NATIONAL HERON SAILING ASSOCIATION OF AUSTRALIA INC. (ABN 79 884 913 220)

March 2014 NHSAA Newsletter

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55th National Heron Championships

The skill is in the proper positioning of the tongue

After the race – Lake Cootharaba

Organ at the Majestic Theatre, Pomona – Silent Movie Night

No, not some mad Heron skipper, but Buster Keaton as eights cox and rudder in the silent movie “College” at the Pomona Silent Movie Night.

Nationals photo montage by Andrew Nelson

Wish I could see myself on the start line, but think I was in the second row!

Serious Men's Business

Presentation dinner – pig-on-a-spit
(It rained *very very* hard)

Turtle on the beach, Lake Cootharaba

Heron on the shore, Lake Cootharaba

And the winners were….Brien and Rosalie Hennessy, Perth

Georgia and crew…Lady and Junior winners

The off-water champs

Some prominent Heroners

Crowd at the top mark – the Veales looking relaxed and confident

55th Heron National Regatta *report by Richard Gibson*

The 55th Heron National Championship Regatta was sailed at Lake Cootharaba Sailing Club (Queensland). 51 boats entered the regatta. There were representatives from all states in the fleet.

Lake Cootharaba Sailing Club is situated in the idyllic township of Boreen Point, on the western side of Lake Cootharaba. The lake is part of the Noosa River system and lies behind Noosa Heads on the Sunshine Coast. It is a shallow lake at the best of times and, after a recent spell of dry weather, the water level was even lower than usual. The low level contributed to a sharp chop , especially when the nor'east sea breeze was blowing. It also made the muddy bottom of the lake even closer to the surface, making graphic "choc top" evidence of a capsize even more embarrassingly evident for those boats that went swimming.

The courses were set with a common start/finish area. This reduced the length of the first and last beats so that the conventional triangle-loop-triangle courses were shortened by the equivalent of a full work. In contrast, the reaches were long and were angled to give closer sailing to the wind than seen in recent series. Lighter crew combinations certainly revelled in the marginal planing conditions that prevailed on many of the reaching legs throughout the regatta.

The series was predominantly sailed in a fresh sea breeze, with heats 8 and 9 sailed in lighter winds. A very hot weather pattern was evident for part of the regatta, with a fickle nor'west land breeze causing difficulties with setting courses. This was no more evident than in the lead up to heat 7. At first, a hot nor'wester was blowing, but the wind pressure was dropping. After several postponements and general recalls, the fleet got away. On the second leg, however, the sea breeze came in and the Race Officer quite rightly flew the race abandoned signal after a 90° degree wind shift. The race was eventually sailed in a good sea breeze.

Western Australia's Brien Hennessy crewed by daughter Rosie in the beautifully finished timber boat 10272 O for Awesome were the defending champions and had to be considered favourites after a commanding performance last year on the Swan. A number of new Dinghy Sports GRP hulls piloted by top end sailors (Jason Groves 10274 Fatty and Skinny, Mark Phillips 10270 Pittwater Pearl (all NSW) and Matthew Brown 10273 The Peregrine Heron Qld), as well as the new GRP boats put in the water for last year's regatta by former national champions David Johnson 10269 Heronasauraus Qld and Greg Harris 10271 Slippery When Wet NSW, were sure to make things interesting. On top of that, other boats in the timber brigade were also determined to do well, with current NSW State Champion Paul Armstrong 9957 Appauled, Qld's former national champion John Nobbs in Fraser Galloway's Uber-Heron 10228 Two Fools Fumbling (a delicious combination!) and, despite the distraction of his new crew, last year's third placegetter Richard Gibson 10232 Flaw Show SA all likely to be in the lead pack.

Success in the invitation race has traditionally been seen as the kiss of death in the Heron class. However, O for Awesome signalled true intent by winning the race by half a minute from Heronasaurus, Slippery When

Wet and Fatty and Skinny. Take note of that order!!

O for Awesome continued the dose in heats 1 and 2, winning from Slippery When Wet and then Heronasaurus by over a minute in moderate conditions. It seemed that Team Awesome was poised to dominate the regatta, as it did last year. Fatty and Skinny, The Peregrine Heron, Pittwater Pearl and Two Fools Fumbling all featured in the top four in these races, indicating the closeness of the competition.

Heat 3 saw a different story. Even the wind seemed refreshed after the New Year lay day. Heronasaurus relished the piping nor'east sea breeze and led the fleet away from the start....and all the way, winning from Fatty and Skinny, O for Awesome, Pittwater Pearl and The Peregrine Heron. This result blew the regatta wide open. Another slip down the ladder by Team Awesome would open the door for the pack. The exciting reaches in the sloppy chop were a feature of the race. James Gough in 10169 Murra-Ngura suffered a choc top at the last wing mark when well placed, the same spot that Flaw Show had come to grief in heat 1 when in the leading group.

Heat 4 was sailed back to back with heat 3. The nor'easter had abated a little. This time it was Fatty and Skinny that scooted away. However, O for Awesome gradually wore the leader down, made a passing manoeuvre at the last wing mark and held on to win by 15 seconds. In the end, Fatty and Skinny had another battle to fight, beating the fast finishing Heronasaurus by just one second.

O for Awesome repeated the dose in Heat 5 from Heronasaurus and Slippery When Wet, and with only just over half the heats sailed it looked as if the Silver Heron would be back on its way west. However, Heronasaurus turned the tables in heat 6, brought forward on the schedule due to the extreme heat forecast for the next day. Fatty and Skinny was second, and O for Awesome third.

