

NATIONAL HERON SAILING ASSOCIATION OF AUSTRALIA

Constitution, Sailing Rules, Construction and
Measurement Rules for both Plywood and GRP and GRP Composite Heron Yachts.

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Including revisions from all Annual General Meetings up to and including 2010

PART ONE - CONSTITUTION AND SAILING RULES

1 NAME

The name of the Association shall be the NATIONAL HERON SAILING ASSOCIATION OF AUSTRALIA.

2 OBJECTS

The objects shall be:

- 2.1** To govern and control the Class and to encourage its growth as 'ONE DESIGN'.
- 2.2** To ensure racing on equal terms by making rules for the regulation of racing among yachts belonging to the Class and racing under the auspices of the National Heron Association and its affiliates.
- 2.3** To ensure that all such racing takes place under the Rules of the International Yacht Racing Union, the Special Prescriptions of the Australian Yachting Federation, and the special regulations of the several State Yachting Authorities, and these Rules.
- 2.4** Where necessary, to allow the formation of State and Territory Associations to control the racing of Herons within their respective States and Territories, and to represent the Association in all dealings with the Sailing Authorities of those States and Territories, such Associations have the power to form Divisions within their respective States and Territories where necessary for local liaison between Clubs.
- 2.5** To publish a Periodical to be known as HERON NEWSLETTER.

3 MEMBERSHIP

3.1 Classification of Membership.

Membership shall be open to owners of Heron Yachts and others interested in the Class and shall comprise the following classifications:

- a)** Sole owner;
- b)** Joint owners, where the ownership is registered in several names but only ONE subscription is payable;
- c)** Part owners, where the ownership is registered in several names but subscriptions are payable by each part owner;
- d)** Life Members.
 - i.** Who shall have been duly elected by a two-thirds majority of the votes cast at an Annual General Meeting.
 - ii.** It shall be a condition precedent to the election 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.
 - iii.** Subject to the other provisions of this Sub-clause, only one (1) person may be elected as a Life Member at any one Annual General Meeting. Where motions moving for the election of more than one (1) person as a Life Member are considered at any one (1) Annual General Meeting, then and in that case, that Motion receiving the highest number of votes cast in its favour shall be deemed to be carried and that person nominated by that motion shall, subject to the provision of Clause 3.1d(i), be deemed to be the Life Member duly elected at that Annual General Meeting, and any other Motions before the Annual General Meeting nomination other persons as Life Members, shall be deemed to have

been lost. Where two (2) or more such motions receive an equal number of votes then and in that case those motions shall be deemed to have been carried and, notwithstanding the preceding provision of this Sub-clause, the Nominees referred to in those Motions shall be deemed to be duly elected Life Members at that Annual General Meeting.

- iv. The proposer and seconder of any motion nominating a person to be a Life Member may, either jointly or severally, submit written comments in support of the nomination to the Secretary with such nomination and providing such written comments do not exceed two hundred (200) words in total, then the Secretary shall publish those comments and forward same to all members in accordance with the provisions of Clause 9.4 of the Constitution;

- e) Others interested in the Class.

3.2 Meetings

- 3.2.1 The Annual General Meeting, the business of which must include the review of the Audited Annual Accounts for the last financial year, shall be held in the first fortnight in May in each year and not less than 14 days notice shall be given to members.
- 3.2.2 A Special General Meeting may be called by the Management Committee at any time on not less than 21 days notice of meeting to members.
- 3.2.3 On the written request of not less than ten per centum of the members or of not less than 75 per centum of the Life Members at the time, stating the purpose of such a meeting, the Secretary shall call a Special General Meeting of members to be held within two calendar months of receipt by that officer of the requisition. The requisitionist shall lodge with the Secretary an amount of money sufficient to pay the cost of printing and postage to members of the Notice calling the meeting.
- 3.2.4 All notices of meeting shall set out the business of that meeting.
- 3.2.5 The quorum for all General Meetings shall number 15 personally present and eligible to vote, three of whom shall be members of the Management Committee.

