heron Newsletter

MARCH 2006

UNFINANCIAL MEMBERS TAKE NOTE:

A RED STICKER INDICATES YOR SUBSCRIPTION IS STILL OUTSTANDING

You are financial Thankyou for your support

Neil Burford pours a glass of bubbles for Bronwyn Thompson to wash down the tzatziki and hummous at a ceremony to celebrate the completion of his boat 10236 Skinny Dip, SA's second stitch and glue Heron. Also enjoying the fare are (left to right) Richard Gibson, Ian James and Wayne Thompson. Ian, who sailed 9563 Ripper Roo in several early 1980s National Titles, hopes to have his S&G Heron off the jig soon. Skinny Dip's older S&G sister, 10232 Flaw Show, looks on. The ceremony was held at Largs Bay Sailing Club, the proposed site for the next National Heron championship regatta to be held in SA.

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THE HERON NEWSLETTER

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NATIONAL WEB SITE

?? Nationals link, Google Earth of Botany Bay
?? State Links to WA, Google Earth link for Nationals 2006-2007
?? Links to all State websites

www.heron.yachting.org.au/

PRESIDENT'S REPORT

Another Heron Nationals has come and gone and we have some very talented new blood at the front of the fleet. Congratulations to NSW local sailor Peter Vaiciurgus on becoming Heron National Champion after some very good sailing in State events over several years and to WA skipper Nick Jerwood on recording second place ahead of veteran and 11 times National Champion Don Jamieson.

Although I have been involved in the National Committee over the past 10 years, this was the first time I had been involved in the running of a National Titles as part of the State Organising Committee. Needless to say, it brought home just how much effort so many of our members put into these events. At the risk of missing someone, let me mention some of the key players and thank them all on your behalf. Jim Fairlie, the NSW Sate President co-ordinated the whole event and was there tirelessly every night organising the prize giving. Sue and Peter Carrick ran the canteen - they started the day and finished it much later than most of their customers realised. And their helpers did a great job in feeding the hungry sailors. Warren Hodgkins assisted by Joan and others handled the entries and the results - a major task, especially after you have been on the water all day. Measurers Paul Armstrong, Don Jamieson, Andy Gough and Bill Peterson worked over several days in hot and difficult conditions to ensure that everyone got on the water. Paul Hanly PRO and Sharon Johnson, neither of whom have sailed Herons for some years put in great deal of effort. Paul on the water over the whole regatta and Sharon in organising merchandise, publications and social events before the regatta. Ted Moors, Jenny Overton and Paul Riley handled a multitude of tasks every day. Thanks also to the members of the GRSC who gave up two weeks of their time so that we could all go sailing.

John Veale
President

Looking forward I would like to mention two other items you will find in this edition of our magazine.

The first is a series of motions to amend our constitution. I encourage all members to assess them carefully, ask questions and discuss them amongst yourselves. And then vote.

The second is the nominations for positions on the NHSA Committee. You will see that we have nominations for positions from a range of states, in particular form South Australia , which has the second largest Heron fleet in the country. I am delighted that we have been able to achieve such wide nominations for representation on the Committee and am confident that it can only benefit the development our class as a national class.

THANK YOU
From the Editors desk.....

It is with regret we are unable to continue as the Heron Newsletter Editors this year. Kate is off to greener pastures, or actually colder pastures, and is moving overseas for a number of years and we wish her well.

We would both like to take this opportunity to say thank you to all the members who have been so supportive during our time as National Editors. Without your articles, photos, and wise words of wisdom and support, we would not have been able to produce a newsletter of such a fine quality. Please continue to support the incoming editors, as this is YOUR newsletter to have YOUR say.

Next issue deadline is May 19.

NATIONAL HERON SAILING ASSOCIATION OF AUSTRALIA INC.

ABN 79 884 913 220

Notice of AGM to be held on the 9th May at 8.00pm 2006
At the Concord Ryde Sailing Club

Teleconferencing to commence 2000 hours Eastern Standard Time
All states please let John Veale know who will be representing them for this meeting

AGENDA for the Annual General Meeting 2006

Welcome to all present including interstate members by teleconference.
Apologies
Acceptance of AGM minutes held 15thh May 2005 (distributed June 2005)
Business arising from those minutes:
Outgoing President's report
Outgoing Treasurer's report
Measurement Committee report
Registrar's report
Newsletter Editor's report
Website report
Election of the Officers of the Association for 2006/7
Nominations received for National Committee:
President: Richard Gibson: - Nominated Don Jamieson, seconded John Veale
Secretary: Bronwyn Thompson: - Nominated Richard Gibson, seconded Shane Kelly
Treasurer:
Registrar: Ian Cole standing for re-election unopposed.
Newsletter Editor: James Gough: - Nominated John Veale, seconded Andy Gough.
Voting on motions 1-18
Business as nominated
Close meeting

You will find the AGM proxy form and the voting slips for motions 1—19 inserted in this magazine as well as on the national website. These are National decisions and you are strongly advised to have your say

ALL VOTES ARE TO BE RECEIVED BY THE SECRETARY NO LATER THAN SUNDAY 7TH MAY.
EITHER POST OR EMAIL YOUR VOTES FOR THOSE MEMBERS UNABLE TO ATTEND THE MEETING

Vale
Dennis (Ollie) Ollerenshaw

All Heroners will be sad to hear of the death of Dennis Ollerenshaw. Dennis, affectionately known as Ollie, sailed **9192 Patrick Owen** at Somerton Yacht Club, South Australia. He was a loyal member of the S.A.H.S.A Committee for many years. Ollie will be remembered by Heroners across Australia for his high profile roles at the 40th Nationals Regatta at Victor Harbor in 1998. By day, he wore a sandwich board and rang a handbell to ensure that all competitors were aware of announcements. We saw another side of the man on presentation night, however, as Ollie on clarinet and the other members of his group enchanted us with their cool jazz.

In recent years, Ollie moved on from a Heron to a Sabre. His untimely death at 65 has robbed him of many years of sailing, and his many friends of his cheerful company. Our thoughts are with Wendy and her family.

Dear Members,

I have been privileged to be the National Secretary for the past 5 years and during this time have gained insight into the huge amount of hard work that goes on behind the scenes by Committee members and others. I value the friendships made and the assistance which has so readily been given to me.

As this is my last Newsletter as Secretary I take this opportunity to thank all members of the Association for contributing to the advancement of the Association over this period.
I also want to acknowledge the assistance afforded me by John Veale, and his inclusion of all States in the National Committee Meetings by telephone hook-ups, which with the greater use of email, has improved the speed and quality of communication to the benefit of the Association.

With this in mind I encourage ALL MEMBERS to read all the motions put to you for voting as these, particu larly the ones relating to grp hull moulds have the potential to dramatically change the future of our one design Class as per our Constitution.

These motions can be found on the National website too, so please use this facility. I hope to receive hundreds of replies rather than just the loyal 16 to 20 who always respond. This is your class so please return your voting slips if you are unable to attend the AGM in May.

Happy Heroning,
Joy Gough Waffles 10120

COMMENTS ON MOTIONS

Comments in support of motion 16

The following comments are provided on behalf of the Measurement Committee. While this committee will obviously administer whatever arrangements are adopted by the members of the Association at the AGM, the Committee members hold the view that motion 16 (retention of the MkII plug based on Hornet) should be favoured. The comments offered in support are:

1. In relation to the one-design principle

The minutes of the formative December 1961 meeting confirmed "The object of One Design should be maintained and be the deciding factor in any consideration of amendments and alterations to the class"

The motion for the MkII plug passed at the 32nd AGM said "All future fiberglass/GRP Heron hulls are to be manufactured from moulds produced from the new Association master plug" (made from Hornet)."

Currently MkII GRP hulls are the largest group of hull in the class.

2. MarkII hulls are well performed across a wide range of wind and water conditions, recently placing first and second in the 47th Nationals.

3. A few builders or owners have reported some difficulties fitting out hulls from the present moulds, but most have not. I am unaware of any hull in which the minor asymmetries prevented its completion to "A" classification.

4. However, asymmetry of the height of the sides of a MkII mould has motivated one builder to modify his mould to facilitate installation of internal tanks and fiberglass decks.

5. On behalf of the Committee I made symmetry measurements of some MkII hulls, which were reasonably consistent between hulls. ..... The Committee found that the assymmetry was moderate and unlikely to affect sailing performance. Nevertheless it was agreed that future moulds should be improved.

6. It was the Committee's view that it should be practical to correct the MkII plug, with convex surfaces, where modifications of moulds with concave surfaces **would be** much more difficult.

The Committee **recommended to Management** that the MkII plug be corrected by a competent professional boat builder, for straightness and symmetry, in line with a detailed brief to be prepared by the Measurement Committee. It further proposed that the costs of the modifications (subject to competitive quotes and reasonableness) be funded by the Association. The improved plug would be provided to SA and thereafter any other State for construction of new moulds, with transport costs paid by the Association.

I firmly hold the above opinions, and pass on to the membership the views of the Measurement Committee of which I am a member.

Comments on Motions 16 and 17

Of these two motions, the South Australian Heron Sailing Association supports motion 17. The SAHSA has a declared view that any GRP hull that meets A class Heron measurement and weight criteria should be classified as an A class Heron. This view was clearly stated in a letter to the NHSAA from the SAHSA dated 16 March 2004.
The great Heron hull shape debates of the late 80s and early 90s appear to be dead and buried. Racing results show that no shape is faster in all conditions than all the others. If there is a speed difference based on hull shape, it varies with wind strength, point of sailing and water conditions such as chop. Any advantage is unlikely to be maintained for a lap of the course, let alone an entire regatta. In days gone by, it was suspected by some that very successful sailors in the Heron class, such as SA's Craig McPhee, owned boats with a special shape. Craig has also done very well in Australian and World Tasar championships. Does he also own a specially shaped Tasar? We don't think so.

The results of national Heron titles sailed over the last 10 years confirm that the performance of the Heron is primarily influenced by factors other than hull shape, such as sails, tuning, tactics, fitness, weight and foils. For example, some Mk2 GRP boats have done well in national regattas, while others have done poorly. Performance factors other than hull shape are at play. No-one has been able to build a complying hull shape that has allowed a sailor with mediocre sails, tuning, tactics, fitness, weight or foils to succeed against well equipped and skilful sailors in other hulls. Many have tried. The SAHSA considers that building a "super hull" within the current tolerances can be considered impossible.

