

# NATIONAL HERON SAILING ASSOCIATION OF AUSTRALIA INC.

## BY-LAWS

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Part I	Sailing By-laws	Clauses 1-2
Part II	Classification and Measurement By-laws	Clauses 3-9
Part III A	Construction By-laws for all Heron Yachts	Clauses 10-22
Part III B	Construction By-laws specific to Plywood Heron yachts	Clauses 23-25
Part III C	Construction By-laws specific to GRP and GRP/Composite Heron yachts	Clauses 26-29

### PART I – SAILING BY-LAWS

#### ASSOCIATION LIABILITY

- 1.(1) 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.

#### RACING

- 2.(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.
- 2.(2) Boats classified "B" shall be eligible to take part ONLY in races decided on handicap.
- 2.(3) Boats classified "C" shall be eligible to take part ONLY in club handicap events, at the discretion of the club organising the event.
- 2.(4) In all races under Association rules:
  - (a) The crew shall be at least two, unless otherwise stipulated in the Sailing Instructions for a particular Regatta or event.
  - (b) The Helmsman shall be a member of the Association.

### PART II – CLASSIFICATION AND MEASUREMENT BY-LAWS

#### PRINCIPLE

3. The Heron is a ONE-Design Class and it is therefore the object of these By-laws 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 sub-committee of the National Heron Sailing Association of Australia Inc. 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.

#### SAIL NUMBER AND DISPLAY

- 4.(1) A sail number will be issued on application and payment of fees to the Registrar of the Association. A sail number is the permanent identification of the hull of a Heron Yacht.
- 4.(2) The sail number is to be displayed on the mainsail in accordance with Clause 16.(2) and must,
  - (a) in the case of a plywood or GRP/Composite Heron, be carved or stamped on the transom beam or deck beam inside the hull; or
  - (b) in the case of the all GRP Heron, moulded or stamped on the kingpost; in characters at least 12mm high.

#### MEASURERS

5. Official Measurers shall be appointed by the Management Committee on the recommendation of the measurement sub-committee. Measurers shall adhere strictly to the directions issued to them by the Management Committee and the measurement sub-committee and to the Procedures for Measurement as specified in these By-laws. The Management Committee may terminate any appointment at its discretion.

#### CLASSIFICATION

- 6.(1) "A", "B", & "C" Classification shall be granted to Heron Yachts built to the NHSAA 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 these By-laws.
- 6.(2) "A" Classification may be granted by the Association to -
  - (a) Plywood Heron yachts built to the NHSAA Official Plans and the Measurement Forms; and
  - (b) GRP or GRP/Composite Heron yachts with hulls built by licensed builders and fitted out according to the Class Rules and the Measurements Forms having decks and/or thwarts and/or side seats built of fibreglass or plywood or solid timber.

- 6.(3) The Association may also approve for "A" Classification specific GRP and GRP/Composite Heron builders' prototypes yachts and early production units which, for reasons accepted by the Association at the time, do not exactly comply with the above requirements. In no other circumstances will the Association approve either a GRP or GRP/Composite Heron yacht for "A" Classification which does not comply. The Association will not approve any such boat where there is a belief that speed through the water is affected to the detriment of other "A" Class Herons.
- 6.(4) "B" Classification may be granted by the Association to Plywood, GRP or GRP/Composite Heron yachts which fail to comply with tolerances laid down by the Association and which, in the opinion of the measurement sub-committee, are not built fairly to plan.
- 6.(5) The measurement sub-committee shall have power to withdraw, alter or restore a Classification when there has been a change in the condition of the Yacht or when re-examination shows that the original Classification was inappropriate.
- 6.(6) Classification shall be issued annually on payment of the annual membership subscription and boat registration fee. The Classification shall be entered on the membership/measurement card of the registered owner. In the event of the sale of a yacht, the card shall be returned to the Registrar, advising the name and address of the new owner.

#### FORFEIT AND RE-REGISTRATION

7. 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 GRP hull that was previously "A" Class and in the opinion of the Measurer has not been modified, is not required. All other measurements shall be re-measured.

#### STATUS OF CLASSIFICATION

8. Upon issue of a sail number by the Association and until such time as a Heron Class Yacht has been measured by an Official 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 "A" Class - UNRESTRICTED, when it may compete in any Association or club sponsored event, OR, in "B" Class - RESTRICTED, if it falls outside the Association's Measurement Rules. It may then 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" Classification being revoked.