3.3 Voting.

- 3.3.1 At General Meetings those members who are financial at the time of the General Meeting may vote:
 - Those in classes a, c, d, and e shall have one vote;
 - Those in class b shall have one vote between them.
- 3.3.2 Members unable to attend a General Meeting of the Association may record their vote by post on any motion set out in the Agenda of that meeting to be distributed to all members. Postal Votes must reach the Secretary not less than 48 hours before the time fixed for the meeting.

4 ADMINISTRATION

4.1 Officers.

- 4.1.1 The Officers of the Association, all of whom must be members of the Association eligible to vote in their own right and all acting in an Honorary capacity shall be the President, Immediate Past President, three Vice-Presidents, Secretary, Registrar, Treasurer and Editor "Heron Newsletter", all of whom shall be elected annually except the Immediate Past President, who shall hold office as of right until there is a change in the office of President.

- 4.1.2** Nominations for the position of office bearers and acceptance of nominations shall be in the hands of the Secretary by 1st. February in each year. Names of nominees, proposers and seconders shall be published in the Notice Paper and Agenda issued in accordance with Clause 3.2.1. In the event of one or more nominations being received for an office, the Secretary shall invite the proposer and seconder to provide, within 7 days, a brief statement in support of the nominee. All such statements received by the Secretary shall be distributed to members along with a suitable ballot paper with the Notice of Meeting. Votes shall be cast and counted on the "first past the post" system.
- 4.1.3** Vacancies in any of the above positions, except that of Immediate Past President, may be filled by resolution of the Management Committee, but all such appointees may hold office only until the next Annual General Meeting and may then stand for election or reappointment as the case may be.

4.2 Management Committee.

- 4.2.1** The Management of the Association shall be vested in a Management Committee comprising the Officers of the Association, the Chairman of the Measurement Committee, Life Members as defined in Clause 4.2.2 and a number of representatives appointed by the officers in pursuance of Clause 4.2.3.
- 4.2.2** A Life Member shall be entitled to nominate at an Annual General Meeting for Membership of the Management Committee and be eligible to be elected to this office provided that the number nominating each year shall not exceed ten. If more than ten nominations are received, appointment shall be resolved by Ballot. For the purpose of this Clause, a Life Member holding other Office shall not be counted.
- 4.2.3** The Officers of the Association shall appoint to the Committee representatives recommended by State and Territory Associations. The number of representatives to be appointed shall be the quotient, fractions of half and greater being increased to the next higher whole number, obtained by dividing ten times the number of members resident in that State or Territory on 31st March at the commencement of the relevant year who are eligible to vote under the provisions of Rule 3.3, by the total number of all such eligible members in the Association provided that, where such quotient is less than one half, the number of representatives shall be one.
- 4.2.4** A quorum of the Management Committee shall number five of whom one shall be the President or Vice-President or Life Member.
- 4.2.5** Meetings of the Management Committee will be convened by the Secretary, as requisitioned by the President.
- 4.2.6** Motions on Notice At the request of the mover of a motion or at the request of a majority of members present at a Management Committee meeting, a motion that has been seconded shall be put on notice for two months. All Committee members are to be advised of the motion on notice. Votes from non - attending committee members must be lodged in writing with the Secretary by the specified date and time on the notice of motion.

4.3 Winding Up.

In the event of the Association winding up its activities, the assets of the Association shall after meeting all its liabilities, be disbursed to (an) organisation having similar objects or to a registered charity selected by the then Officers of the Association.