The equal potential of current and future hull shapes leads the SAHSA to consider that the Heron should be a class that requires compliance to the current set of measurement tolerances, not a class that has only a single hull shape. In the SAHSA's opinion, it is not in the best interests of the Heron class to consider a future national fleet consisting only of GRP hulls, all of one shape. We currently have three GRP Heron shapes – the Mk1 shape, the Mk2 shape and the WA "straightened" Mk2. The construction of timber boats of slightly varying shapes is not likely to cease.

It is worth noting that the fleet in the 47th nationals comprised

?? 17 Mk2 GRP hulls

?? 2 "straightened" WA Mk2 hulls

?? 18 Mk1 GRP hulls

?? 23 framed timber hulls

2 jig built timber hulls.
Most classes would envy such a healthy mix of hull types and construction in their national championship fleet, all with the potential to do well when fair, stiff and down to weight, and rigged and sailed well.

Given the current and likely future diversity (within current tolerances) of hulls in the Heron class, the SAHSA considers that it is illogical to maintain the current restriction on the hull shape of GRP boats. If a GRP boat weighs and measures as an A class Heron, it should be classified as an A class Heron.

The Heron constitution appears to support our view. The constitution states that only GRP boats constructed from moulds taken from "Association Master Plugs and other approved moulds" will be eligible for registration. The SAHSA has sought clarification from the NHSAA concerning the meaning of the words "other approved moulds". It appears to us that GRP Herons ***can*** be built from moulds other than the current Mk2 shape. We believe that "other approved moulds" should be moulds that produce a hull that measures as a Heron.

As an adjunct to the discussion of GRP hull shape, the SAHSA also considers that the restricted builder system for GRP Herons is ready for review. This system was introduced when GRP Heron construction began, over 30 years ago. The number of professional builders willing to take on the Heron has declined, making GRP boats more difficult to access in some states. Construction materials, standards, skills and methods have changed. Many non-professionals have the ability to build strong, fair and light boats in GRP. Home built GRP hulls in classes such as 125s and Cherubs have helped to promote class numbers. Many of these boats are built by making a Klegecell foam hull over a male jig, followed by sheathing inside and out with fibreglass. The concept is similar to stitch and glue construction. There will be inevitable slight variations in shape in boats made in this way. Moving to allow GRP boats of any complying shape to gain A class registration would be a valuable first step in approaching a more open building policy for GRP boats.

It is not the SAHSA's intention to enable the construction of a "super" Heron. Frankly, we do not think this is possible. We do not want to undermine the concept of equal hull potential or devalue the worth of current GRP or timber hulls. We simply want to make the GRP Heron as attractive and available as possible, enabling us to maximise the number of people who want to join us in our wonderful class. We ask that you support motion 17.

Richard Gibson

President, SA Heron Sailing Association

10232 Flaw Show

9515 Rich and Famous

47TH HERON NATIONALS
BACK FROM BOTANY BAY—SOCIAL REPORT
BY SUE CARRICK

Firstly, a big thank you to all the interstate sailors and their families, who travelled long distances, to be part of these Championships. I am sure everyone enjoyed both the sailing on Botany Bay and the social interaction on the shore.

Secondly, to the Georges River SC and their officers and boat crews who did a fantastic job hosting this series.
Their dedication to duty was excellent and nothing was too much trouble. Every time we had a request it was seen too promptly and in a most friendly manner.

The Official Opening was well attended. We had invited Mary Clarke and Stephen Dearnley, both being life members of the Association, to attend and they had accepted, but at the last minute due to family commitments and ill health were not able to make it. However we did have the following Life Members in attendance, Peter Carroll from WA, Ian Cook, Don Jamieson and Ray Brown from NSW. We also had a visitor from Wales, Sheila Jerwood, who was in Perth visiting her family, Nick and Janet, and who flew to Sydney with them and her grandchildren, Matthew, Enfys, and Nia to be part of the action.

Gary Wogas, Commodore of the GRSC welcomed all visitors to the club and wished everyone fair sailing.
Ian Cook officially opened the series by stating "Go" to all competitors.
Blessing of the Fleet was then conducted by Rev. Dr. John Braackman, from Hurstville City Uniting Church.
The National, State and Australian flags were raised in fitting style for the start of a great series.

Welcome BBQ was held on the upstairs deck of the sailing club, with 120 Adults and 60 children attending. My thanks to Concord-Ryde SC, Mary-Rose Mooney from Dobroyd AC, who cooked, served and cleaned up after this very successful night. Everyone enjoyed the fine company & great view as the sun set slowly in the west.

The canteen was open every day supplying lunches and cold drinks, etc. to the hoards of hungry and thirsty Heroners. Thanks to all the ladies from the Sydney clubs who performed their rostered turns in the canteen with great diligence.

Each afternoon after the race an afternoon tea was served to revive the skippers and crews followed by a Handicap Prize Presentation together with Lucky Draw Prizes upstairs in the club. These prizes and lucky draw were spread around with everyone who sailed that day in the running for a prize.

New Year's Day – Lay Day and Sydney turned on a scorcher, 47 degrees, 2nd hottest December day on record.

The Family Fun Night was held on 2nd January, in the upstairs function room of the club. The trivia questions and answers and the games had been organised by Sharon Johnson, prior to her departure just before Christmas to be with her family in England. The Master of Ceremonies for the evening was our multi talented PRO, Paul Hanly, who did an excellent job on the night, thanks Paul. Everyone enjoyed the evening in true-blue Heron tradition.

The final social function was the Presentation Night again held in the function room of the club, this time with 144 Adults and 51 children in attendance. A great night conducted by our President Jim Fairlie. Jim thanked all the people involved to make this series a success.

A full list of places and prize winners appears elsewhere in this newsletter. The entertainment this evening was provided by one of our own, Gerard Café, sailing Branch Office in his very first Nationals. Gerard, with his special Heron orientated skits, together with some special friends, in particular Bill and Emma, had everyone joining in this end of series evening.

Peter Carroll, President of the WA Heron Association, gave a presentation to encourage us all to make plans to travel to Perth for the 48th Nationals to be hosted by Perth Dinghy Sailing Club, 2006-07. Ann Carroll handed to state and club representatives a DVD promoting the series.

So it was time to bid fond farewells, with the promise to see you all next year in Perth.

James Gough, who had been growing and caring for his long hair for the past 8 years, agreed to have his ponytail publicly cut off by Don Jamieson on New Years Eve. The motivation for same was to raise money for Multiple Sclerosis, as a former Heroner and friend has been recently diagnosed with this condition. It would have been a shame to have his hair cut for no good reason. It is admirable to see that we have members who care about each other and not just all about sailing.

47TH NATIONAL HERON SAILING CHAMPIONSHIPS 2005/2006

Early Bird Race:

Light south east wind, 5-10 knots early, up to 15 knots on the last work. Pin end was favoured at the start with wind pressure, group of boats went left. **Abracadabra** was first to the windward mark, followed by a pack of boats including **Crazy Days**, **Two Fools Fumbling**, **Little Red Hen**, **Blue Pearl** and **Agrovation**. **Justa Breeze** came through and was third at times. The light breeze persisted until late in the race, with the pressure increasing on last work. **Abracadabra** held out **Little Red Hen** to take the gun. **Justa Breeze** did well to hang on for 5th as the breeze increased.

Invitation Race:

8-15 knots from the south east. Lots of boats at the pin end, scrabbling for clear air. **Flaw Show** was first to the first mark, closely followed by **Little Red Hen**, which did a 720 at the mark. **Flaw Show** lead around the first triangle, but **Little Red Hen**, **Abracadabra** and **Sobraon** came through on the second work. **Little Red Hen** led on the run, and worked up a bigger lead on the next work. **Two Fools Fumbling** came up on the reaches to be well placed, sailing very fast. A wind switch to the right took place just before the leaders reached the last leeward mark, and it kept shifting, favouring later mark rounders. **Little Red Hen**, which sailed high and fast all day, got the gun. **Two Fools Fumbling** and **Sobraon** were next but retired, then Abracadabra. **Simply Red** and **Agrovation** picked up the shift to the right to pass **Flaw Show** on the last work. **Justa Breeze** again did well to finish 6th.

Heat 1:

General recall. Second start clean, with pin end favoured in heavy chop. **Two Fools Fumbling** won going away. **Little Red Hen**, **Abracadabra** and **Two Goats in Boat** followed. **Freewill,** doing very well sailing with a heavyweight crew, was 5th.

Heat 2:

Light 7-10 knots, chop. Individual recall at start, **Two Goats in a Boat** went back. **Little Red Hen** got away well and sailed in front all day. Strong tide made mark roundings a challenge. Abracadabra was second, followed by **Two Goats in a Boat**, which recovered well. **Agrovation**, **Little Red Rocket** and **Flaw Show** filled out the top 6. Yesterday's heat winner, **Two Fools Fumbling**, was nowhere to be seen.

Heat 3:

Wind south east 8-15 knots. Big tide running out. Clean start. **Abracadabra** and **Flaw Show** were first to the windward mark. **Two Goats in a Boat** and **Little Red Hen** were in hot pursuit, and took the first two spots on the reaches. **Two Fools Fumbling** came through on the second reach with great speed to get to third. The first three boats slugged it out with great tacking duels on the works. **Two Goats in a Boat** hung on to win from **Little Red Hen** and **Two Fools Fumbling**. Behind them, **Little Red Rocket** grabbed 4th from **Abracadabra**, **Agrovation**, **Flaw Show** and **Simply Red**. There was a large break between these boats and the rest of the fleet. **Captain Obvious** did well in this race to claim 11th place. **Sobraon** suffered a series of calamities that included a detached sidestay, a capsize, a hole in the side of the boat and a detached rudder.

Heat 4:

Wind 14-22 knots east south east. Away first time. Usual suspects in front at the first mark - **Two Fools Fumbling**, **Two Goats in a Boat**, **Little Red Hen** and **Abracadabra. Simply Red** and **Comenchero** were also prominent. **Two Fools Fumbling** lost the lead to **Two Goats in a Boat** on the third work. **Two Goats** went on to win from **Two Fools**. **Little Red Hen** was third, followed by **Abracadabra** and **Flaw Show**, which passed **Little Red Rocket** and **Agrovation** on the last work. Everyone enjoyed great planning rides back to the club.