#### MEASUREMENT

- 9.(1) Only financial members of the Association may submit boats for measurement. Only boats which are registered may be submitted 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 Official Measurer (list available from the Secretary) and arrange a mutually convenient time for the boat and/or sails to be measured or re-measured. The Measurer shall report to the Association upon the boat as to its suitability for Classification as provided in By-law 8.
- 9.(2) No fee shall be payable for measurement but the member shall meet all reasonable travelling and out-of-pocket expenses incurred by the Measurer.
- 9.(3) If submitting a boat or sails or both for measurement the financial owner must produce to the Measurer his/her current membership/measurement card for the boat to be measured. This is proof to the Measurer that all subscription and boat registration fees have been paid and measurement can proceed.
- 9.(4) Measurers will take at least all the measurements listed in the Measurement Form for Plywood or GRP and GRP/Composite Herons as applicable, and in particular will check -
  - (a) that black bands are correctly PAINTED on mast and boom; and
  - (b) that the sail number is correctly displayed on the mainsail; and
  - (c) that the sail number is correctly displayed on the hull; and
  - (d) that, in the case of a GRP or GRP/Composite hull, the licensed builder's licence number issued by the Association, and the hull production number, are correctly displayed on the hull and will record these numbers on the Measurement Form.
- 9.(5) If a Measurer considers that a sail presented for measurement is within the tolerances shown on the Measurement Form, the Measurer shall endorse it in indelible ink at the tack in characters at least 12mm high with:
  - (a) Measurer's name (printed)
  - (b) Measurer's signature
  - (c) Sail number
  - (d) Date measured
- 9.(6) Having recorded all measurements, the Measurer will forward the completed Measurement Forms to the secretary of the measurement sub-committee for classification. The owner shall retain the membership/measurement card which will be endorsed for the new classification by the original Measurer on advice from the Registrar who has been informed by the measurement sub-committee secretary of the boat's new Classification.

**PART III A - CONSTRUCTION BY-LAWS FOR ALL HERON YACHTS****APPLICATION**

- 10 The following Construction By-laws apply to ALL Herons whether Plywood, GRP or GRP/Composite construction. By-laws which are specific to one or the other different construction methods are included in PART III B and PART III C of the By-laws.

**TIMBERS**

- 11 Any timbers may be laminated and/or scarf jointed.

**HULL****LENGTH**

- 12.(1) 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 Plywood yacht shortened will be reported by the Measurer.

**WEIGHT**

- 12.(2) 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.

**CORRECTORS**

- 12.(3) 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 card issued by the National Heron Sailing Association of Australia Inc. 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 Classification shown on the measurement card invalid and the boat then has to be officially re-weighed and re-classified.

**CENTRE-BOARD, RUDDER AND TILLER****CENTRE-BOARD**

- 13.(1) The centre-board profile shall be shaped to plan but may be faired to an aerofoil section. In order to ensure correct position, the bolt 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 are wood, plywood, fibreglass and foam. The centre-board shall not be ballasted. Overall thickness shall not exceed 18mm.

**RUDDER AND RUDDER BOX**

- 13.(2) The rudder and box shall be shaped to plan. Permitted construction materials are wood, plywood, fibreglass and foam. Overall rudder thickness shall not exceed 15mm. Fixed blade is 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.

**TILLER AND TILLER EXTENSION**

- 13.(3) The tiller and tiller extension need not conform to the dimensions specified on the official plan, type and length being optional. Permitted construction materials are wood and aluminium.

**RIG**

14. Either a gunter or a Bermudan rig shall be used. Permitted construction materials for spars are wood, aluminium tube and fibreglass. External sail tracks shall be aluminium or plastic and shall not extend more than 17mm from the face of the spar. Wooden spars shall not be hollowed but may be laminated.

**SPARS****MAST**

- 15.(1) The mast shall not have an adjustable step or be capable of swivelling.  
 15.(2) Sail track on gunter rig masts is not permitted. On Bermudan rig masts the sail track shall be integral or external. Horizontal cuts in the external sail track to fine tune bend characteristics are permitted.  
 15.(3) Gunter rig masts shall be one piece. Bermudan rig masts shall be of one piece or two pieces. If two-piece, the join shall be above the hounds. The two pieces may be of different materials.  
 15.(4) Wooden masts shall be essentially circular in cross-section but may be tapered within the mast diameter tolerances stated on the measurement form.  
 15.(5) Aluminium and fibreglass masts shall comprise an untapered section of between 50mm and 57mm external diameter from the step to the hounds and, for Bermuda rig, may be tapered to 25mm external diameter at the peak.

**GAFF**

- 15.(6) Gaff shall be generally to plan. The gaff section shall 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 25mm at the peak and 38mm at the heel. Sail track shall be integral or external.
- 15.(7) 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 shall be constructed of metal (min 4mm aluminium recommended), wood, plywood or other suitable material.

**BOOM**

- 15.(8) The length of the boom is measured from the aft side of the mast and includes the gooseneck fitting.
- 15.(9) Sail track shall be integral or external. 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.
- 15.(10) Aluminium and fibreglass booms shall be circular in cross-section and no greater than 50mm external diameter.
- 15.(11) Wooden booms shall be rectangular in cross-section with a maximum rounding or arris not exceeding 6mm. The forward end of the boom may be cut away to take the goose neck fitting.