Heat 7 was sailed in very hot conditions. As described earlier, recalls, postponements and an abandoned race kept crews out on the water a long time. When the race eventually started, Slippery When Wet took up the running. However, in an emerging pattern, Team Awesome came through after a conservative start, took the lead and won from....you guessed it, Heronasaurus.

Heronasaurus still had a chance to win the series, but O for Awesome had to bomb in the last two heats to make it possible. The sea breeze only came in at 4-8 knots for heat 8. Heronasaurus recorded a victory, but a second place for O for Awesome was enough to clinch the title. Appauled had her best result of the series with a good third. Heat 9 was also sailed in light stuff. The first two places in the regatta were already decided, and the top two boats, O for Awesome and Heronasaurus, finished first and third. A second place in this race to Slippery When Wet saw her go to third overall in front of Fatty and Skinny, thus giving the same top four boats in the series as the Invitation Race....surely a first!!

There were four wooden boats (including O for Awesome) and six GRP boats in the top ten. The top ten also showed a mix of gunter and Bermudan masts and jib and genoa sail plans, indicating even competition between the rig variations allowed in recent years.

On behalf of all competitors I'd like to thank the Queensland Organising Committee and the Lake Cootharaba Sailing Club volunteers for running a great regatta.

Friendly combat will be resumed at the 56th Heron Nationals to be sailed on the Derwent at Lindisfarne Sailing Club (Tasmania) after Christmas 2014.

Top Ten (see full results list on pages 8 and 9)

Place	Points	Skipper	Boat#	Boat Name	State
1	8.0	Brien Hennesy	10272	O For Awesome	WA
2	12.0	David Johnson	10269	Heronasaurus	Qld
3	24.0	Greg Harris	10271	Slippery When Wet	NSW
4	25.0	Jason Groves	10274	Fatty and Skinny	NSW
5	31.0	Mark Phillips	10270	Pittwater Pearl	NSW
6	35.0	Paul Armstrong	9957	Appauled	NSW
7	40.0	Matthew Brown	10273	The Peregrine Heron	Qld
8	56.0	James Gough	10163	Murra-Ngurra	NSW
9	56.5	Richard Gibson	10232	Flaw Show	SA
10	63.5	John Nobbs	10228	Two Fools Fumbling	Qld

Prizes

Top 6

1: O for Awesome	Brien Hennessey
2: Heronasaurus	David Johnson
3: Slippery when Wet	Greg Harris
4: Fatty and Skinny	Jason Groves
5: Pittwater Pearl	Mark Phillips
6: Appauled	Paul Armstrong

Handicap

1: Takari	Shane Byrne
2: Gotcha Covered	Adrian Carrick
3: Triceratops and Carnataur	Simon Olding

Junior

The Force Georgia Llewellyn

Lady

The Force Georgia Llewellyn

1st Family

The Peregrine Heron Matt Brown

1st Veteran

Flaw Show Richard Gibson

Significantly, **Peter Carrick** was presented with a Special Superannuated Loyalty Award. Richly deserved!

55th Heron Nationals – The View from Cirrus by Wayne Spencer

The book "Born to Win" - John Bertrand's recount of the victory of Australia II in the 1983 America's Cup, refers to the American defender, Liberty, as "The Red Boat". Our regatta on Cirrus at the Heron Nationals at Lake Cootharaba was also characterised by the continual presence of the red boat, a.k.a "**Hardy Ha Ha**" or just "**Hardy**" for short. Close racing in the previous nationals in Perth had seen Cirrus finally triumph over Hardy, albeit at the back end of the fleet with a triumph being marked by 28th position instead of 29th. The Queensland Nationals on Lake Cootharaba were no different. Regardless of the conditions, we always seemed to end up somewhere near the red boat.

Syndicate management for the red boat had approved the purchase of a new set of sails, including Genoa, for the 13/14 season. The advantage seemed to have gone to Hardy for the Queensland Nationals. Looking at realistic goals for the Queensland nationals I was thinking a finish 2/3 of the way through the fleet would be a good result as well as aiming to finish every race. In Perth, we had finished 4/5 of the way through the fleet so a finish of 34th or better out of 51 boats would be an improvement.

Competition at the middle and back of the fleet was tight throughout the Queensland regatta. Many of us were camping together at Boreen Point. After some of the windier days the campsite, around Camp Clapham, resembled a Heron Hospital as resident doctors Geoff Nash and David McClean worked their miracles to restore dead and injured Herons to life for the following days racing.

Here is a summary of how we saw each race from Cirrus through the series.

Invitation Race: Went well for us. We were continually racing with the red boat throughout and finished in 35th. The major note for future improvement for us was the start where we started in the 2nd row. I made a note to myself following the race that we needed to be up in the front line one minute before the start. In the smaller fleets at club level, sailing up to the line in the last minute works, but in the larger fleet we found the wind shadow from the front line boats made this impossible.

Race 1: Again we finished in 35th maybe this is our position. There were several general recalls and I'm sure stress levels were rising not only for us but for other boats at having to repeat the start sequence. On one of the recalls, we got a good start next to **O for Awesome**. Finally, with the black flag flying, we got a reasonable start near the pin end with **Pittwater Pearl**. Granted after 200 metres we were behind them, but for us it was pretty good.

Race 2: After one general recall we got a reasonable start near the pin end. Actually we were happy for the recall this time because we had not been in good position on the first attempted start. The wind was light and wave conditions were choppy. I struggled to get Cirrus moving and we finished 47nd, very close to the back of the fleet.