Heat 5:

Very light wind, shifting. Start after postponement. Big shifts around, strong tide and variations in pressure. PRO signalled abandonment with leaders on the last leg after the breeze died completely, and the tide started to sweep boats away from the finish line. Cheers were heard from some boats embedded deep in the fleet! A long paddle or tow home

Heat 5 Resail:

Very different conditions to the first attempt to sail heat 5. Strong northerly, 19-22 knots with a confused and choppy sea. There were many breakages, including **Two Fools Fumbling** (tiller and gaff), **Princess Fiona** (mast) and **Agrovation** (tiller). **Freewill** relished the heavier conditions to lead to the first mark from **Homan Hosed**, followed by **Flaw Show**, **Little Red Hen** and **Abracadabra**. **Flaw Show** went in on the first reach, and other boats also took tumbles as the wind and water combined to put boat handling skills at a premium. **Two Goats** came though the fleet well to win narrowly from **Little Red Hen**, **Freewill** and **Homan Hosed**. **Bunabaroo** also relished the heavier conditions to finish 7th. The 35 boats that finished this heat all put in an outstanding effort.

Heat 6:

The wind had moderated to 8-15 knots in the afternoon as the fleet again went out to do battle. A swing to the left at the start saw many boats toss onto port and get away well. **Abracadabra** led the fleet to the first mark, followed by **Two Goats**, **Little Red Hen** and **Two Fools**. **Abracadabra** held the lead for most of the course, holding off a pack of boats close behind, but was pipped on the line by **Two Goats**. **Little Red Hen** was third, followed by **Two Fools**. There were some new faces in the top 10 – **Justa Breeze** came in 5th, while **Emu** flew to get 8th.

Heat 7:

Wind 10-15 knots, north east. Choppy seas again. **Chrisanda** lost the stick over the side close to the starting line. General recall first up, then an even start with no real advantage to either end of the line. Individual recall signalled. **Abracadabra, Two Fools** and **Little Red Hen** went well on the left, **Simply Red** and **Flaw Show** were doing well up the middle. **Abracadabra** led from **Little Red Hen** and **Flaw Show** after the work, but **Two Fools** showed great reaching speed to get closer to the lead on the next legs. **Abracadabra** after the second work and the run, but on the next work both **Two Fools** and **Little Red Hen** passed **Abracadabra**. **Agrovation** came up fast from the pack to get amongst the leaders. **Two Fools** went on to win from **Little Red Hen**. **Abracadabra** crossed next, but was declared OCS, leaving third to **Flaw Show** from **Simply Red** and **Agrovation**. **Grumpier** did well to finish 6th.

47th National Heron Championships 2005-06 George's River Sailing Club

Place	#	BOAT	SKIPPER	CREW	State	1	2	3	4	5	6	7	Points
1	10205	Two Goats in a Boat	Peter Vaiciurgis	Dylan Passmore	NSW	4	3	1	1	1	1	8	11
2	10230	Little Red Hen	Nick Jerwood	Enfys Jerwood	WA	2	1	2	3	2	3	2	12
3	10101	Abracadabra	Don Jamieson	Stuart Brennan-Smith	NSW	3	2	5	4	5	2	63	21
4	10225	Little Red Rocket	Peter Bailey	Nicholas Bailey	Qld	6	5	4	7	6	7	13	35
5	9957	Agrovation	Michael Groves	Chloe Broom	NSW	9	4	6	6	63	6	5	36
6	10232	Flaw Show	Richard Gibson	Zac Wenske	SA	10	6	7	5	63	9	3	40
7	10119	Freewill	Bill Peterson	Nina Peterson	NSW	5	18	10	8	3	15	7	48
8	10117	Simply Red	Tim Carroll	Richard Thomas	Vic	12	10	8	9	63	10	4	53
9	10228	Two Fools Fumbling	Fraser Galloway	Andrew Gough	Qld	1	43	3	2	63	4	1	54
10	10159	Comenchero	Robert Depiazzi	Matthew Depiazzi	WA	8	11	9	11	8	11	11	58
11	9971	Homan Hosed	Ian Homan	Thomas Hammond	NSW	11	16	12	10	4	20	9	62
12	10184	Grumpier	David McClean	Emily George	NSW	14	13	20	16	9	17	6	75
13	9965	Just a Breeze	Angus Galloway	Alex Gough	Qld	17	7	17	21	19	5	14	79
14	10146	Emu	Greg Harris	Emma Harris	NSW	63	12	18	15	17	8	19	89
15	10107	Wishful Thinking	Ryan Kelly	Raegan Kelly	SA	20	15	16	17	10	16	16	90
16	10212	Mister Magoo	Stephen Tyermann	Susan Tyerman	SA	13	22	13	18	63	18	15	99
17	9792	The Blue Pearl	Janet Jerwood	Nia Jerwood	WA	23	8	23	31	25	12	10	101
18	9983	Sublime	Joel Gunn	Jack Rafferty	NSW	15	23	24	14	13	29	12	101
19	9749	Thunderbolt	Paul Riley	Claire Riley	NSW	16	17	15	25	12	21	22	103
20	10105	L'Overdraft	Andrew Baglin	Aidan Taylor	NSW	41	19	19	13	21	14	18	104
21	7814	Sobraon	John Nobbs	Joshua Bailey	Qld	7	9	53	12	15	13	63	109
22	5731	Wendal	Alex Cawsey	Jacqui Cawsey	NSW	19	14	14	19	63	24	20	110
23	10178	Captain Obvious	Aurora Paterson	Leigha Wilson	NSW	18	31	11	49	29	22	21	132
24	7451	Bunabaroo	James Gough	Kate Fitzgerald	NSW	27	37	22	20	7	43	27	140
25	10157	Cirrus	Ted Moors	Jenny Overton	NSW	24	25	25	22	24	27	63	147
26	10120	Waffles	Joy Gough	Lisa Fairlie	NSW	21	24	27	45	34	26	17	149
27	9972	The Force	Rhys Llewellyn	Georgia Llewellyn	NSW	25	29	21	63	11	19	63	168
28	10150	Uputu	Warren Hodgkins	Josh Passofaro	NSW	40	33	43	29	20	28	24	174
29	10182	Crazy Daze	Jim Fairlie	Jason Brown	NSW	28	39	42	34	26	25	26	178
30	10166	Wiz	Frank Whitehouse	Mickey Whitehouse	NSW	36	21	31	33	63	39	25	185
31	10181	Itza Floata	Glenn Paterson	Nova Paterson	NSW	43	28	45	36	16	34	32	189
32	5996	Tuki	Leigh Brennan-Smith	Siena Brennan-Smith	Vic	26	49	33	26	31	45	28	189
33	9613	Jaffa Tack	Russell Sullivan	Brett Sullivan	NSW	37	26	28	28	63	53	23	195
34	9628	Gotcha Covered	Peter Carrick	Zoe Mackintosh	NSW	30	41	29	30	23	44	42	195
35	10125	Will Power II	Charles Homan	Maddie Baker	NSW	63	48	40	23	14	42	30	197
36	9969	Hornet	John Veale	Kalila Taylor	NSW	32	54	32	35	22	50	33	204
37	10211	10 to 11	Craig Homan	James Leaver	NSW	39	42	44	32	18	33	41	205
38	9256	Sonal	John Burwood	Matthew Dismorr	NSW	38	20	38	41	63	31	39	207
39	9993	Limited Edition	Peter Carroll	Lauren Taylor	WA	22	34	34	27	63	35	63	215
40	9419	Adrenalin	Ian Mooney	Stuart Mooney	NSW	47	32	50	37	32	30	40	218
41	10167	True Blue	Robin Pidd	Josh Finnegan	NSW	52	36	39	44	28	36	38	221
42	9569	Search & Destroy	Doug Surmon	Patrick Ardren	NSW	31	46	26	24	63	63	35	225
43	10235	Apache	Robert Thomas	Niki May Thomas	WA	33	45	48	42	30	37	47	234
44	10198	Yolli Yol	Keiran Mulcahy	Patrick Mulcahy	NSW	35	38	41	38	63	46	36	234
45	9951	Just Add Water	David Hodgkins	Daniel Williams	NSW	42	63	35	46	27	63	34	247
46	9966	Chrisanda	Colin Booth	Christina Booth	NSW	44	44	47	39	33	41	63	248
47	9685	Lost in Space	Nick Smith	Daniel Smith	NSW	46	52	37	63	63	23	29	250
48	8800	Red Bird	Tony Doyle	Matthew Doyle	NSW	48	35	36	40	63	48	46	253
49	9696	Blue Bell	Warren Monaghan	Stephanie Monaghan	NSW	63	27	30	63	63	38	37	258
50	10233	Return of the Kings	Robert Galloway	Ryan Norris	Qld	29	30	46	63	63	63	31	262
51	9919	White Pointer	Stephen Swavley	Jaime Swavely	NSW	53	50	57	51	35	32	43	264
52	9952	KO-2-Ku	Kelvin Taylor	Evan Taylor	WA	49	40	55	43	63	40	48	275
53	7801	Hey Presto	Ric Wenske	Tom Wenske	SA	45	47	54	63	63	51	44	304
54	9283	Nutty	Sonia Burwood	Tiane Burwood	NSW	50	53	52	63	63	47	45	310
55	9728	Kermie	Peter Harding	Alyssa Harding	NSW	51	51	49	47	63	63	63	324
56	3682	Princess Fiona	Ron Garner	Jack+Adam Garner	NSW	34	55	51	63	63	63	63	329
57	9472	Dragonfly	Chris Gildersleeve	Alex Gildersleeve	NSW	54	60	56	63	63	49	49	331
58	9730	Storm Rider	Nev Murray	Patrick Holmes	NSW	57	58	60	52	63	54	51	332
59	5641	Branch Office	Gerard Café	Mike Owens	NSW	55	57	59	50	63	63	50	334
60	10142	Imlay	Elise Brennan-Smith	Shane Kelly	Vic	56	63	58	48	63	52	63	340
61	7804	Bruiser	Diarmait Surmon	Ciararan Ardren	NSW	58	56	63	63	63	63	63	366
62	10199	Bullwinkle	Garry Withnall	Liadene Elborovgh	NSW	63	59	63	63	63	63	63	374

47TH NATIONAL HERON SAILING CHAMPIONSHIP PRIZES

Heron Perpetual Trophy for the National Championship skipper.

