

THE HARTLEY MULTICLASS TRAILER SAILER ASSOCIATION OF QLD.
INC.



HARTLEY'S HOTLINE

TS 12 14 16 18 21

June 2008

“SEA LARK AT YAMBA”



Sea Lark at sunset on the Clarence River

Photo: Adrian Borycz

HARTLEY'S HOTLINE

EXECUTIVE COMMITTEE 2007/2008

President:	Tony Stapley	07 3207 5141
Vice President:	Jim Jones	07 3206 4288
Treasurer:	Ian Robertson	07 3878 1473
Secretary:	Phil Davis	07 3287 3694
Measurer:	John Milne	07 3870 2204
Members Registrar:	Ian Robertson	07 3878 1473
Mail address:	44 Finch St, Eagleby, 4207.	
Email: burmese2@optusnet.com.au	Web Page:	www.users.bigpond.com/bpwales/

COMMITTEE MEETINGS:

Dates:	As shown in Sailing Calendar
Time:	7:30 pm
Venue:	Yachting Queensland, 578 Royal Esplanade, Manly, QLD, 4179.

CHRISTMAS IN JULY

The Association is holding a fund raising "Christmas in July" with a twist. The event will be held on 2nd August at 5:30 for a 6:00pm start at 74 Pioneer Road, Sheldon.

The cost is \$20.00 per person. Association members will be contacted by Helen to help with the provision of food.

Hidden Treasure, name the object, knot tying and other games too numerous to list will be the order of the night.

SEA LARK MAKES A SPLASH

Easter 2008 at Yamba NSW

Helen Jones

When our family decided to spend Easter Holidays together this year we made a booking at the Blue Dolphin Tourist Resort for three family groups. Two cabins were booked side by side for Jim and I and our daughter Rowena, husband Craig and the two grandchildren Nathaniel and Zoe. Tamira and her husband Adrian had a camp site very close by and our other daughter Leisa and her husband Ross shared our cabin for some of the time. This booking was made at the end of the Christmas Holidays so it was important to get in early or miss out.



Jim and I and Sea Lark made the trip down on the Thursday so as to avoid some of the traffic. Row and Craig travelled from Sydney on the Thursday and the others came Good Friday. We found the facilities excellent for families of small children as there was a very well set up play facility and pools. We moored Sea Lark on a mooring right in front of our cabin, being able to view her through the trees.



Every day we took to the water for an afternoon or morning sail. The Clarence River is a very beautiful waterway and we plan to go back at some time in the future. Easter was the first time we had Sea Lark back in the water after a five year renovation and it was lovely to hear comments on how lovely she looked.

For once the weather was perfect this time of the year and we all knew that our family had experienced a wonderful time together and Sea Lark had become part of our family holidays in the future.

MEWBURN NAUTICAL DICTIONARY

“Salleting” Is this cleaning cars, a medieval method of using the wind to propel a boat across a body of water or is it a salad ? Not sure about nautical terms used in articles or by those in the know? Those with the MEWBURN NAUTICAL DICTIONARY will know exactly what is meant. By one on special from Tony at \$15.

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CRUISERS CORNER BRIBIE ISLAND CLASSIC REGATTA

Jim Jones

Over the weekend of 24 - 25th of May, Tony, Helen and I headed up to Bribie island to participate in the annual Bribie Island Classic Regatta. As Helen was not able to crew and was staying at a friend's house on Bribie Island, I booked a berth for SEA LARK at Spinnaker Sound marina. This gave us access to the launch ramp and secure parking for the trailer. We also did not have to worry about the tides, being tied up to a floating pontoon.

After rigging we played "follow the wooden boat in front, they know where to go" and headed up the Pumicestone Passage towards Toorbul and Donnybrook. After sailing around the north side Little Goat Island, we made our way back to Donnybrook for lunch. Tony and I decided not to test the falling tide by beaching Sea Lark and anchoring off in a couple of metres of water.

After a pleasant lunch of kippers and muesli bars, we up anchor and beat our way back in a gentle southeaster to Spinnaker Sound where we joined the other participants in inspecting each other's boat. We put Sea Lark to bed, met the neighbours in "Hen" and had a couple of beers.

Saturday night found us at the Bribie Island Hotel for dinner. It was obvious from the presentation that we were newcomers at this Regatta. Sea Lark was about the only boat not in the show from previous years. From the comments we received about Sea Lark, we should have at least one photo in next year's presentation.