Race 3: The wind was stronger today, about 18 knots. We were at least one minute late for the start along with quite a few other boats which had found the journey from the beach to the start line had taken longer than anticipated. Despite the late start we sailed relatively well in the windier conditions and finished in 31st. The red boat managed 26th so they had managed to get an early jump on us in the series.

The stronger winds were causing havoc for boats at the middle and back of the fleet. **Joy Ride** was stuck capsized at the wing mark for some time and eventually righted their boat and finished the race.

Lachlan Johnston on **Muzcat** entered the water on one of the upwind legs to make some running repairs to the jib attachment at the bow of their boat. The **Cathy** and **Sachi** on **Jid** were hiking extremely hard in the stronger conditions on the works. **Peter Carrick** on **Rippa** decided it was all too much at one point and decided to bail out the back of the boat leaving granddaughter **Holly** to sail on by herself.

The stronger conditions did not stop courteous behaviour amongst the boats in our part of the fleet. At one point coming into the wing mark with an uncertain inside overlap on **Outcast** I asked whether Cirrus had an overlap. The courteous response back from **Tony Cope** was that we did have an overlap and he gave us sufficient room inside to round the mark.

I'm sure we went the fastest we had been on the Heron in this race on the final reach. The boat really felt like it was launching down the waves on the edge of control. **Joyride** was surfing near us in a similar fashion and the boys on **Gotcha Covered** were struggling a little for control on the final reach when we managed to go past them. I was focussed on staying calm and trying to keep the boat flat and balanced.

Race 4: This race was sailed back to back with race 3. We were a little disappointed to see course three again as we were quite fatigued at this point from the earlier race and challenging conditions. We got quite a good start for us and then went onto port for clear air on the first work. As we rounded the bottom mark right behind the red boat for the final work we were in about 28th. Immediately I noticed something was wrong with the jib as it was sagging a little at the bottom.

The head of the jib had come un-done. The jib was sagging along the luff and this only got worse as we made our way up the work. Eventual finish was 40th having dropped back with many boats passing us, including **Crazy Daze, Lady Millie, Hydramaster** and **Billy Blue**. The red boat had finished well in 26th and really left us behind in the series progress scores. Crew morale on **Cirrus** was low!

Race 5: Again the conditions were quite robust, for river sailors such as us the waves felt huge. The upside however was on the reaches where we were starting to get the hang of surfing on the waves and we were consistently picking up places by going low on each reach leg and working to pick up runs on the waves.

GG sailed by **Ian Ham** capsized in front of us, just after rounding the bottom mark at the end of the sausage. They must have recovered quickly as by the finish they were right behind **Cirrus**. We were both on port with **GG** behind and slightly inside our line. A fast tack onto starboard saw us clear **GG's** bow and just hold them off to the finish line for 31st place. The red boat finished in 37th so we were able to gain back some of their advantange.

Race 6: This was sailed back to back with race 5. The conditions had strengthened if anything. After the disappointment of the equipment failure in race 4 we sailed really well to finish in 20th. It felt like Heron surfing on the reaches as we dropped down the front of the waves at extreme Heron speeds. We had a slight difference of opinion with **GG** at the bottom mark at the end of the sausage as they thought they had gained an inside overlap on the approach to the mark. Eventually we finished just behind **GG**, and managed to hold off **Astro Boy** and **Stingray** on the line.

Plenty of boats did not finish in race six. **Hardy** had some extreme bad luck on one of the final reach legs when the bolt holding their rudder blade in the casing sheared through, leaving them without a rudder and unable to finish the race. Other boats not to finish included **Woodpecker** and **Bongo**.

Race 7: There was a strong wind warning forecast. The wind was actually variable and light initially. After two general recalls the race got away and after a pin end start we had looked like heroes for a few minutes at the wind shifted to the left. Unfortunately it then went back to the right leaving us near the back at the top mark. The race was abandoned after less than a lap due to the extreme changes of wind direction.

On the restart we ended up in the second row and were fourth from the back at the top mark. Levels of crew despondency were extreme, so I made a hopeful promise that if we concentrated and worked hard we would be able to improve our position. Fortunately this approach yielded immediate rewards as we picked a few places on each of the reach legs – crew morale on the improve.

We continued to pick up places through the race and on the final lap rounded the top mark with **Jid**, **Joy Ride** and **Hardy** – the red boat again. I followed my familiar strategy of going low on the reach legs and we picked up more places as we managed to sail past a group containing **Lady Millie, Billy Blue, Apache** and **Wood Pecker**. Eventually we finished in 31st as we held off **Billy Blue** and **Wood Pecker**. Importantly we had managed to finish in front of the red boat which had placed 37th, this now gave us a small lead on **Hardy** in the series scores with two races to go.

Race 8: Wave conditions were sloppy and the wind lighter than the previous three days. We got a good start right up on the line. Going well until the second work when we were on the left of the course with **Crazy Daze** and there was a large right hand shift. We lost a lot of places to boats on the right of the course. On the third work we were only 100 metres behind the red boat at the top mark but there were about ten boats, include the girls in **Delusions of Grandeur** and **John and Hamish in Lady Millie** in between us.

Shifty conditions on the short work to the finish saw us drop more places to **Rippa** and **Miss Conduct** to eventually finish in 40th. The red boat, only two minutes in front had finished in 27th, disaster as **Hardy** had now regained 33rd position in the series.