NSW	**10205**	**Two Goats in a Boat**	**Peter Vaiciurgis**	**Dylan Passmore**

Perpetual Trophy for first placed Lady

WA	9792	The Blue Pearl	Janet Jerwood	Nia Jerwood

Perpetual Trophy for first placed Junior

QLD	9965	Just a Breeze	Angus Galloway	Alex Gough

1st unplaced Veteran skipper

NSW	10157	Cirrus	Ted Moors	Jenny Overton

1st unplaced heavyweight skipper and crew, where the total weight of the skipper and crew is over 135 kg

NSW	10119	Freewill	Bill Peterson	Nina Peterson

1st unplaced interstate skipper and crew.

VIC	10117	Simply Red	Tim Carroll	Richard Thomas

1st unplaced NSW skipper and crew.

NSW	9971	Homan Hosed	Ian Homan	Thomas Hammond

47th skipper and crew.

NSW	6201	Out of Space	Nick Smith	Daniel Smith

Encouragement Award

NSW	9919	White Pointer	Stephen Swavley	Jaime Swavely

Handicap Series

State	NUMBER	BOAT	SKIPPER	CREW
NSW	10184	Grumpier	David McClean	Emily George
NSW	10150	Uputu	Warren Hodgkins	Josh Passofaro
NSW	7451	Bunabaroo	James Gough	Kate Fitzgerald
SA	10107	Wishful Thinking	Ryan Kelly	Raegan Kelly
NSW	10105	L'Overdraft	Andrew Baglin	Aidan Taylor
NSW	10120	Waffles	Joy Gough	Lisa Fairlie

Family 1st unplaced family skipper and crew.

WA	10159	Comenchero	Robert Depiazzi	Matthew Depiazzi

Narrabeen Heroners trying out the latest design from their (soon to be) Naval Architect member, to cope with our shallow Lake.

Photos courtesy of Joy Gough

STAKE

NSW Handicapping System

Warren Hodgkins
Ex Race Secretary
NSW Heron Association
Uputu 10150

As the race secretary for the recent Nationals I felt embarrassed about receiving a handicap prize. So I thought I had better explain how the Stake System works.

The system is used to reflect the performance of an individual boat relative to the rest of the fleet. Most handicapping systems use a Back Calculated Yardstick (BCY) to determine the placing for the handicap results. These methods use a percentage time difference between boats based on a percentage of the race time to allocate handicap positions. The problem with this system is that recording and calculating times can be tedious and requires considerable time to determine the correct positions. So the STAKE system was developed. YardSTAKE is based on the position in the fleet represented as a percentage. This makes the calculations quick and easy to perform and it still reflects a boat's individual performance within a fleet. It can be done by arithmetic or with the aid of a spreadsheet.

The main aim of the STAKE system was to replicate the scratch system as closely as possible i.e. you must pass boats relative to your position in the fleet, as determined by the BCY, to improve your handicap position. This gives every boat in the fleet the opportunity to be placed well on Handicap in a race or series, and also rewards consistency.

The BCY (Stake) is a percentage of where you are placed in the fleet and works in the following way. At the commencement of a series a BCY 0 (initial ranking) is determined by previous race history. If a boat or skipper did not or does not have a BCY 0 then, in their first race, their Scratch result becomes their Handicap placing and their BCYR (Back Calculated Yardstake for that Race) is calculated on the result for that race thus giving them a BCY for the next race. If a boat DNS or DNF it does not get a BCYR for that race. This BCYR places the fleet in order and reflects their position in the fleet as a percentage. After each race, a BCYR is calculated and the BCY is automatically updated to give the average of all the BCYRs. This new BCY is then used to determine the boats relative position in the next race….and so on until the end of the series.

The handicap position is determined by calculating the difference between where the boat finished in the race compared to where the boat should have finished as determined by their BCY. Hence the boat that improves the most on their BCY position is the winner and all other places are determined in the same way depending on their BCY position and where they came in the race relative to the rest of the fleet.

For the 47th Nationals the Handicap positions where determined by the Stake System
The original Back Calculated Yardstake (BCYN) is determined using one of the following ways in order:

- BCY in last Nationals
- BCY in States scaled to last Nationals.
- BCY in State as determined by State's Handicapper scaled to last Nationals.

The scaling was calculated by performing a mapping of the State BCY to the respective National BCYN using a 'z' score correlation.

The references that were used for the National BCY were:

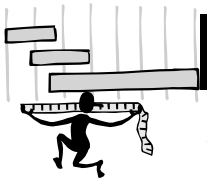
- The BCYN, BCY(Early Bird) and BCY(Invitation) determined the BCY for Race 1.
- The BCY(Early Bird), BCY(Invitation) and Race 1 determined the BCY for Race 2
- The BCY(Invitation), BCYRace 1 and BCYRace 2 determined the BCY for Race 3.
- The BCYRace 1, BCYRace 2 and BCYRace 3 determined the BCY for Race 4 and so on until race 7.

So, there was an average of at least 3 possible races to determine the BCYs, each time giving a better representation of each boat's position. After the 4th Race, when the Drop counted for scratch positions, this was also reflected in the BCY because the worst BCYR was also dropped. This then continued throughout the remainder of the series.

The Yardstake system is, in fact, very simple and easy to use but if you disagree, want to make suggestions or are still confused, please contact me (98717069 or whodgkins@optusnet.com.au) and I will be happy to clarify, explain and discuss anything that you may be concerned with. This system is copyrighted but if you would like to try it let me know, the fee is a beer at the next Nationals.

I do not feel embarrassed anymore because I went sailing, had fun, made new friends and passed boats and the numbers speak for themselves. e.g. Check out the BCYs compared to each boat's finishing position. The BCY is not far off representing where the boat should finish in the next *race*. The discrepancies can be explained (They Had a Shocker!)

On reflection, the only thing I would do differently would be to introduce the drop of the worst BCY from the start. This would stop boats that are good from having a bad race and blowing out their BCY considerably (since there were only a few BCYs determining the average for the BCY). They may then have a good race picking up an unrealistic handicap placing. With the drop in the BCYs, a boat would have to have at least 2 bad races to have any effect on their handicap placing and by that time there would be more BCYs used to stabilise the average for their BCY. Plus, if they have 2 bad races, they would not be in contention for the series, which usually allows only 1 drop.



MEASUREMENT NEWS

The Proposal for a New plug / Mould

While some members will be quick to point out this is not a measurement matter until a new plug / mould and its progeny come to pass, if they do, your hyper active committee has taken on its shoulders advice to the Management Committee to the effect that:

- GRP hulls from the present plug/moulds perform well. Witness the recent 47th Nationals results.
- Measurements of MkII grp hulls taken for the Measurement Committee showed only moder ate asymmetry of the bits in the water
- asymmetry of the top sides has not prevented them being completed as "A" class
- retention of the MkII basic shape would go far towards the one-design objective
- the imperfections of the MkII could be most economically fixed by having a professional boat builder straighten up the plug.

Andy Gough has put forward an argument in favour of Motion 16 elsewhere in this Newsletter.

Moulded-in Floorboards

A debate appears to building about the water displacement and drainage advantages of GRP boats with moulded-in floorboards, the Measurement Committee having received some informal comments at the 47th Nationals and three written submissions since. These boards were approved many years ago, and are approved modifications in the Constitution. Therefore it is not a measurement issue, although the Measurement Committee is able to provide technical opinion to Management if asked. We expect to carefully study the material received and to pass it on to Management with comments in the near future.

Jib Sticks

Some competitors may have seen jib sticks used on a few boats at the 47th to hold the jib clew out to leeward on reaches. This practice seemed to have had a short life, which is just as well, as the Constitution is quite clear in Section 6.4 under Spinnakers that the jib clew may be boomed out on the **opposite side of the mast to the mainsail.**

Jib Sheeting Position

Your much-lobbied Measurement Committee holds the majority view that the jib sheet turning point should lie outside the inside surface of the carlin (original or false). We have not sought to crystallize this with a proposed motion for the 2006 AGM, to let the debate develop further. However the issue does need better definition which we expect to come through a motion for the 2007 AGM.

Measurement Challenges with Jig-built Hulls.

Some measurers (the latest being Colin Gurr) when confronted with jig built boats with no frame 3,4,or 5 have had to do their best in the absence of adequate guidance from the measurement form. As a general rule, these boats have had to measured as though they were GRP boats. For example the positions of the front edges of the thwarts will be taken from the transom. More specific help will shortly be to hand, with the major work undertaken by Bill Peterson of this Committee in transposing the code of the original measurement form from the clay tablet on which it was written to a Microsoft Word document. It can now be more easily updated, which it will be after the AGM motions are resolved. The updating will also address a few small anomalies between the Form and the Constitution.

Put it in Writing

During the 2005 off-season the Measurement Committee advised one boat owner orally of the need to correct some aspects of his hull to ensure that it could compete in the future with an "A" classification. Communications with the AYF have since made clear the importance of written formal communications in such important matters. Henceforth this Committee (and we suggest the Registrar) will advise withdrawal of "A" classification in writing.

Rudder Box Shapes

Several rudder boxes on Herons at the 47th Nationals had the bottom curve cut off, in an approximate projection of the line of the bottom skin from frame 5 to the transom. This may have reduced drag, depending on how high or low the rudder was mounted on the transom (within the limits of B5.6 on the measurement form). Some of the same boxes had relatively straight backs, with the overall effect that they looked a bit funny and un-Heron like. While the measurers at the regatta did not consider there was a significant performance issue, they resolved at the time to bring up the "bodgie shape" issue and work towards having the offending rudder boxes either replaced or modified back to plan in the next off-season. Rudder blades not to plan will also receive truly serious attention in the next sailing season. If you are at all in doubt about your own equipment, consult the drawings and a measurer and avoid a nasty surprise at the next major regatta .

Built to Plan

At the February meeting the Chairman Paul Armstrong made a statement about the steady stream of minor changes and aberrations which seemed to emerge at each regatta, and as a result the Committee agreed to a general restatement of the design principles to be published in this newsletter. "The Heron is a traditional boat design with very strong recognizable characteristics. Part of the one-design objective is that all Herons should look like Herons and the measurers are the keepers of this gate through the provisions of the Constitution. This obligation starts with the Measurement Rule 2 General in which it states that **deviation from the official plans and permitted modifications may render a boat ineligible for "A" classification.".** The Measurement Committee will be urging all measurers to be more stringent in applying the "built to plan" test, where a strange shape or exploitation of a possibly inadequate measurement is detected.

Measurers Qualifications.