4.4 Indemnity.

The members of the Management Committee, members of the Measurement Committee, and the Trustees for the time being of the Association, and each and every one of them acting in

relation to any of the affairs of the Association, shall be indemnified out of the funds of the Association from and against all actions, costs, losses, damages and expenses which they or any of them shall or may incur or sustain by reason of any act done, concurred in or omitted in or about the discharge of their duty or supposed duty in their respective offices, except such, if any as they shall incur or sustain by or through their own wilful default or dishonesty, and none of them shall be answerable for the acts or defaults of the other or others of them or for joining in any receipt for conformity or for any bankers or other persons with whom any moneys or effects belonging to the Association shall or may be lodged or deposited, or for the insufficiency or deficiency of any security upon which any monies or effects of or belonging to the Association shall be placed at or invested or for any loss, misfortune or damage which may happen in the execution of their respective offices or in relation thereto except the same shall happen by or through their own wilful default or dishonesty. The Management Committee shall maintain at all times, on behalf of the Association members, at least the minimum amount of public liability Insurance required under the Association Incorporation Act 1984.

5 FINANCIAL

5.1 Subscriptions. (Fees/Membership and boat registration)

The annual Subscription/Fees/Membership and boat registration shall be due and payable on the 1st day of July, or on joining or re-registering a boat or boats. The subscription of persons joining on or after 1st May in any year shall cover the period to the end of the following Association year. Annual Subscription/Fees/Membership and boat registration for the time being shall be determined from time to time by the Management Committee.

5.1a Members who have been voted into official positions at the prior held AGM (State and National) should pay the appropriate fees as soon as practical after the election or at least by July 1st.

5.2 Newsletter allocation.

One quarter of a member's annual subscription shall be set aside for the Newsletter, and be separately accounted for in the annual accounts.

5.3 Cessation of Membership.

A person shall cease to be a member of the Association if the annual subscription remains unpaid as at 1st July in any year.

5.4 Registration Fee.

Upon the initial issue of a new boat/sail number for each boat, in respect of a Heron Class Yacht in accordance with Rule 6 or upon transfer of registration by an owner to a purchaser as provided in Rule 6.4.3, a fee (Annual Subscription/Fees/Membership and boat registration), as prescribed by the Management Committee from time to time, shall be payable by the new owner to the Association.

5.4a Supply of Plans.

On payment of a fee determined by the NHSAA, drawings detailing the construction of framed and stitch & glue Heron class yachts will be supplied.

5.5 Accounting.

5.5.1 The accounts of the Association shall be made up to the 31st. day of March in each year.

5.5.2 All funds accumulated by the Association shall be banked within 14 days of receipt by an officer of the Association.

5.5.3 All payment cheques shall be signed by any two specified members of the Management Committee.

5.6 Allocation of Funds.

Funds shall be allocated to various State and Territory Associations and Divisions in accordance with formulae to be determined from time to time by the Management Committee.

5.7 Auditor.

An Honorary Auditor shall be elected annually, who shall perform an audit of the affairs of the Association and report to members at the Annual General Meeting.

6 MEASUREMENT

6.1 Measurement Committee.

There shall be a Measurement Committee which shall be appointed by the Management Committee of the Association and which shall operate under the Rules set out in Item 6.2 of the Constitution.

6.2 Measurement Committee Rules.

6.2.1 The Measurement Committee shall consist of 5 members including a Chairman and Secretary.

6.2.2 The Measurement Committee shall elect a Chairman and a Secretary from their number annually as soon as possible after the Annual General Meeting and shall notify the Management Committee at its first meeting thereafter.

6.2.3 Every year one member of the Measurement Committee shall retire by rotation but may be eligible for re-appointment. The retirement shall occur on 30th. April, the person with the longest service retiring first.

6.2.4 As vacancies occur, the Management Committee shall appoint members to the Measurement Committee.

6.2.5 A quorum shall be three of which one shall be the Chairman or Secretary.

6.2.6 The Measurement Committee shall report to each meeting of the Management Committee.

6.2.7 In the event of major disagreement between the Measurement Committee and the Management Committee, the recommendations of the Measurement Committee shall be submitted to the next General Meeting of the National Heron Sailing Association of Australia.

6.3 Measurers.

Official Measurers shall be appointed by the Management Committee which Committee may terminate any appointment at its discretion. The measurers shall adhere strictly to the directions issued to them by the Management Committee and to the Procedures for Measurement as specified in the Construction and Measurement Rules.