Race 9: Light conditions. We started on the boat end with **Appauled** and **Alias**. **Paul Armstrong** on **Appauled** soon orchestrated a tack onto port for clean air. We again ended up amongst familiar faces in the 2nd half of the fleet at the top mark. On the run leg we managed to edge in front of **GG** in the light air to gain buoy room at the bottom mark. On the final long upwind we had to fall in behind **Hardy** for a long port tack back to the right of the course.

On the final reach legs we were right behind the red boat with **Hopeful Heron** and **Bongo** on our wind from behind. **Gotcha Covered** and **Billy Blue** were in front of the red boat and I had to be careful not to let the two boats in front of us or we would drop a position in the overall to **Billy Blue**. **Bongo** eventually got past us on the inside approach to the bottom mark but **Cameron** went a little wide on the bottom mark rounding so we were able to round up inside and regain the position. We finished in 35th, twenty two seconds behind the red boat.

Our series finish was 34th, one position behind **Hardy** and just in front of club mates **Billy Blue, Gotcha Covered, Lady Millie and Jid**.

Heron Tips
5 mm Irrigation Tubing – The Heroner's Friend!

I have recently had cause to be thankful to have a 5 metre length of 5 mm irrigation tubing to hand in Heron emergencies. This stuff is useful, even out of the garden.

Scenario 1: The tail for my mainsail halyard broke (I use dyneema for the halyard and light polyester line for the tail). Re-running a main halyard in a tapered Bermudan mast is not as easy as running a gaff halyard in a short mast. None of my old tricks (e.g. nut tied to fishing line) seemed to work to re-run the halyard. Then I remembered the irrigation line. It is sufficiently stiff to push through the mast and yet flexible enough not to get caught on hound bolts and rivet heads. Once it is through, gaffer tape line to the end of the irrigation tube, pull it back the way you came and you are in business.

Scenario 2: I like to take the forestay wire out of my headsail each week...no matter how stainless the wire is supposed to be, rust stains always seem to appear in the luff sleeve. I have my forestays made up with a rolled swage on one end and make sure that cringles etc do not block the ends of the luff sleeve. When I take the wire out, I tie 2mm polyester cord to the rolled swage (I use this at the top of the sail, incidentally) and pull the wire out of the luff sleeve from the bottom. When the wire is out, the cord is untied from it and sits in the sail until I put the wire back in, when the procedure is reversed.

Anyway, last week we had a slip up and used a cord for a jib instead of a genoa. The jib cord is, of course, much shorter. One end of the cord disappeared into the sail. Oh dear. But my trusty irrigation tube saved the day. I pulled the cord right out and inserted the irrigation tube (wetted down to reduce friction) in the luff sleeve. It is sufficiently stiff to push all the way through a genoa luff sleeve. After that, I found that I could feed the 2mm cord (the genoa one, this time) down the centre of the tube. I tied the cord to the sail and pulled the tube out, leaving the cord in the luff sleeve. Problem solved!!

And another thing….don't toss out your Heron mast when you switch to Bermudan rig!! You know it will come in handy one day. I had to buy some 3 metre lengths of cornice recently for my kitchen reno. This stuff is floppy and can't be just stuck on the roof bars and taken home – it breaks. The answer? Step one - take your old mast to Bunnings (or insert the name of your favourite hardware store here) on the roof bars. Step 2 - buy your cornice. Step 3 - attach it to the roof bars and to the old mast. Step 4 - drive home. Step 5 - smile!