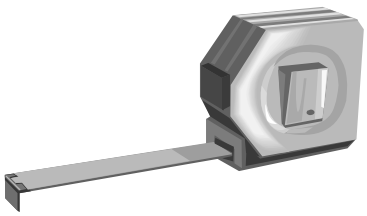
Strange though it may seem, the Constitution appears to not specify that a measurer be a current paid-up member of the Association. Clause 6.3 says simply " Official measur-

ers shall be appointed by the Management Committee." Measurers who are non financial members may not be receiving newsletters and may be sadly out of date with recent developments, of which there have been lots. On the other hand, there may be clubs not in capital cities, where there is a measurer who is an ex-NHSAA member, still involved in sailing with other classes or clubs, competent to do the job, but unwilling to pay NHSAA fees each year. In that case it would disadvantage those clubs to not have access to a local measurer. Comment from the membership will be welcome.

Bending Masts

Bent metal masts, mostly from recent stock, were reported by several members and some were observed by measurers during the current sailing season. Some of the bends were the result of extreme events (capsize to windward at speed downwind, gaffs stuck in mud), others were the result of holes for uphauls and Cunningham lines cut in the masts above the gooseneck, or oversize holes for halyard exit points elsewhere. It was also noted that the older style stainless gooseneck tracks provided useful stiffening for the mast at a critical point, where the fixed pin goosenecks do not. That some bending incidents were not obviously explainable led to a check of the orders for recent batches of mast tubes. It was confirmed that specifications for the recent batches were effectively the same as the early ones, (with alloy AS6082 – TS6 having a very slightly higher ultimate test strength replacing the original) and apparently the metal manufacturer and extruder were the same (Capral) although the anodizing was done by the end supplier, Ulrich Noyes. Some bending tests will be conducted by the Measurement Committee but are unlikely to tell us much about the failure point of the masts.

If the problem is truly characteristic of the currently available 2.03mm wall thickness masts, for whatever reason, we may have to move to the next heaviest wall thickness available for future orders. In the meantime all members rigging new masts are advised to minimize the size of holes cut in the masts, to offset the jib and gaff halyard exit points, and to position all holes as close as practical (subject to clearance for hands above the deck level) to the ends of the mast. Halyards may be



Idiots in Old Herons!

Just before Christmas 2005 I rushed down to my sailing club, Port River, to collect spares to take away to the 47th Nationals at George's River. Our Club is located in a section of the River that carries large commercial shipping, along with attending tug traffic. See the picture below for an indication of the size of vessels we see on our patch of water.

As I pulled up at the Club I quickly noticed two things. One – two tugs were sitting in the middle of the River, waiting to meet a large tanker coming up the River. Two – some idiot was also out in the middle of the River, in an old Heron. Dreadful blue sail, no battens and sailing with the rudder up. I thought to myself – oh dear, this is a recipe for disaster. When the tanker gets here, the Heron and its skipper are going to end up as matchsticks and mincemeat.

Then I looked again. The Heron seemed to be moving along well. It was being sailed by someone in a distinctive arab hat. The number looked familiar – yes, **6131 Jannie**, the Nobbs family Heron. And there was Jacqui on the beach. The sailor was none other than Brisbane's Mr Rudderless, John Nobbs, in Adelaide to visit family before flying back to Sydney for the Nationals regatta. My conniptions ceased. The tanker went past, we all had a great yarn and a laugh and made a date to get together for dinner the next day.

After getting back from Sydney, I had call from a guy called Mike, who had a Heron that he wanted sorted. Mike came around and we went over the various bits of his boat. He told me that he was a tug boat skipper.

We came to sorting out his rudder, and Mike said to me "How far does that need to be down? I was out on the tug the other week and I saw a Heron with no rudder in the water at all". It turned out that we had witnessed the same incident. Mike had also been concerned about the proximity of the large vessel and the Heron with no visible means of control.

Fortunately, John was not the danger to shipping that we had thought. And Mike now knows not to try the rudderless trick until he has mastered some of the, shall we say, less flamboyant aspects of Heron sailing!

Richard Gibson

10232/9515

MEASUREMENT NEWS

To the Measurement Committee of the NHSAA,

RE: HERON 10230 "LITTLE RED HEN" AND SPECIFICALLY CONCERNING ITS FLOORBOARD CONFIGURATION, CONSTRUCTION, ITS APPARENT PURPOSE AS BUILT-IN BUOYANCY AND THE ADVANTAGES THIS ENGENDERS WHILST RACING.

The floorboards in this Heron appear to be of moulded fibreglass construction, which is not in itself a problem, however they have a support that lies at approximately 90 deg to the floorboard itself. This support runs along the rear edge of the floorboard and the edge nearest the centreline of the hull and appears to be permanently bonded to the floor of the hull. The forward and outer edges of the floorboard appear to be permanently bonded to the front and side buoyancy tanks.

From visual inspection it appears that the floorboards are airtight, and that no water is able to flow underneath them. The floorboards also appear to be a permanent fixture in the boat with no available method of removal. As such the floorboards appear to be serving the purpose of built-in buoyancy.

This represents a significant departure in Heron design as, to date all Heron floorboards have been flat (or slightly curved) and lie on the plane created by the floorboard supports, which is approximately parallel to the floor of the boat. The floorboards are also removable and allow water between the floorboard and the floor of the hull.

I would like to draw your attention to the following sections of Part 2 of the Constitution (cut &-pasted from http://www.heron.yachting.org.au). I have included some comments and questions of my own in *italics* for your consideration. I have followed this with my concerns and considerations regarding the impact of the above on performance, construction and the future of the Heron class.

Construction and Measurement Rules
1.INTRODUCTION
The following Construction and Measurement Rules apply to ALL Herons whether Plywood, GRP or GRP/ Composite construction. Rules which are specific to one or the other different construction methods are generally given in PART TWO(A) and PART TWO (B) of this document.
2.GENERAL
The Heron is a ONE-Design Class and it is therefore the object of these Rules to ensure that in hull form, weight, size and sail plan, the yachts are as alike as possible. If a Measurer considers that there has been an attempt to depart from the design in any of these particulars he is required to report the matter to the Measurement Committee of the National Heron Sailing Association.

Was this issue reported as a departure from the design by the measurer who initially measured Little Red Hen?

13. PERMITTED MODIFICATIONS
The following modifications are permitted to ALL Herons:
13.4 Floorboards shall be of timber or plywood/timber composite or GRP and shall be positioned as per plan. The design of the floorboards is optional.

Whilst the design of floorboards may be optional and many interpretations have been used, the plan has always shown the floorboards as being removable.
It has never been indicated anywhere that the floor boards may be used as part of a buoyancy compartment.

Specific to Plywood Yachts
2.BOAT BUOYANCY
Built-in buoyancy compartments are permitted:
b) half or full height forward of frame 2 and along the sides to the transom in similar configuration to that permitted in the GRP and GRP/Composite Herons, (see Association notes on built-in buoyancy construction methods) but are not permitted in any other part of the boat.

Under floor built-in buoyancy is specifically prohibited in a timber Heron.
I understand that Don Jamieson has put forward a motion to alter this rule (Motion 2 in the Heron Newsletter December 2005) but the interpretation of the rule is not likely to change even if the motion is passed in the future.

Underfloor board buoyancy is permitted in plywood boats, such buoyancy comprising non-absorbent buoyancy foam material which shall not exceed 37mm in thickness and shall be attached to the underside of the floorboards, so as to allow water circulation below the buoyancy. The floorboards shall be securely attached in three places to each bottom frame member.

Whilst allowing some buoyancy under the floorboards the rules specifically state that water must be allowed to flow under the floorboards and imply that such buoyant floorboards are detachable.

Specific to GRP and GRP/Composite Yachts

1.CONSTRUCTION
A GRP Heron yacht may be of a single skin and/or sandwich construction, and only GRP and GRP/Composite Heron yachts constructed by licensed builders from moulds taken from the Association Master Plugs or other recognised moulds will be eligible for registration. In addition to deviations from the official plans and permitted modifications possibly rendering a boat ineligible for 'A' Classification, deviations in specifications for GRP and GRP/Composite yachts may also render a GRP or GRP/ Composite yacht ineligible for 'A' Classification.

4. PERMITTED MODIFICATIONS
The following modifications are permitted in GRP and GRP/Composite Herons:-
4.1 Thwarts may be made of timber or plywood/timber composite and side seats or thwarts of glass reinforced plastic, provided that their strength is not less than that of the design of the plan.
4.2 An additional deck beam or carlin may be fitted in the GRP or GRP/Composite Heron yacht approximately 600mm forward of the main deck beam.

4.3 It is permissible for the licensed builder to omit the 4mm ply stiffener from the centre-board case sides provided that the resultant case sides are equally as stiff as those defined by the Association in specifications issued to the licensed builder.

I have listed above the full list of permitted modifications. There is no modification allowing under floorboard buoyancy for GRP Herons.

This built-in under floor buoyancy arrangement appears to be a deviation from the official plans and permitted modifications, possibly rendering the boat ineligible for 'A' classification.

My understanding is that the Management Committee voted rule 13.4 of the Construction and Measurement Rules into effect on the 2nd November 2002 in response to this floorboard configuration being suggested by Don Rantanen of S.A. I am concerned they have underestimated the ramifications of allowing fibreglass floorboards to be designed and installed in such a way. I am also concerned that the subsequently re-written rules give no indication that they were considering built-in under floor buoyancy. Indeed the Constitution as it is currently worded indicates that built in under floor buoyancy is not legal.

There are several advantages that can arise from using a built-in under floor buoyancy configuration such as that in Little Red Hen:

1. Whilst righting the boat after a capsize water is unable to get under the floorboards resulting in less water being scooped into the boat.
2. After righting the water is directed straight into the trough around the centreboard case and subsequently into the hollows where the self-bailers are located, thus improving bailer efficiency.
3. This containment of water alongside the centreboard casing and subsequent restriction of its movement as the boat heels, crests waves and falls into troughs results in a more stable boat with better weight distribution.
Easier access to the water whilst bailing with a bucket or sponge, as the water cannot run to inaccessible areas under the floorboards, enables faster bailing of the boat.

All of these advantages will improve the performance of the boat during sailing in any situation where water would normally be entering the boat. This could be racing with some wave action where water comes into the boat, or after a capsize or sailing slowly with the self-bailers open for the minute before the start of a windy race.