6.4 Class Certificates.

6.4.1 "A", "B", & "C" Class Certificates shall be granted to Heron Yachts built to the National Heron Official Plans and from officially recognized moulds in the case of GRP and GRP/Composite Herons (subject to any modifications agreed by the Association) in accordance with the provisions of the Construction and Measurement Rules.

6.4.2 The Measurement Committee shall have power to withdraw, alter or restore a Class Certificate when there has been a change in the condition of the Yacht or when re-examination shows that the original Certificate was inappropriate.

6.4.3 All Certificates shall be issued annually on payment of the annual subscription. In the event of the sale of a yacht, the Certificate shall be returned to the Secretary/Registrar, advising the name and address of the new owner.

6.4.4 Where the Class Certificate is not renewed within 12 months of its requirement, the Classification of the Heron yacht concerned is automatically forfeited and re-measurement is necessary upon re-registration with the Association.

6.5 Sail Numbers.

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

7 SAILING RULES

7.1 Eligibility to race:

7.1.1 Boats classified "A" shall be eligible to enter in all events organised by, or on behalf of, or under the Rules of, the Association.

7.1.2 Boats classified "B" shall be eligible to take part ONLY in races decided on handicap.

7.1.3 Boats classified "C" shall be eligible to take part ONLY in club handicap events, at the discretion of the club organising the event.

7.2 Crew.

In all races under Association rules:

7.2.1 The crew shall be at least two, unless otherwise stipulated in the Sailing Instructions for a particular Regatta or event.

7.2.2 The Helmsman shall be a member of the Association.

8 ASSOCIATION LIABILITY

The Association does not accept any responsibility whatsoever for faults in any boat nor for any claim arising out of the conduct of activities on its behalf by anybody whatsoever.

9 ALTERATION OF RULES

9.1 No alteration of rules applying to the Constitution and Sailing Rules, Construction and Measurement Rules for Plywood Heron Yachts and for GRP and GRP/Composite Heron Yachts shall be made except at an Annual General Meeting or at a Special General Meeting of which proper Notice has been given and Agenda distributed.

9.2 Any proposal for the alteration of a rule must reach the Secretary FIVE (5) months before the date of the Meeting at which it is to be considered and shall be signed by the Proposer and three Seconders of which at least one shall reside in a different State of Australia from the proposer.

9.3 No alteration shall be made to any of the Rules of the Association unless two-thirds of the votes cast are in favour of the motion.

9.4 The Secretary shall notify all members of motions and shall invite members to submit, in writing within 60 days, argument for and against the motions. A summary of the argument for and against shall be forwarded to all members with the Notice of Meeting at which they are to be considered.

10 INTERPRETATION

In the case of any dispute regarding the interpretation of any rules, the decision of the Management Committee shall be final.

PART TWO - 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. Tolerances have been laid down, but intentional variations within those tolerances are not allowed. Deviations from the official plans and permitted modifications may render a boat ineligible for "A" Classification. Official plans are available only from the Association, while registrable hulls for GRP and GRP/Composite Herons are only available from builders possessing a licence issued by the Association for the purpose of constructing such Herons or part thereof. Any timbers may be laminated and/or scarf jointed.

3. DIMENSIONS OF THE HULL

The overall length of hull is measured from transom skin to extreme bow including bow cap but excluding transom beading. The hull shall conform to the plan of sections at full scale and will be measured according to the Measurement Form. Any unduly blunt bow indicating an over length yacht shortened (plywood) will be reported by the Measurer.

3.1 Weight.

The weight of the hull with decking, all in a dry condition, shall not be at any time less than 63.5Kg. with bag buoyancy (plywood boats only) and 66Kg with built-in buoyancy. Hull includes permanently attached equipment, centre-board, floorboards, and fittings covering anything essential in this category, fixed to the hull by bolts, screws or rivets and protective finish.