Richard Gibson

Series Results [Class ET] for Heron up to Race 9 (Drops = 2)														
Place	Ties	Sail No	Boat Name	Skipper	Sers Score	Race 9	Race 8	Race 7	Race 6	Race 5	Race 4	Race 3	Race 2	Race 1
1		10272	O for Awesome	Brien Hennessy	8.0	1.0	2.0	1.0	[3.0]	1.0	1.0	[3.0]	1.0	1.0
2		10269	Heronasaurus	David Johnston	12.0	3.0	1.0	2.0	1.0	2.0	[3.0]	1.0	2.0	[7.0]
3		10271	Slippery when Wet	Greg Harris	24.0	2.0	[51.0Q]	3.0	4.0	3.0	4.0	6.0	[12.0]	2.0
4		10274	Fatty & Skinny	Jason Groves	25.0	[11.0]	4.0	8.0	2.0	4.0	2.0	2.0	[9.0]	3.0
5		10270	Pittwater Pearl	Mark Phillips	31.0	5.0	5.0	4.0	[6.0]	[9.0]	5.0	4.0	3.0	5.0
6		9957	Appauled	Paul Armstrong	35.0	4.0	3.0	5.0	5.0	6.0	[8.0]	7.0	5.0	[8.0]
7		10273	The Peregrine Heron	Matthew Brown	40.0	[9.0]	6.0	7.0	7.0	5.0	6.0	5.0	[11.0]	4.0
8		10163	Murra-Ngura	James Gough	56.0	6.0	8.0	10.0	9.0	8.0	[12.0]	[19.0]	6.0	9.0
9		10232	Flaw Show	Richard Gibson	56.5	[13.0]	10.0	6.0	8.0	7.0	10.0	8.5	7.0	[16.0]
10		10228	Two Fools Fumbling	John Nobbs	63.5	[50.0F]	17.0	11.0	[47.0Q]	10.0	7.0	8.5	4.0	6.0
11		10167	In the Navy	Andrew Campbell	75.0	8.0	7.0	[14.0]	12.0	13.0	13.0	[13.0]	10.0	12.0
12		4750	Foghorn Leghorn	Ian MacGregor	84.0	15.0	9.0	13.0	15.0	11.0	[15.0]	11.0	[15.0]	10.0
13		10101	Abracadabra	Michael Groves	85.0	7.0	16.0	9.0	14.0	18.0	[52.0C]	[52.0F]	8.0	13.0
14		10184	Grumpier	David McClean	86.0	[20.0]	14.0	15.0	13.0	14.0	9.0	10.0	[17.0]	11.0
15		9972	The Force	Georgia Llewellyn	90.0	12.0	15.0	[16.0]	11.0	12.0	11.0	15.0	[16.0]	14.0
16	10.0S	10255	Unleashed	Anthony Johnston	107.0	18.0	[23.0]	17.0	10.0	15.0	[22.0]	16.0	13.0	18.0
17		9671	Little Aussie	Chris Carey	107.0	17.0	12.0	12.0	[47.0F]	21.0	14.0	14.0	[21.0]	17.0
18		9998	Golden Fox	Geoff Nash	129.0	16.0	[51.0O]	18.0	[25.0]	20.0	17.0	18.0	20.0	20.0
19		10198	Triceratops & Carnataur	Simon Olding	134.0	[50.0F]	20.0	[24.0]	16.0	16.0	21.0	20.0	18.0	23.0
20		10205	Two Goats in a Boat	Emma Harris	141.0	14.0	25.0	22.0	[47.0F]	29.0	16.0	12.0	23.0	[30.0]
21		9799	Muzkat	Lachlan Johnson	143.0	21.0	[29.0]	21.0	17.0	19.0	18.0	[37.0]	25.0	22.0
22		9656	Takari	Shane Byrne	149.0	19.0	18.0	20.0	[32.0]	22.0	20.0	[35.0]	24.0	26.0
23		9970	Joyride	Pamela Johnston	152.0	10.0	26.0	28.0	[47.0F]	27.0	32.0	[33.0]	14.0	15.0
24		9969	Hornet	John Veale	153.0	25.0	13.0	[26.0]	18.0	25.0	24.0	23.0	[52.0C]	25.0
25		9506	Carew	Nicole Breadsell	156.0	24.0	11.0	19.0	47.0S	17.0	[52.0C]	[52.0S]	19.0	19.0
26		10224	G.G.	Ian Ham	160.0	[38.0]	22.0	23.0	19.0	32.0	19.0	17.0	[32.0]	28.0

27		10241	Astro Boy	Glenn Wilson	162.0	23.0	[34.0]	29.0	21.0	23.0	23.0	22.0	[30.0]	21.0
28		10263	Strike Slip	Andrew Nelson	172.0	[28.0]	21.0	27.0	[47.0F]	26.0	25.0	24.0	22.0	27.0
29		9273	Stingray	Michael Morrisey	183.0	26.0	19.0	30.0	22.0	28.0	[45.0F]	[52.0Q]	27.0	31.0
30		9950	Alias	Graham Carrick	186.0	22.0	24.0	[42.0]	23.0	30.0	29.0	[52.0F]	34.0	24.0
31		10235	Apache	Jeremy Brown	208.0	[46.0]	[44.0]	35.0	26.0	24.0	30.0	21.0	38.0	34.0
32		10182	Crazy Daze	Jim Fairlie	210.0	29.0	[37.0]	25.0	30.0	33.0	33.0	27.0	33.0	[33.0]
33		9741	Hardy Har Har	Andrew Hardman	218.0	34.0	27.0	[38.0]	[47.0F]	37.0	26.0	26.0	36.0	32.0
34		10157	Cirrus	Wayne Spencer	223.0	35.0	40.0	31.0	20.0	31.0	[40.0]	31.0	[47.0]	35.0
35		8888	Billy Blue	Dylan Clapham	225.0	32.0	28.0	33.0	[52.0C]	[52.0C]	39.0	25.0	29.0	39.0
36		9628	Gotcha Covered	Adrian Carrick	228.0	31.0	32.0	[37.0]	27.0	36.0	35.0	32.0	35.0	[46.0]
37		10207	Lady Millie	Hamish Campbell-White	236.0	33.0	[42.0]	34.0	24.0	40.0	34.0	30.0	[44.0]	41.0
38		8585	Jid	Cathy Clapham	237.0	30.0	33.0	36.0	[52.0C]	39.0	37.0	34.0	28.0	[42.0]
39		10165	Woodpecker	Emma Duncan	247.0	52.0C	[52.0C]	32.0	47.0F	34.0	27.0	[52.0F]	26.0	29.0
40		5549	Hydramaster	Nick Bredhauer	255.0	39.0	41.0	41.0	29.0	[41.0]	36.0	29.0	40.0	[44.0]
41		10268	Rippa	Peter Carrick	262.0	42.0	39.0	40.0	28.0	35.0	[52.0C]	[52.0F]	31.0	47.0
42		9703	Delusions of Grandeur	Eva Kauffmann	273.0	27.0	31.0	48.0S	[52.0C]	44.0	[52.0C]	38.0	42.0	43.0
43		10247	Miss Conduct	Paul Wedding	274.0	44.0	38.0	44.0	[47.0F]	43.0	28.0	[52.0Q]	41.0	36.0
44		10150	Uputu	Warren Hodgkins	277.0	40.0	46.0	39.0	[47.0S]	42.0	31.0	[52.0F]	39.0	40.0
45		17	Outcast	Tony Cope	278.0	43.0	30.0	43.0	[52.0C]	51.0F	38.0	36.0	37.0	[51.0F]
46		6616	The Hopeful Heron	Rory Brown	281.0	36.0	36.0	46.0	[52.0C]	51.0F	[52.0C]	28.0	46.0	38.0
47	35.0S	9643	Robertson	James Brandt	304.0	52.0C	35.0	52.0C	47.0F	38.0	[52.0C]	[52.0F]	43.0	37.0
48		10267	Bongo	Cameron Lloyd	304.0	37.0	43.0	[52.0C]	47.0F	45.0	42.0	[52.0F]	45.0	45.0
49		9105	Miss Adventure	George Giuliani	307.0	41.0	45.0	[52.0C]	47.0Q	46.0	41.0	39.0	48.0	[48.0]
50	31.0S	9754	Irish Eyes	Chris Hungerford	322.0	47.0	48.0	45.0	31.0	47.0	52.0C	52.0F	[52.0C]	[52.0C]
51		10131	Butterfly	Tom Breadsell	322.0	45.0	47.0	[52.0C]	47.0F	51.0F	43.0	40.0	49.0	[51.0F]