Whilst it may be argued that, as compensation, a plywood boat is allowed to attach non-absorbent foam to the underside of her floorboards, it is still at a disadvantage as the nominal frame height supporting the floorboards is 57mm and the foam may be a maximum of 37mm thick. A quick calculation* shows that a plywood Heron thus fitted could carry 36kg of water under the floorboards that the floorboard configuration of Little Red Hen would not allow. Even if the thickness of the foam were adjusted allowances for floorboard supports and fitting must be made and subsequently water would still be able to flow around the foam and would likely be trapped in areas away from the self-bailer or the sponge resulting in an even slower draining cockpit.

Aside from performance, another disadvantage to the existing Heron fleet will be the additional expense and time to modify timber and fibreglass boats to have under floor built-in buoyancy. Modified boats will gain weight (making them less competitive) and timber boats will deteriorate, as the wettest part of the boat will be all but inaccessible for maintenance. The value of un-modified boats will be adversely affected as they will be perceived as harder to maintain and less competitive or in need of major work to become competitive.

My concern regarding construction is the inability to access the floor of the hull to visually inspect the construction of the boat. To date measurers have been able to visually inspect the floor of a Heron from stem to stern to ensure compliance. In this case they are not able to do so. Weight correctors may be hidden in such an inaccessible compartment therefore allowing for a significantly different weight distribution to a conventional Heron along the lines of a 'builder's special'. This may not be as structurally sound as conventional glass Herons but may give a performance advantage for a short period of time. Such boats could subsequently damage the reputation of the class as their condition and value deteriorates prematurely.

Might I suggest a simple way to restore equality to the Heron fleet and that is to open these floorboards up so water may flow underneath them. To do so would require a minimum of four holes along the vertical edge of each moulded floorboard, sized 100mm wide and 50mm high. The structural integrity of the boat will not be compromised and the value and competitiveness of the rest of the Heron fleet will be maintained. Similar changes to the mould for future boats should be made along these lines.

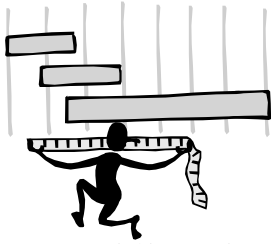
With regard to these suggested changes I would respectfully ask that Don Jamieson withdraw his Motions 2 and 14 so that they may be updated to address this area of inequality in the Heron fleet as it stands today.

In researching this situation it has come to my attention that GRP Herons do not have a clause under 'Permitted Modifications' that allows them the same use of foam fixed under their floorboards as timber Herons are allowed. Perhaps this should be addressed. Also rule C 2.25 of the measurement form should be changed to 57mm to reflect the mandatory height of frames in timber boats and maintain an equal gap between foam and floor of all Herons so fitted.

Alternatively and more simply, just ban any buoyancy under the floorboards.

I look forward to hearing the Measurement Committee's official appraisal of this situation and am keen to know what solutions they will support in restoring equality to the Heron fleet.

Sincerely,
James Gough.
Bunabaroo 7451



To the Editors

Free the Jib Poles!

Jib poles are a matter of endless fascination to many Heroners. Who else can get so much fun out of a motley collection of retired broom handles and odd pieces of string? Some sailors favour the low tech approach, using a simple stick and jaws arrangement. At the other end of the scale, some idle away the hours designing intricate launching systems that remind me of Heath Robinson let loose in a macramé factory. No matter how hard we try, however, it is clear that jib poles are hardly a high cost item in the Heron inventory.

At the 47th Nationals, there were a number of jib pole variations evident in the fleet. A short pole used to leeward to reduce jib twist on reaches, pioneered by Queensland boats in the 46th series, was used by more competitors. A pole launcher on the front of the mast of my boat, which allows the same pole to be carried to windward or leeward on reaches and runs, gained some attention. During the series, some skippers sought to replicate the effects of the short pole by carrying a normal pole to leeward on reaches, with the inboard end held by the skipper or crew, or braced against a part of the boat such as the carlin or the windward shroud.

The Heron measurement form and constitution have a bit to say on jib pole construction, dimensions, attachment points, storage when not in use…...and how jib poles can be used.

Construction: The paragraph in the constitution covering the jib pole (5.5) states that the pole shall be constructed of timber.

The instructions to measurers on the back of the measurement form state in section B 0.1 that spars shall be made of wood and not hollow (apart from the boom and mast, which can be wood or aluminium). The wording used in B 0.1 is similar, but not identical, to that found in the constitution. Section 5 of the constitution, which covers spars, has an introductory statement that specifically mentions the construction of the gaff, boom and mast - not spars in general. The jib pole is not included. Nothing in the constitution prevents a hollow jib pole. As it stands, it must be assumed that the word "spars" in the instructions to measurers includes the jib pole. This means that jib poles cannot be hollow.

Dimensions: Section 5.5 of the constitution states that the dimensions and length of the jib pole are optional. This is echoed in the instructions to measurers on the back of the measurement form covering measurement B 4.1.

Attachment Points: Paragraph B 4.1 in the instructions to measurers on the back of the measurement form permits the jib pole to have multiple attachment points, and/or a device to alter the distance that it is poled out from the mast.

Storage When Not In Use: The measurement form requires in measurement B 4.1, and also in the associated instruction to measurers, that the jib pole shall not protrude beyond the stem when not in use.

Jib Pole Use: This is where things get interesting! The constitution states requirements for jib pole use. These requirements are not, as one might think, contained in section 5.5 on jib poles. They can be found in section 6.4 on spinnakers! This section states that the jib clew may be boomed out on the opposite side of the mast to the mainsail using a spar (jib pole), which shall be attached to the mast at its inboard end.

Given the traditional Heron philosophy of "if it doesn't say you can, you must assume you can't", it appears that the use of jib poles on the ***same*** side of the mast as the mainsail is not permitted. This appears to prevent the use of jib poles to leeward on a reach. However, the plane that determines which "side" of the mast the mainsail and jib pole are on is not defined. Does the plane of separation run fore and aft, side to side or on some other line? Unless the jib pole and boom are attached at the same point and are flown at the same angle, it is always possible to demonstrate that they are being flown on "opposite" sides of the mast.

Under the constitutional requirement that the inboard end of the jib pole shall be attached to the mast, bracing the inboard end of the jib pole against a part of the boat other than the mast is not legal, and the inboard end definitely cannot be held by the skipper or crew (although it could be argued that the crew was so slow to raise the pole that he held onto it for the entire reaching leg!)

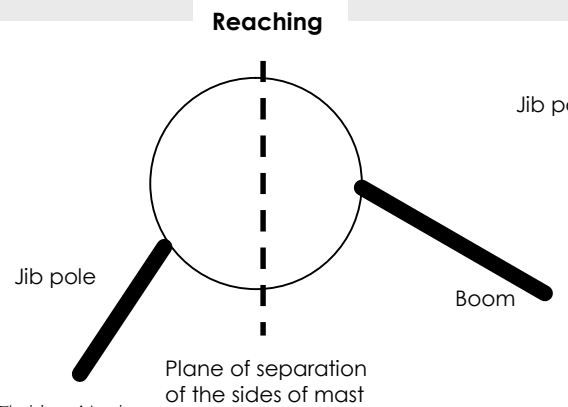
So – we have rules covering the construction, dimensions and stowage position of the jib pole…….and we also have rules on jib pole use. The rules on jib pole use seem to be at odds with current practice. Should we take steps to enforce the requirements of the constitution on jib pole use, or recognise that control of the use of the jib pole is not appropriate?

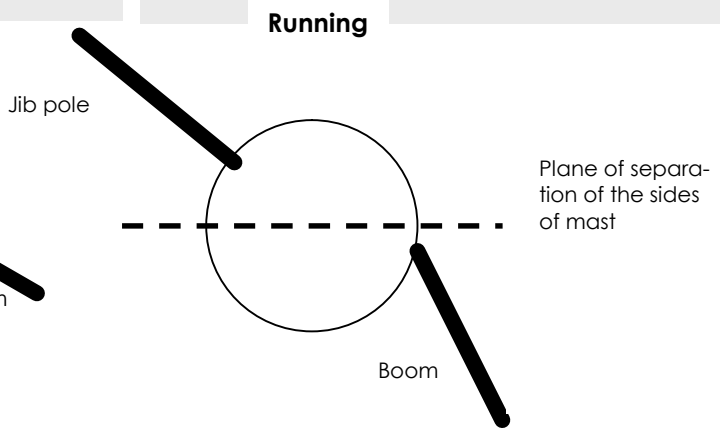
On balance, I am in favour of altering paragraph 6.4 of the constitution by deleting the words after "Spinnakers are not allowed". Let the jib poles fly free - whenever and wherever the skipper (or crew) thinks is appropriate. Freeing up jib pole use will not create cost, unequal performance or safety issues, or any other issues that I can see.

Should we also review limitations on the jib pole construction materials? Why not allow aluminium and plastic poles? They may not float, but when they are attached to the boat in a launcher, this does not matter. Should hollow poles be allowed?

I'm interested in your views.

Richard Gibson 10232 Flaw Show 9515 Rich and Famous





STATE NEWS

South Australian News

Report by Sue Tyerman 10212 Mister Magoo

7th SA Heron State Youth Championships

The 7th SA Youth Championship regatta was sailed at Port River Sailing Club on 19 February 2006. The championship is sailed in two divisions – youth/youth for skippers and crews under 20 years, and youth/adult for skippers under 20 crewed by an adult. The regatta consisted of three races with no drop.

Port River turned on a perfect 8 to 14 knot breeze for the day, with sufficient variation in direction and pressure to keep the young skippers thinking hard.

In the youth/youth division, Ryan and Raegen Kelly in **10107 Wishful Thinking** was out of the blocks quickly, winning heat one from locals Sally and Brianna Robertson in **10232 Flaw Show** and Matthew Gubbin and Ryan Henderson in **9515 Rich and Famous**. **Flaw Show** led to the first mark in the second heat, but **Wishful Thinking** took over again and looked set to record another win. However, **Rich and Famous** sailed well in the shifting breeze to get in front on the second work and record a good win. The wind had increased in the last heat, and **Wishful Thinking** led early from **9620 Green Apple Splatters**, sailed by Ashleigh Emery and Haydn Trenorden. Matt and Ryan powered up **Rich and Famous** and sailed extremely well to windward to pass both boats. **Green Apple Splatters** recorded a good second. Two firsts and a third gave Matthew Gubbin and Ryan Henderson in **9515 Rich and Famous** the overall youth/youth prize from Ryan and Raegen Kelly in **10107 Wishful Thinking.**

In the youth/adult category, **7801 Hey Presto** sailed by Tom Wenske with help from Dad Ric took out three first placings to win overall. Brendan Moore, crewed by his Dad Mark, was runner up in **10213 Moore N Moore Trouble**.