3.2 Correctors.

If required to bring the hull up to minimum weight, correctors shall be of metal and shall be attached by screws or bolts to the underside of the forward thwart adjacent to the centre-board case. The Measurement Certificate issued by the National Heron Sailing Association shall be endorsed to the effect that correctors are required to bring the hull up to minimum weight. Removal or alteration of these correctors renders the Measurement Certificate invalid and the boat then has to be officially re-weighed and a new Certificate issued.

4. CENTRE-BOARD, RUDDER AND TILLER

4.1 Centre-board.

The centre-board profile shall be shaped to plan but may be faired to an aerofoil section. In order to ensure correct position, the boat hole must be placed in the position shown on the plan. The method of keeping the centre-board in the "down" position is optional. Permitted construction materials for centre-boards are: timber, plywood, fibreglass and foam. The centre-board shall not be ballasted. Overall thickness shall not exceed 18mm.

4.2 Rudder

The rudder shall be shaped to plan. Permitted construction materials for rudder blades are: timber, plywood, fibreglass and foam. Overall thickness shall not exceed 15mm. Fixed blade NOT permitted. The rudder blade may be positioned at any angle whilst sailing but shall not

be capable of being rotated beyond a position where the leading edge is parallel with the front of the rudder box.

4.3 Tiller and Tiller Extension.

The tiller and extension need not conform to the dimensions specified on the official plan; type and length being optional. The tiller and the extension MAY be timber or aluminium.

5. SPARS

Either a gunter or a Bermudan rig may be used. The gaff shall be of wood, generally to plan and shall not be hollowed. The mast and boom may be of wood and shall not be hollowed, or aluminium alloy tube, and be generally to plan.

5.1 Mast.

Timber masts shall be essentially circular in cross-section but may be tapered within the mast diameter tolerances stated on the measurement form. The mast shall not have an adjustable step or be capable of swivelling. The mast may be laminated vertically.

Aluminium masts shall comprise an untapered section of between 50 mm and 57 mm from the step to the hounds and may be tapered to 25 mm at the peak. Track shall be aluminium or plastic affixed externally and shall not extend more than 17 mm from the aft side of the mast. Horizontal cuts in the track to fine tune bend characteristics are permitted. Masts may be of a one piece or two piece configuration.

5.2 Gaff.

The gaff section may be circular and/or rectangular in section, provided that the finished dimension is such that it will pass through a 54mm square, one side of which lies in a plane parallel to a fore and aft plane through the gaff. The gaff may be tapered to 25 mm at the peak and 38mm at the heel.

5.3 Gaff Jaws.

The gaff jaws need not conform to the shape shown on the plan provided that the shape neither alters the type of rig nor the intended function. The jaws may be constructed of metal (min 4mm aluminium recommended), timber, plywood or other suitable material.

5.4 Boom.

The length of the boom is measured from the aft side of the mast and includes a gooseneck fitting. The sail track may be opened no more than 229mm from the aft side of the mast, and forward from the aft end of the boom to a point 200mm from the inner edge of the black band, to accommodate a clew track. Booms are permitted to be constructed of aluminium tubing. A sail track may be affixed externally and shall not extend more than 17mm above the top of the boom. Aluminium boom section shall be circular and no greater than 50mm external diameter. Timber booms must be rectangular in cross-section with a maximum rounding of arris not exceeding 6mm. The forward end of the timber may be cut away to take the goose neck fitting.

5.5 Jib Pole.

The jib pole shall be constructed of timber or aluminium; its dimensions and length are optional.

5.6 Black Bands.

5.6.1 A black band shall be painted on the side of the boom, with its inner edge 2286mm from the aft side of the mast. The foot of the Mainsail shall not extend beyond the inner edge of this band.

5.6.2 A black band shall be painted on the mast, with its lower edge 1220mm above the hog (plywood) or above the base of the kingpost (GRP and GRP/Composite). The lower edge of the boom must not be above the lower edge of the band.

5.6.3 Sticky tape bands are not permitted.

6. SAILS

Sails shall be of any WOVEN material and shall not exceed the dimensions on the official plans.