**JIB POLE**

- 15.(12) The jib pole shall be constructed of wood or aluminium; its dimensions and length are optional.

**BLACK BANDS**

- 15.(13) A black band shall be painted
- (a) 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.
  - (b) 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.
- 15.(14) Sticky tape bands are not permitted.

**SAILS****MATERIAL**

- 16.(1) Sails shall be of any WOVEN material and shall not exceed the dimensions on the Official Plans.

**MAINSAIL**

- 16.(2) A mainsail shall display the sail number of the boat 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 1290sq.cm, and no part of the panel may be closer than 203mm to any edge of the sail.

**BATTEN POCKETS**

- 16.(3) 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.
- 16.(4) 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.

**JIB**

- 16.(5) A transparent panel is permitted in the jib. Its area shall not exceed 1290sq.cm and no part of the panel shall be closer than 203mm to any edge of the sail. 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.

**SPINNAKER**

- 16.(6) 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.

**GENOA**

- 16.(7) 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.

**EMBLEM**

- 17 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 emblem shall be 305mm high.

**PERSONAL BUOYANCY**

- 18 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".

**STANDING RIGGING**

- 19 Shrouds shall be made of wire. Forestay may be made of wire, or rope of suitable strength. Standing rigging 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.

**RUNNING RIGGING**

- 20 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.

**TRAPEZES**

- 21 Trapezes, sliding seats or similar contrivances for increasing the stability of the yacht are not permitted.

**PERMITTED MODIFICATIONS FOR ALL HERON YACHTS**

- 22 The following modifications are permitted to ALL Herons:
- 22.(1) The addition of washboards, chine rubbers, a stern knee, stern decking, a kicking strap and toe straps.
- 22.(2) 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.
- 22.(3) Outhauls for mainsail foot tensioning while under way.
- 22.(4) A dummy carlin 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. Dummy carlins shall be measured as other carlins (Measurement Form "C")
- 22.(5) A kicking strap (boom vang) attached to the boom at a single FIXED point, no further from the mast than half the length of the boom. (Downhauls attached to the gooseneck are not regarded as kicking straps). The boom vang shall not be rigid.
- 22.(6) 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 are optional.
- 22.(7) Floorboards 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.
- 22.(8) 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.
- 22.(9) 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.
- 22.(10) Sheets may be of any size or material provided that they are not weaker than those shown on the Official Plans.
- 22.(11) Fittings need not be identical with those on the Official Plans.
- 22.(12) 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.



- 22.(13) 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.
- 22.(14) A partial bulkhead may be added on each side of a boat with 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.

### PART III B - CONSTRUCTION BY-LAWS SPECIFIC TO PLYWOOD HERON YACHTS

#### CONSTRUCTION

- 23.(1) The Yacht must be built according to the NHSAA Official Plans and Rules of the Association. "NHSAA 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 By-laws of the Association whether illustrated in the plans or not.
- 23.(2) The Official Plans provide 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.

#### BOAT BUOYANCY

- 24.(1) 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.
- 24.(2) 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.
- 24.(3) Inclusion of rear buoyancy in combination with side buoyancy is permitted.
- 24.(4) 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.
- 24.(5) 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.
- 24.(6) 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.

#### PERMITTED MODIFICATIONS FOR PLYWOOD HERON YACHTS

- 25 The following modifications are permitted in Plywood Herons:
- 25.(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.
- 25.(2) The keel 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.
- 25.(3) The centre-board case may be of plywood, but only if the sides are not less than 9mm in thickness, or balsa laminate.
- 25.(4) Balsa Laminate may be used in specified applications, namely frames, brackets, buoyancy tank formers, fin case side, bulkheads, floorboards and transom (subject to inclusion of a stiffening piece on the inside surface through which the rudder fitting must be fixed).
- 25.(5) *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.
- 25.(6) An additional deck beam or carlin may be fitted between frames 1 and 2.
- 25.(7) 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.
- 25.(8) Where side buoyancy is fitted, those parts of the frames located outside the tanks may be omitted.
- 25.(9) Where side buoyancy is fitted, the riser section may be reduced to any size not less than 19mm x 12 mm.
- 25.(10) 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.

- 25.(11) 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.

### **PART III C - CONSTRUCTION BY-LAWS SPECIFIC TO GRP AND GRP/COMPOSITE HERON YACHTS**

#### **CONSTRUCTION**

- 26 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 Plans 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 hull construction specifications for GRP and GRP/Composite yachts may also render a GRP or GRP/Composite yacht ineligible for "A" Classification

#### **BUILDER'S LICENCE NUMBER**

- 27 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.

#### **BOAT BUOYANCY**

- 28 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.

#### **PERMITTED MODIFICATIONS FOR GRP AND GRP/COMPOSITE HERON YACHTS**

- 29 The following modifications are permitted in GRP and GRP/Composite Herons:
- 29.(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.
- 29.(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.
- 29.(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.

END