(Ties: S=Score R=Race B= Bettered. Penalties: A=ARB B=BFD C=DNC D=DNE E=ESP F=DNF G=RDG I=DPI
L=Late Entrant M=DGM N=ENP O=OCS P=Protest Q=DSQ R=RET S=DNS T=TLE U=DUT V=AVG X=EXC
Z=ZFP Y=SCP #=NoData [x.y]=Discarded)

56th National Heron Championships Lindisfarne Sailing Club, Hobart Tasmania

Saturday December 27th 2014 – Sunday January 4th 2015.

Join us for a championship racing series in one of the most beautiful and historic sailing locations in Australia. Lindisfarne Sailing Club been a host club for Herons for many years and has produced several title winners. Located close to the centre of Hobart, the racing area is sheltered providing fair competition in a variety of conditions from challenging nor' westers to steady south east sea breezes. The club has a well appointed rigging and launching area with canteen facilities to provide refreshments on site. After the racing, why not stay on and enjoy some of Tasmania's famous sights and hospitality. Boat storage can be arranged while you travel away from Hobart.

There are many summer activities to enjoy in and around Hobart over the New Year period to make your visit a memorable experience.

- The finish of the 70th Rolex Sydney – Hobart Yacht Race
- The Taste of Tasmania food festival
- New Year's Eve celebrations and fireworks on Hobart's Waterfront
- Busker and street performance festival
- Visit the world famous MONA museum
- Stay on for the MONA FOMA music festival
- Visit the many fine wineries around Hobart

Accommodation

There are many and varied accommodation options in and around Hobart. In the past many people have chosen to stay at Barilla Holiday Park, a short 15 minute drive from the sailing club. They provide caravan, cabin and camping options. Cabins are $72 per night for 2 people. Bookings are required well in advance to secure a place. Barilla will also store your boat for $15 for 1 week if you wish to travel after the sailing.
http://www.barilla.com.au

Travel

The "Spirit of Tasmania" is the Bass Strait ferry that will carry your car and boat to Tasmania. Be sure to book early as Dec/Jan are the most popular months to visit.
http://www.spiritoftasmania.com.au/bookings/

Contact Us

For more information contact Simon Olding Mob: 0424 022 831 Email: iccimagetec1@me.com

Facebook:

We have set up a Tasmanian Heron Sailing Facebook page to help keep members informed:
https://www.facebook.com/tasheronsailing

Note:

The original dates on the flyer given out at the 55th Nationals indicated that the event would finish on the 3rd January. We have extended that to the Sunday January 4th to allow for an extra day of racing/resail. The full sailing program is yet to be finalized but will probably consist of:

Registration 27th/28th December.
Invitation Race 28th December.
8 heats from 29th December to 4th January with a lay day on 1st January.
Presentation dinner Sun 4th January.

We are doing a boat audit to see how many Tasmanian boats are not being sailed may be available for loan/hire. Please check in with us in May if this is an option you would like to explore.

We look forward to seeing as many Heroners as possible in Hobart in December.

Simon Olding

56th National Heron Championships

Lindisfarne Sailing Club – Hobart, Tasmania
27th December 2014 – 4th January 2015

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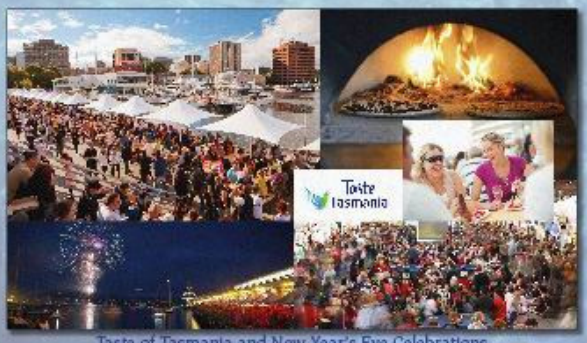
Sheltered race area north of the Tasman Bridge

70th Anniversary of the Rolex Sydney Hobart Yacht Race



Taste of Tasmania and New Year's Eve Celebrations

MONA - World famous Museum of Old and New Art

Activities

- Fun and competitive racing
- The finish of the 70th Rolex Sydney – Hobart Yacht Race
- The Taste of Tasmania food festival
- New Year's Eve celebrations and fireworks on Hobart's Waterfront
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Contact Us

For more information contact Simon Olding Mob: 0424 022 831 E: iccimagetec1@me.com