Thanks to all the Heroners and parents who helped out on the day.

Richard Gibson

10232/9515

Western Australian News

Don't forget to book your accommodation early for the 48th WA Heron National Titles in 2006/7. See December 2005 Newsletter for a list of accommodation options or visit the national website for more information.

48th NATIONAL HERON CHAMPIONSHIPS
PERTH 2006/2007

Queensland News

2005 SOUTH QUEENSLAND HERON TITLES

The weekend of 3/4th December saw part of the Queensland fleet turn out for the South Queensland Titles. The primary objective of this regatta was to serve as a final tune up for those who were heading off to contest the Heron Nationals over Christmas. The success or otherwise of that aim is probably evident in this post-nationals edition. Ten boats vied for the title in shifty, and at times gusty northerly winds off of Cleveland Yacht Club on Moreton Bay. Six heats of close racing were conducted over the weekend. Racing with the CYC members primarily involved avoiding being skewered by a large flotilla of Sabres and keeping away from more varieties of cats than would be seen on stage at the musical of the same name.

Emerging from the time capsule of the now sadly defunct Hervey Bay heron fleet was **Lake Heron 9676** sailed by Wayne Byrne from Hervey Bay, however with Tertia Hogan from Humpybong, the Carey/Breadsell clan, and Denzil McCulloch from Hervey Bay not present, the regatta had a bit of a translocated South Brisbane SC feel. Several skippers were however sporting new equipment: Len Winwood had just finished a swish new aluminium mast for **Crikey 10111** (which has a crocodile decal at the bow) and consequently promised to put more bite on the rest of us, and Alex Ihlenfeldt had furnished **George the Boat 4656** with new paint to go along with the new sails and new aluminium spars of recent weeks.

Sobraon 7814 with president John Nobbs on board and **Gypsy Sam 6616** with Rob Duhig and son Tom were admirably flying the flag for the 7-series and 6-series ply herons respectively. Based on the performance of these two boats both are obviously M-class varieties of those models! In fact Gypsy Sam performed so well that they were last seen shedding a tear about having to hand over the Parker family trophy (for best unplaced family tandem, and which they have held a mortgage on in recent times) to Len. I hope Rob and Tom at least polished it up for you Len.

Here's the synopsis:

Saturday

Heat 1: Angus Galloway in **Justa Breeze 9965** and who has been in red-hot form in South Brisbane club events this year was the runaway leader from the start. However the lightweight tandem got seriously cooled off, (and in a strange anomaly of physics peculiar to sailing, probably got heated at the same time – if you know what I mean) by an unfortunately timed shift on the last work coupled to an increase in wind velocity that saw them drop two places before crossing the line. Gypsy Sam also carrying a lack of 'ballast' and on the same side of the course suffered a similar fate to Justa Breeze and also lost positions. Fraser Galloway in **Two Fools Fumbling 10228** and Peter Bailey in **Little Red Rocket 10225** snuck through for 1st and 2nd.

Heat 2: Fraser got it going from the start and was never headed over the short sprint course. Peter grabbed second, John third. At the start of this heat Gypsy Sam was forced up into the start boat by Justa Breeze after trying to squeeze in, and after bumping along the full length of both the start boat managed to get the rudder blade caught on the anchor rope and popped the whole rudder off the pintels. Now I would normally award full marks in this scenario to Rob who somehow managed not to capsize, but unfortunately he gets deductions for forcing us to make an unscheduled detour to avoid the impromptu rudderless demonstration. The last we saw of Rob in that heat was him briefly indulging in a bit of unorthodox fishing via maintaining his grip on the tiller and trolling the rudder out the back (any bites Rob?).

Heat 3: With the wind still increasing, heavy vang and cunningham became the order of the day .Fraser, who suddenly found sailing with a rapidly descending mainsail was even above his considerable skill level and retired just before the start to look around for a stronger rope to fasten his main to the gaff on Sunday. The rest of us briefly thought that with the sudden reefing going on Fraser might have been giving us half a chance in this heat. The increasing wind speed seemed to play havoc with the youngsters in Justa Breeze, and also with John Nobbs who decided to take a mid-race bath. John did recover admirably via a bailing demonstration that is now certified with the Guinness organisation and came close to catching Justa Breeze and **Takari 9656** near the line. Peter got the red rocket firing and streaked in for his first win of the regatta, and Rob now with his rudder (and quite possibly also a fish) on board grabbed second. In addition to Johns bailing record, we also set a new record of our own (albeit primarily courtesy of attrition and non-attendance!) with Takari sneaking into third place.

Heat 4: Did anyone have a game of beach cricket with Peter Bailey at the Nationals? Hope he was exhibiting better fielding, in this event he just failed to grab a floating cricket ball that Andrew Symonds had perhaps blasted out into Moreton Bay from the Gabba. That said he may well have had an excuse, it seems Peters navigational skills were obviously a touch off his usual impeccable standards as he managed to nudge a buoy in this heat and got pinged by the committee boat for a DSQ after crossing the line in 1st. Flotsam recovery being a sub-theme of the weekend, you would be pleased to know that I managed to pocket myself a straw hat somewhat akin to a sombrero on one of the reaches in this heat. Coming last of the four remaining boats at that stage, hoisting up my newfound sombrero as a spinnaker came under some serious consideration. Rob got the win after Peter ran afoul of the officials, John second and Angus third.

Sunday

Heat 5: Fraser had a bad start, the reason I know this is because I was right next to him and I had a shocker. However, one of us did an excellent job of moving through the fleet and the other a mediocre job, anyone care to hazard a guess? John Stannard joined us for Sundays festivities to replace Robert Galloway in the new fiberglass boat **Return of the Kings 10234**. I didn't recognize that it was him until after the days racing and spent a great deal of time thinking whoever was sailing Return of the Kings was no slouch (correctly as it turns out). Not entirely certain why Fraser got a DNF in this race, and was not close enough to see who crossed first, but either way Peter got the win on the scorecard. John Stannard and myself made some ground on the leaders at one point in this heat when the wing mark decided to drift south somewhat,

and the leaders briefly choofed off towards where the mark used to be before rapidly gybing and heading in the right direction. Wayne was also seen reprising his barefoot water skiing demonstration when he again fell out of the boat after missing a toe strap and was dragged along holding only the tiller and transom. Unfortunately this time the party trick didn't turn out quite so well, and the finale was a capsize. Len sailed a good race, as did Alex.

Heat 6: Decided to renew my pursuit of the mystery man in 10234 with increased vengeance. Fraser got back in the zone and won the heat. Peter grabbed second to wrap up the South Queensland title. John Nobbs scored third for the second time that day which continued his tradition of consistent podium finishes at QHSA events also finishing 3rd overall. Rob finished 4th in this heat to complete a solid outing for the weekend and finished second overall. And despite my best efforts I couldn't catch the mystery man, but came close on occasions. Len admirably competed single handed in this heat under difficult conditions. Alex hit the showers early, and Wayne finished the race after taking another swim. This last heat was ultra-competitive with five different leaders during the race, a fitting final hit out for the big guns heading down to Botany Bay.

As you can see from the results (discounting Frasers various mishaps) the QLD contingent for the Nationals should have represented quality if not quantity.

Shane Byrne/Ashleigh Hofman Takari 9656

	Boat	Helm	Heat 1	Heat 2	Heat 3	Heat 4	Heat 5	Heat 6	Total	Rank
10225	Little Red Rocket	P. Bailey	2	2	1	DSQ	1	2	8	1
6616	Gypsy Sam	R. Duhig	4	6	2	1	2	4	13	2
7814	Sobraon	J. Nobbs	5	3	5	2	3	3	17	3
9965	Justa Breeze	A.Galloway	3	5	4	3	5	7	20	4
9656	Takari	S. Byrne	6	4	3	4	6	6	23	5
10228	Two Fools Fumbling	F. Galloway	1	1	DNS	DNS	DNF	1	24	6
10111	Crikey	L. Winwood	8	7	DNS	DNS	7	9	42	=7
10234	Return of the Kings	J. Stannard					4	5	42	=7
4656	George The Boat	A. Ihlenfeldt	DNF	DNF	DNS	DNS	8	DNF	49	9
9676	Lake Heron	W. Byrne	DNS	DNS	DNS	DNS	9	8	50	10
10234	Return of the Kings	R. Galloway	7	DNS	DNS	DNS			51	11

(DNS-11 DNF-10)

Tasmanian News

Tasmanian Heron News

Well the xmas break is over and the racing is on in earnest, the second pennant series has started and we have had a mixed bag of results. Tony Pearce with his crew Bev Thompson have been keeping the fleet honest. Its good to see Tony's son Mat Pearce back in Herons Sailing "Cutting Edge" and with his new forward hand D. Freeman ,as competitive as ever.

Elise Clark and Errol MacDougall have been setting the pace with their excellent starts in "Family Ties" .

Rowan Clark with his new forward hand Josh Conner sailing "Nan" have been improving each week and are always in with a chance of winning, if they stay upright.

Guy MacDougal an experienced ex Dragon sailor ,sailing "WotNot"is always hard to beat.

The award for keenness must go to Tony Palmer and his son sailing "Telopea" his new found love of sailing shows . Good on you Tony.

The Heron fleet is still growing with the second generation of Mark Hey's family taking the helm of"Rapscallion" and apart from a swim last Sunday sailed the boat really well.

The State titles will be held next month and its sure to be a hotly contested event.
This series will be sailed at the Lindisfarne Sailing Club.
At the last Heron Meeting a unanimous vote was recorded to pursue conducting the 2007/8 Nationals in Hobart .This event would be hosted by the Lindisfarne Sailing Club and their committee are very keen to conduct the series.
This would certainly increase our Heron Fleet .
.
There is also good interest in competing in the next Nationals in Western Australia this December and we could have up to 6 entries if they can hire a shipping container at the right cost.
Des Clark

VOTING SLIPS AND PROXY FORM SHOULD BE RETURNED NO LATER THAN SUNDAY 7TH MAY

THESE CAN BE SENT TO THE SECRETARY BY POST, OR BY EMAIL.