6.1 Mainsail.

A mainsail shall display the sail number of the boat (see Cl.7) on both sides in figures not less than 305mm high and 203mm wide. Un-numbered mainsails will NOT be measured. Headboards in mainsails are NOT permitted. The throat cringle is optional and a leech line in the mainsail is permitted. The mainsail may be laced to the mast (any form of track is not permitted on the mast of a gunter rig). A sliding gooseneck for the boom is allowable, to permit luff tensioning on the mainsail without turning the boat on its side. The tack of the mainsail shall be fixed to the gooseneck or end of the boom adjacent to the mast in one position while sailing, 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. Mainsail boom outhauls to alter the tension of the foot of the sail whilst sailing are permitted. Shock cord is NOT permitted to be fitted to the luff and foot of the mainsail. A different weight cloth in the bottom panel is permitted, provided that the panel is of "woven" material. A transparent panel is permitted in the mainsail. Its area shall not exceed 1290 sq cm, no part of the panel may be closer than 203 mm to any edge of the sail.

6.2 Batten Pockets.

There shall be not more than three batten pockets in the mainsail, and none of these shall exceed 610mm in length. The position of the batten pockets is optional except that the forward end of the lowest batten shall not be within 150mm of the top of the boom.

There shall be not more than two batten pockets in the genoa and neither of these shall exceed 180mm in length. The position of the genoa batten pockets is optional.

6.3 Jib.

A transparent panel is permitted in the jib. Its area shall not exceed 1290 sq. cm and no part of the panel shall be closer than 203mm to any edge of the sail. The sail number shall also be marked at the tack of the jib in indelible figures not less than 12mm high. Jib luffs shall not be adjusted whilst sailing and the use of jib hanks is optional. Battens are not permitted in the jib. 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.

6.4 Spinnakers

Spinnakers are NOT allowed, but the clew of the jib or genoa may be boomed out on the opposite side of the mast to the mainsail by a spar (jib pole) which shall be attached to the mast at its inboard end.

6.5 Genoa

A genoa is an approved sail, as an optional alternative to the jib, which may be used in racing when the Notice of Race permits it AND only used by crews of weight exceeding 135 fully dressed for racing. Corrector weights up to 10Kg may be included in the crew weight measurement provided they are securely fixed under the front thwart. The genoa, and corrector weights if fitted, shall be used for every race in any single regatta.

7 SAIL NUMBER

A number is issued on application to the Secretary of the Association. This number is to be displayed on the mainsail (see C1.6.1) and must, in the case of plywood or GRP/Composite Herons be carved or stamped on the transom beam or deck beam inside the hull, or in the case of the all GRP Heron, moulded or stamped on the kingpost, in figures 12mm high.

8 EMBLEM

The emblem of the National Heron Class is a HERON BIRD and shall be worn on the mainsail at about one-fifth the height of the sail from the peak and shall face the sail luff with the underside of the 'bill' parallel to the foot of the sail and the 'back' parallel to the luff. The height of the emblem is 305mm.

9 PERSONAL BUOYANCY

Personal Buoyancy shall be worn by each member of the crew while racing in events conducted by or on behalf of the Association and must conform to the Australian Standards on 'Buoyancy Vests'.

10 STANDING RIGGING

Standing rigging shall be of wire and shall not be adjusted while racing. Forestay shall be attached to the masthead in plan position and the jib luff shall be parallel to the forestay. The forestay may be fastened at the stem head instead of passing through the decking. The method of attaching the shrouds is optional provided that the chainplates are not further outboard than the outside skin of the yacht and are in position shown on the plan.

11 RUNNING RIGGING

Halyards may be of rope and/or wire and must be fitted in such a way that both sails and gaff can be readily lowered without lowering the mast. Halyards may be of other material provided they are no weaker than those shown on the plan.

12 TRAPEZES

Trapezes, sliding seats or similar contrivances for increasing the stability of the yacht shall not be permitted.