49th SA State Heron Championships 2013/2014 Port River Sailing Club

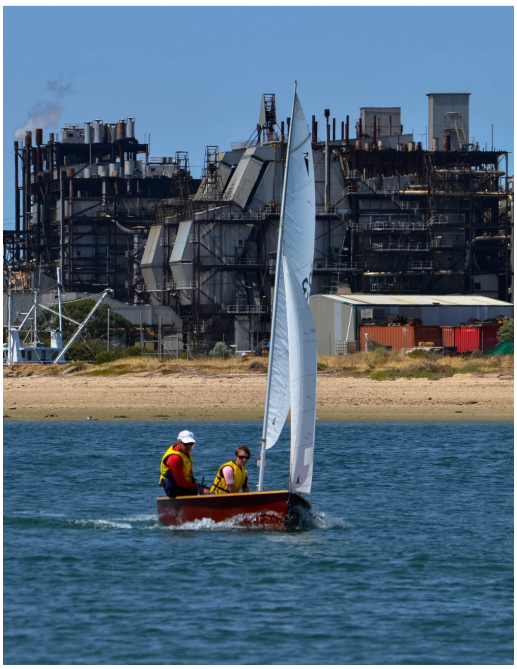
Mark and Darcy Conry lead the pack in 10264 The Avengers on the Port River.
Pictures by Jacqui Cole

The 49th SA Heron Championship regatta was sailed at Port River Sailing Club on the Australia Day January long weekend. Injuries, illness and other commitments kept fleet numbers down to 11 entries.

Three heats were scheduled for the Saturday afternoon but only were two were sailed as the breezes were light and fickle. **9282 The Outcast** (ex **Fleetwood Mac** ex **Outcast**, four times national champion) sailed by ex TS16 National Champ Jarrod Chaplin and young son Zane and **10232 Flaw Show** (Richard Gibson and Therese Nolan) took home a win apiece from Saturday's racing, with Mark and Darcy Conry (ex Tasar) in **10264 The Avenger** (ex James Gough's Special FX) picking up second in both heats.

Sunday morning saw a spanking nor'easter blowing and three heats were sailed. **Flaw Show** won all three races from **The Avengers**. The afternoon heat was again held in light winds with **The Outcast** winning from the perpetual bridesmaid **The Avengers**. These results gave **Flaw Show** the championship crown from **The Avengers** and **The Outcast**.

Rob Lees and Jared Stevens in **10188 Bugger** won the handicap series while Hannah Lees and Ben Bristow in **10127 Popeye** won the Junior and Lady Skipper prizes. Many thanks to Peter Fewings for organising the regatta and to the Port River Sailing Club volunteers.



10232 Flaw Show sails past one of the wind obstacles that flank the Port River

9282 The Outcast leads **10264 The Avengers** up the Port River in light airs

Name	Helm	Sail No	Points								
			1	**2**	**3**	**4**	**5**	**6**	**Total**	**Inc Drop**	**Position**
Flaw Show	Richard Gibson	10232	1	4	1	1	1	4	12	8	1
The Avengers	Mark Conry	10264	2	2	2	2	2	2	12	10	2
The Outcast	Jarrod Chaplin	9282	5	1	3	4	3	1	17	12	3
Mojo	Peter Fewings	10214	3	5	4	3	4	3	22	17	4
Popeye	Hannah Lees	10127	8	7	5	6	7	5	38	30	5
On & On	Don Rantanen	10259	6	11	6	5	6	7	41	30	6
In Between Days	Stephen Burdon	9786	7	6	7	7	5	6	38	31	7
Bugger	Rob Lees	10188	9	8	8	8	8	8	49	40	8
Grey Pearl	Anthony Roe	10252	4	3	10	12	12	12	53	41	9
Turbo	Brian Hopping	9910	10	11	12	12	12	12	69	57	10
Piping Hot	Damien McCaughey	10219	11	12	12	12	12	12	71	59	11

Handicap Series

1st	Bugger	10188	Rob Lees	Jared Stevens
2nd	On & On	10259	Don Rantanen	Danielle Derrick
3rd	Popeye	10127	Hannah Lees	Ben Bristow

1st Lady Helmperson

	Popeye	10127	Hannah Lees	Ben Bristow

1st Junior Crew (unplaced)

	Popeye	10127	Hannah Lees	Ben Bristow

State Championship

1st	Flaw Show	10232	Richard Gibson	Therese Nolan
2nd	The Avengers	10264	Mark Conry	Darcy Conry
3rd	The Outcast	9282	Jarrod Chaplin	Zane Chaplin

On the beach after racing. More Port River wind shadows in the background!!

The winners enjoy a post-regatta refreshment

NATIONAL HERON SAILING ASSOCIATION OF AUSTRALIA INC

ABN 79 884 923 220

ANNUAL GENERAL MEETING

The Annual General Meeting of the Association will be held on Tuesday 8 May at 8.00 pm Eastern Standard Time at 1/157 Greenwich Rd Greenwich NSW 2065

AGENDA

Opening of meeting
Apologies
Acceptance of Minutes of AGM 14 May 2013
Business arising from the Minutes
President's report
Treasurer's report
Measurement Committee report
Registrar's report
Newsletter Editor's report
Webmaster's report
Elections **
Voting on special resolution to amend the Constitution
Voting on motion
General business eligible for consideration at the AGM
Close

** *No nominations for election of officers were received by the due date of 1st February. Therefore, all positions are vacant and may be filled by nominations made at the AGM. The positions are –*
President
3 Vice-presidents
Treasurer
Secretary
Registrar
Newsletter Editor

Positions not filled at the AGM are deemed to be casual vacancies and may be filled by decision of the Management Committee

Members able to attend in person are urged to do so. (If the proposal to amend the Constitution is accepted, the quorum requirement for future AGMs will be satisfied by remote attendance)

Members may join the meeting remotely by telephone but may not participate in a ballot for election of Officers (should one be necessary). They may vote for or against the motion to amend the Constitution only by postal vote, using the slip attached. They may vote on any other motion to be decided "on the voices".