SECRETARY

JOY GOUGH
10 Waterview St
MONA VALE NSW 2103

Email: andyjoy@optusnet,com.au

Voting slips can also be found on the National Heron website
www.heron.yachting.org.au/

PROXY FORM

I, the undersigned, being a financial member of the above Association hereby appoint:

..... of .....Boat no.....
(Full name of proxy) (address of proxy)

As my proxy to vote for me on my behalf at the Annual General Meeting of the Association to be

held at the .....

The proxy must vote as specified by me should there be a vote required for the election of officers.

Signature:..... Boat.....Date.....

All motions 1 through 15 Moved by : Don Jamieson
All motions 1 through 15 Seconded by: John Deshon
Richard Gibson
Tony Cope

MOTION 1
In the section "Specific to Plywood Yachts, 1. CONSTRUCTION" after the words "Official Plans and Rules of the Association" insert "Official Plans means
a) the plans drawn by the late Jack Holt; and
b) those plans as updated in August 2005 by the Measurement Committee; and
c) the plans drawn by John Deshon in 2004.
and in all cases any variations therefrom contained in the Construction and Measurement Rules of the Association whether illustrated in the plans or not."

NAME.....BOAT NO.....FOR.....AGAINST.....

MOTION 2
In the Section "Specific to Plywood Yachts", in 2. BOAT BUOYANCY delete from the commencement 13 lines to "as detailed in c)" and replace with
"Built-in buoyancy compartments forward of frame 2 and to riser level along the sides to the transom conforming with the design of the Official Plans **shall** be fitted to all yachts built after May 2006, and may be fitted to all other yachts. In both cases plywood construction or fitted GRP moldings are permitted."
"Built-in buoyancy compartments of plywood construction are permitted in yachts built in prior years either
up to the deck level forward of frame 2 and aft of frame 5 with no side buoyancy, or
up to the deck level or the riser level forward of frame 2 and up to the riser level aft of frame 5."
Inclusion of rear buoyancy in combination with side buoyancy is optional.

NAME.....BOAT NO.....FOR.....AGAINST.....

The following motions 3 through 11 all relate to the section Specific to Plywood Yachts clause 3. PERMITTED MODIFICATIONS.

MOTION 3
At the beginning of 3.2 add "The keel of the boat shall be of uniform depth and width provided that it may be tapered to suit the bottom panels forward of 2880mm from the transom. The maximum depth of the keel measured at its outer edge from that point aft shall be 12mm".

NAME.....BOAT NO.....FOR.....AGAINST.....

MOTION 4
With new numbering add "Balsa Laminate may be used in specified applications namely frames brackets buoyancy tank formers fin case sides bulkheads floorboards and transom (subject to inclusion of a stiffening piece on the inside surface through which rudder fitting must be fixed.) Balsa Laminate means end-grain Balsa timber approx 10mm thick to which fibreglass or dynel fabric has been laminated on both sides with resin for a total thickness of approx 12mm."

NAME.....BOAT NO.....FOR.....AGAINST.....

MOTION 5
In 3.3 at the end add ", or Balsa Laminate."

NAME.....BOAT NO.....FOR.....AGAINST.....

MOTION 6
With new numbering add 3._ "All frames brackets and buoyancy tank formers may be fabricated from timber or from plywood pieces, sized to the Official Plans, or may be cut in one or more pieces from sheets of plywood no less than 9mm thick or from sheets of Balsa Laminate."

NAME.....BOAT NO.....FOR.....AGAINST.....

MOTION 7
To 3.5 add "The fillet may incorporate a timber section of nominal size 19mm x 19mm."

NAME.....BOAT NO.....FOR.....AGAINST.....

MOTION 8
In 3.7 insert "any size not less than" before "19mm X 12mm".

NAME.....BOAT NO.....FOR.....AGAINST.....

MOTION 9
With new numbering add " A hog formed from timber of minimum thickness 12mm and nominally 90mm wide is mandatory in all hulls. The illustrated "strong back" pieces for either full or half height front buoyancy in the John Deshon plans are optional alternatives to the stem knee and apron construction illustrated in the original and the updated plans for framed boats.

NAME.....BOAT NO.....FOR.....AGAINST.....

The following motions 10 through 13 refer to Construction and Measurement Rules which apply to all Herons.

MOTION 10
In 5.3 relating to gaff jaws in line 3 after "constructed of" insert "metal (min 4mm aluminium recommended),"

NAME.....BOAT NO.....FOR.....AGAINST.....

MOTION 11
In 6.1 relating to mainsail in line 9 after "The tack of the mainsail shall be", delete "pinned" and substitute "fixed to the gooseneck or end of the boom adjacent to the mast in one position while sailing" and add "provided that the luff of the sail may be tensioned while sailing using a device attached to an eye in reinforced cloth adjacent to the luff of the sail ("Cunningham Eye") The method of fixing is optional. Alternatively the luff of the mainsail may be tensioned while sailing by moving the boom downwards.

NAME.....BOAT NO.....FOR.....AGAINST.....

MOTION 12
In 6.3 relating to jib at the end add "The inboard surface of the jib sheets where they turn through the first lead eye or pulley from the jib clew shall be no closer together than 735 mm and equidistant from the centre line of the yacht."

NAME.....BOAT NO.....FOR.....AGAINST.....

MOTION 13
In 13.2 at the end add "The boom vang shall not be rigid".

NAME.....BOAT NO.....FOR.....AGAINST.....

MOTION 14
In 13.4 relating to floorboards delete the first sentence and replace with "Floorboards shall be made of plywood or plywood/timber composite in both cases with plywood thickness recommended 6mm and minimum 4mm., timber, Balsa Laminate, or GRP". Floorboards shall extend from the forward buoyancy tank to a point approximately below the forward edge of the aft thwart.

NAME.....BOAT NO.....FOR.....AGAINST.....

MOTION 15
With new numbering in Permitted Modifications: " The rigging of the mast and boom must be generally to plan and comply with the Measurement Form for sizes materials mast position stay attachment position and black bands. Optional items are jib halyard block strops, (not measured) method of rigging vang, outhauls, downhauls and uphauls, and method of securing halyard pulleys and halyard ends. A hanger between boom and mainsheet pulley is permitted provided the distance between the bottom of the boom and the pulley centre does not exceed 150mm. A mast step of any rigid material may be mounted on the deck and shall have a recess approx 40mm x 40mm and 12mm deep to match a square tenon on the base of the mast such that the mast cannot rotate.

NAME.....BOAT NO.....FOR.....AGAINST.....

MOTION 16
That the following words are added to Part 2 Specific to GRP, GRP/Composite Heron Yachts Clause One:
"A recognized mold shall be one taken from "Hornet", the Mk 2 plug or a replacement plug proposed by the president of the measurement committee and approved by the membership in a general meeting"

NAME.....BOAT No.....For.....Against.....

MOTION 17
That the following words be added to Part 2 Specific to GRP, Grp/Composite Heron Yachts Clause One:
"A recognized mould shall be one that produces a hull that measures as a Heron."

NAME.....BOAT No.....For.....Against.....

MOTION 18

That Colin Gurr be appointed a Life Member of the National Heron Sailing Association of Australia under paragraph 3.1 (d) of the Constitution.

Moved:	Richard Gibson	SA	Rich and Famous	9515
Seconded	John Deshon	Qld	Only Human	3068
Seconded	Locky McLaren	SA	Fleetwood Mac	9282

NAME.....BOAT NO.....FOR.....AGAINST.....

…

MOTION 19

Moved Robin Frost "Hocus Pocus" 10141 (South Australia)

Seconded John Nobbs "Plan X from outer Space" 5805 (Queensland)
Seconded Ian Cole "Cruise Control" 9921 (South Australia)
Seconded Richard Gibson "Rich & Famous" 9515 (South Australia)

In order to correct the existing *Measurement Non Compliance problems* and simplify measurement procedures the following clauses of the Constitution be deleted or amended as set out below

Motion 19
Part One Constitution and Sailing Rules:

Add to Section 5 FINANCIAL additional clause
5.4 (a) SUPPLY OF PLANS;
On payment of fee determined by the NHSAA drawings detailing the construction of Framed and Stitch & Glue Heron class Yacht will be supplied.

Alter Section 6.5 SAIL NUMBERS to read

Sail numbers will be issued on application and payment of fees to the National Registrar of the Association.

Part Two Construction and Measurement Rules

(a)Rule 4 MEASUREMENT: of Rules "Specific to Plywood Heron Yachts"

Clause 4.2 altered to read: The financial owner will hand to the measurer his CURRENT membership**/measurement** card **for the boat to be measured. This is proof to measurer that all fees of membership and boat/sail registration have been paid and measurement can proceed.**

Clause 4.4 altered to read: Having recorded the measurements, the measurer will **forward the completed measurement forms to the Secretary of the Measurement committee for classification The owner is to retain the Membership/ measurement card which will be endorsed to the new classification by the original measurer on advice from the National Registrar who has been advised by the Measurement Committee secretary of the boats new classification**

(b) Rule 6 MEASUREMENT of Rules "Specific to GRP and GRP/Composite Yachts

Clause 6.1 Append; the following paragraph to the existing paragraph. "**Measurer to check that licensed builders license number and hull production number are engraved on the external surface of transom as per Rule 2 GRP/GRP Composite boats" and record numbers on the measurement form.**

(*This being proof to measurer that the boat has been constructed by licensed builder*)

Clause 6.2 altered to read: If submitting for measurement a GRP or GRP Composite Heron purchased in kit form and completed by the owner, he shall hand to the measurer his current membership**/measurement card for the boat to be measured This is proof to measurer that all fees of membership and boat/sail registration have been paid and measurement can proceed.**

Clause 6.3 to be deleted

Clause 6.4 now becomes 6.3 and is altered to read; If submitting for measurement a GRP or GRP Composite Heron purchased from the builder in a completed state, i.e. hull, spars and sails the owner shall hand to the measurer his current membership**/measurement card for the boat to be measured. This is proof to measurer that all fees of membership and boat/sail registration have been paid and measurement can proceed.**

Clause 6.5 now becomes 6.4 and wording altered to read: Having recorded the measurements, the measurer will forward the completed measurement forms to the Secretary of the Measurement committee for classification. The owner is to retain the Membership/measurement card which will be endorsed to the new classification by the original measurer on advice from the National Registrar who has been advised by the Measurement Committee secretary of the boats new classification.

NAME.....BOAT ..NO.....FOR.....AGAINST.....