13 PERMITTED MODIFICATIONS

The following modifications are permitted to ALL Herons:

- 13.1 The addition of washboards; chine rubbers; a stern knee; stern decking; a kicking strap; toe straps; jamming cleats for jib sheets, which may be led through adjustable fairleads on a track or tracks on each side of the deck positioned to suit jib and Genoa. Only one set of such tracks shall be used in any race. The outboard end of any track shall be inside the outer surface of the skin of the hull; and, outhauls for mainsail foot tensioning while under way. A dummy carlin be installed to pass inboard of the end of the jib track, following an even curve from frame 2 to at least frame 3 and fully decked to preserve the appearance of the boat. Carlins at frame 2 should meet measurement C2.15.
- 13.2 The kicking strap (boom vang) shall be attached to the boom at a single FIXED point, no further from the mast than half the length of the boom. (This does not include downhauls attached to the gooseneck). The boom vang shall not be rigid.
- 13.3 Rubbing strips on the gunwales, which may extend out from the hull a maximum distance of 65mm forward of the chainplates and 50mm aft of the chainplates. Rubbing strips on the bottom of the boat shall be optional.
- 13.4 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. The design of the floorboards is optional.

- 13.5** The mainsheet attachment on the boom shall not be forwards of the black band. The centre of the sheave of this block shall not be more than 150mm below the underside of the boom.
- 13.6** The lead of the mainsheet may pass from the transom through blocks in the cockpit, but may not otherwise deviate from the arrangement shown on the plans.
- 13.7** Sheets may be of any size or material provided that they are not weaker than those shown on the plans.
- 13.8** Fittings need not be identical with those on the official plans.
- 13.9** 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.
- 13.10A** partial bulkhead may be added on each side of the boat above the front half height buoyancy tank to simulate a full height front buoyancy tank but still allowing access for storage or a full bulkhead may be added to provide a full height front buoyancy tank without front storage. The bulkhead may be constructed of timber or fibreglass.

14 CLASS CERTIFICATES

Upon issue of a sail number by the Association and until such time as a Heron Class Yacht has been measured by an Authorized Measurer, it remains in "C" Class (provisional) and may take part in club sailing events only at the discretion of the club. When it has been measured, the yacht will be placed by the Association either in Class "A" UNRESTRICTED, when it may compete in any Association or club sponsored event, OR, in Class "B" RESTRICTED, if it falls outside the Association's Measurement Rules. It may compete only in Regattas and races decided on handicap. (It may be possible for faults in a "B" Class boat to be rectified, in which case, on re-measurement it could be re-classified "A" Class).

Unauthorised alteration or modification could result in "A" Class Certificates being revoked.

Classification granted by the Association will be automatically forfeited if a Heron Yacht ceases to be registered for a period in excess of 18 months. Re-registration will require re-measurement to establish the current classification.

Re - measurement of a fibreglass hull that was previously 'A' Class and in the opinion of the Measurer has not been modified, need not be re-measured. All other measurements shall be re-checked.

15 MEASUREMENT PROCEDURE

Only financial members of the Association may submit boats for measurement. On completion of the boat, or on purchase and registration of an unmeasured boat, or when extensive repairs have been made, or when sails are replaced, the owner shall contact an Authorised Measurer (list available from the Assistant Secretary) and arrange a mutually convenient time for the boat and/or sails to be measured or re-measured, such Measurer to report to the Association upon the boat as to its suitability for the awarding of a class certificate as provided for in Rule 14 above. No fee shall be payable for measurement but the member shall meet all reasonable travelling and out-of-pocket expenses incurred by the Measurer.

SPECIFIC TO PLYWOOD HERON YACHTS

1 CONSTRUCTION

The Yacht must be built according to the Official Plans and Rules of the Association. Official Plans means:

- The plans drawn by the late Jack Holt; and
- Those plans as updated in August 2005 by the Measurement Committee; and
- 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.

The plans give us the form of construction together with timber sizes. Undersized timbers are not permitted and arrises radiused more than 6mm are unacceptable. Longitudinal floor stringers are permitted.

2 BOAT BUOYANCY

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 mouldings 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.