To join the meeting by telephone, use the appropriate number and when prompted enter the PIN 466320 and press #

NSW	02 96960706	WA	08 94600706	Vic	03 87887777
SA	08 82200706	Qld	07 38110706	Tas	03 62180706
		ACT	02 62100706		

Notice of Special Resolution for consideration at 2014 AGM.

That the NHSAA Constitution be amended as follows

OBJECTS
DELETE Clause 3.(1)(c) and insert in its stead
(c) to ensure that all such racing takes place under the Rules of the International Sailing Federation, the Special Prescriptions of Yachting Australia, the special regulations of the several State Yachting Authorities, and this Constitution and the By-laws.

LIFE MEMBERSHIP
DELETE Clauses 7.(1), 7.(2) and 7.(3) and insert in their stead
7.(1) The Association may confer Life Membership upon any member who has rendered notable contribution to the advancement of the Association.
7.(2) It shall be a condition precedent to the appointment of a person as a Life Member that such person shall have been a member of the Association for a period of at least 10 years.
7.(3) Conferral of Life Membership shall be determined by a simple majority of votes at an annual general meeting.
7.(4) Nomination for Life Membership shall be made by at least four members, three of whom shall be from a state other than the state in which the nominee resides, and shall be made to the Secretary. A nomination made before 20th December shall be considered at the following annual general meeting. The nomination shall be accompanied by a citation not exceeding two hundred (200) words. The Secretary may request further information from the nominators or from other members. The citation and any other relevant information shall be included in the notice of meeting at which the nomination is to be considered.

ELECTION OF OFFICERS
DELETE Clause 20.(1) and insert in its stead
20.(1) Except for the Immediate Past President, nominations of candidates for election as officers of the Association
(a) shall be declared open by the Secretary no later than the 20th December ; and
(b) shall be made in writing, signed by 2 members of the Association and accompanied by the written consent of the candidate (which may be endorsed on the form of nomination); and
(c) shall be delivered to the Secretary not later than the last day of February.

DELETE Clause 20.(7) and insert in its stead
20.(7) The ballot for the election of officers shall be conducted by postal vote in such usual and proper manner as the Management Committee may direct, provided that the ballot is concluded by the last day of April and is open for at least the preceding 30 days.

DELETE Clause 20.(9) and insert in its stead
20.(9) Officers shall assume office after the conclusion of the annual general meeting following their election. The previous officers will continue to discharge their duties until that time and will each do all things the Association requires including transferring the authority to operate the bank and other accounts of the Association to the new officers.

COMMITTEE MEETINGS
add
31.(5) A meeting of the Management Committee or any sub-committee may be held at 2 or more venues using any technology that gives each member a reasonable opportunity to participate. For the purposes of clause 26.(5) a person attending at any one venue shall be considered to be present.

ANNUAL GENERAL MEETING
DELETE Clause 33.(2)(c) and insert in its stead
(c) to receive the results of election of office-bearers of the Association and ordinary members of the Management Committee; and

PROCEDURE (AT ANY GENERAL MEETING)
add
36.(6) A general meeting may be held at 2 or more venues using any technology that gives each of the Association's members a reasonable opportunity to participate. For the purposes of clause 36.(2) a person attending at any one venue shall be considered to be present in person.

NEWSLETTER ALLOCATION
DELETE Clause 48 and insert in its stead
48. The Newsletter shall be published at least four times a year and shall be distributed as far as is practical to all financial members. Distribution by electronic means shall satisfy this requirement.

These proposals were outlined and explained in the September 2013 Newsletter

MOTION 1

Proposed John Nobbs Seconded John Veale

That John Deshon be appointed as a Life Member of the National Heron Sailing Association Inc

Queenslander John Deshon has been a very active member of the NHSAA over many years. He continues to be pro-active, both in the progressive development of the class, and in the application of the rules and regulations as they apply in boat construction and administration.

Most especially he has made major contributions in the last few years. He was crucial in the codification of the parameters for the introduction of the stitch and glue build method, being responsible for the lofting and drafting. Just lately he almost single handedly prepared the major revisions to the constitution as required by the new NSW regulations that govern the class nationally.

For someone who has not been an active sailor for a number of years, we are indebted to his ongoing commitment to the Heron class, and we feel it is time it was acknowledged in the Association's proposal to offer John a Life Membership.

Yours faithfully,

John Nobbs and John Veale

.....

NATIONAL HERON SAILING ASSOCIATION OF AUSTRALIA INC

POSTAL VOTING RETURN

I ……..... (NAME)

of ……

…… (ADDRESS)

being a financial member of the Association, vote as follows (circle your preference)

a) The Special Resolution on notice

FOR AGAINST

b) Motion 1

FOR AGAINST

Signature of member voting Date

Please forward completed voting slip by 2 May 2014 to

The Secretary, NHSAA
110 Norman Ave
HAMMONDVILLE NSW 2170

or send as a scanned e-mail attachment (preferred) to wmmonaghan@optusnet.com.au