Where built-in buoyancy compartments are not part of the boat's construction, standard inflatable bag buoyancy, consisting of one bow bag, two large and two small pillow bags, must be securely fastened in the position and manner recommended by the Association, to comply with Australian Yachting Federation Safety requirements.

Any Heron not built with built-in side buoyancy tanks may be fitted with standard inflatable side buoyancy bags which shall be securely fastened to the hull beneath the side seats.

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.

3 PERMITTED MODIFICATIONS

The following modifications are permitted in Plywood Herons:

- 3.1** Thwarts and side seats may be of timber or plywood/timber composite, provided that their strength is not less than that of the design on the plans.
- 3.2** 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. The skeg must conform to the profile shown on the plans but may be faired off from not more than 305mm forward of the after edge.

- 3.3 The centre-board case may be of plywood, but only if the sides are not less than 9mm in thickness, or balsa laminate.
- 3.4 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.
- 3.5 An additional deck beam or carlin may be fitted between frames 1 and 2.
- 3.6 Where side buoyancy is fitted, the chines may be formed of reinforced glue fillet construction with a minimum fillet radius of 15mm. The fillet may incorporate a timber section of nominal size 19mm x 19mm.
- 3.7 Where side buoyancy is fitted, those parts of the frames located outside the tanks may be omitted.
- 3.8 Where side buoyancy is fitted, the riser section may be reduced to any size not less than 19mm x 12 mm.
- 3.9 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.
- 3.10 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.

4 MEASUREMENT

- 4.1 Measurers will take at least all the measurements listed in the Measurement Form for Plywood Herons; check that sail numbers have been correctly placed on sails and carved or stamped on the deck beam or transom beam inside the hull; check that black bands have been correctly PAINTED on mast and boom.
- 4.2 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.
- 4.3 In the event of a re-measure, only the current Membership Card is to be handed to the Measurer.
- 4.4 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.

SPECIFIC TO GRP AND GRP/COMPOSITE HERON YACHTS

1 CONSTRUCTION

- 1.1 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.

2 BUILDER'S LICENCE NUMBER

- 2.1 A Builder's licence number, issued by the Association, together with his production unit number, must be moulded on each hull made by him, on the centre outside transom, below the top rudder fitting, in characters approximately 6mm high.

3 BOAT BUOYANCY

- 3.1 Boat buoyancy must conform to the AYF Safety Requirements, specifically those relating to separate buoyancy compartments (separated by a solid bulkhead) and built into the hull from moulds recognised by the Association.

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.

5 CLASS CERTIFICATES

- 5.1 "A" Class Certificates may be granted by the Association to GRP or GRP/Composite Heron yachts built by licensed builders and fitted out according to the Class Rules and having decks and/or thwarts and/or side seats built of fibreglass or plywood or solid timber.
- 5.2 "B" Class Certificates may be granted by the Association to GRP or GRP/Composite Heron yachts built by licensed builders and fitted out according to the Class Rules which fail to comply with tolerances laid down by the Association and which, in the opinion of the Measurement Committee, are not built fairly to plan.
- 5.3 The Association may also approve for "A" Classification specific builder's prototypes and early production units which, for reasons accepted by the Association at the time, do not exactly comply with the above requirements. The Association will not, however, approve any such boat where there is a belief that speed through the water is affected to the detriment of "A" Class Herons. In no other circumstances will the Association approve either a Composite or full GRP Heron yacht for "A" Classification.

6 MEASUREMENT

- 6.1 Measurers will take at least all the measurements listed in the Measurement form for GRP and GRP/Composite Herons; check that the sail numbers have been correctly placed on sails and stamped or moulded on the hull in the appropriate areas; check that black bands have been correctly PAINTED on mast and boom. Measurer to check that the licensed builder's licence number and hull production number are engraved on the external surface of the transom as per Rule 2 GRP/GRP Composite Boats and will record these numbers on the measurement form.
- 6.2 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.

- 6.3** 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.
- 6.4** 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.