Pumicestone Passage Day 1

After dropping Helen off at her residence, Tony and I headed back to Sea Lark to try out the new quarter berths. At least we did not have to worry about the tide as we were tied up to a floating pontoon. The hot showers in the marina were welcome.

Sunday morning we beached Sea Lark on the north bank of the marina. Boats materialised out of nowhere to pack the little beach. Breakfast was available from the Vietnam Veterans Association who set up their beautifully constructed food trailer. A hot cup of coffee with a hot bacon and egg sandwich is better than anything cold out of a tin. More discussions on how and why bits and pieces are made and fitted to boats followed until it was time to launch off for the days activities.

Once again we followed the boat in front and tried to sail up to the canals at Banksia Beach. The lack of wind found us motoring through the canals. When we reached the bridge at Sunderland Drive, we turned around and headed back out of the canals. We enjoyed a short sail in the main canal while waiting for the power boats to catch up.

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We all beached on the shore at Sylan Beach where the general public were able to inspect the boats. A shapes, types and sizes were nosed onto the beach. There was even a schooner. Helen was there to meet us along with Ian Porrill, a previous owner of a TS21.

I had quite a surprise when one of the other participants, Bill, who was looking intently at Sea Lark, wanted to know "Who stole my name of my Hartley." I asked him what he meant and he replied that he had built a Hartley 18 in Townsville and has called it Sea Lark. I replied with some pride that this was the boat he had built all those years ago.

He then had a closer look and identified the samson post and related how his son had helped him clinch the copper nails in the butt joints of the plywood hull. Bill was sailing a beautifully built Shearwater. He related how he built Sea Lark in Townsville in the late 60s. This made Sea Lark four years older than we had previously been informed. Bill was very pleased that a boat he had built nearly 40 years ago is still giving pleasure to sailors.

An off the beach race was to start at about 10am. As the tide was still running out past the beach, it was decided to delay the start until slack water after midday. A visit to the Vietnam Veterans food trailer yielded a sausage in a blanket.



Sea Lark and Skiff

The race started and Tony and I were determined not to come last. We had stiff competition from a couple of dinghies, the schooner and a 10 foot skiff. Most of the larger trailer sailers did not compete due to the lack of wind. We were able to overtake the schooner but could not catch an Enterprise nor the skiff. I believe we came fourth.

After the festivities ended, we took Sea lark back to the marina, retrieved the trailer from the locked compound, hauled Sea Lark out and de-rigged.. After an enjoyable weekend messing about in boats, we had a feed of fish and chips before heading home.

We saw the results of plastic bags that have been carelessly thrown into our waterways. While Tony and I were de-rigging Sea Lark, a power boat was lifted out of the water by a forklift. The skipper did not seem as though he had a beaut day on the water. It soon became apparent why. In the water intake of the outboard was a plastic bag that had been sucked into the water intake and, as a result, the outboard had overheated and resulted in some very loud and expensive noises.

TROPICAL EXTERMINATORS PTY LTD	
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33rd VINTAGE YACHT REGATTA Shorncliffe 7th & 8th June 2008

Bruce Wales and Elkee Wouda made history by winning Handicap honours in the Vintage Division and the Williams Trophy at the 33rd Vintage Yacht Regatta held at Shorncliffe over the Queens Birthday long weekend by the Queensland Cruising Yacht Club Inc. I believe this is the first time a trailer sailer has won this Trophy. From the Race Results published by the QCYC on their web site;

“By Sunday morning, the Sou' Easter had strengthened and forecasts of 30 knots ruled out the centre boarders and open boats, limiting Race 2's fleet to so only 17 yachts. The big 3 from race 1 were repeating the previous day 's performances, but an unreefed Pagan, and the little Hartley 16, Plan B (Bruce Wales) were the real standouts.”

“Reveling in the extra wind, Euan Macdonald's Whisky comfortably lead the other 3 folk boats, while gaff ketch Fourwinds (Gary Bradshaw) was engaged in close a battle with the 70 years old schooner Bluenose (Gerard Forde), both some distance ahead of tail enders, Nimmitabel (Trevor Green) and Tahua (Rick Humphries).”

“The wing mark was set for reaching which relieved most skippers of decisions about kites, and Spirit of Koomooloo lead home Wraith of Odin, Fare thee Well, Pagan and Plan B.”

“The flying Hartley 16 won Handicap honours in the Vintage Division, and the Williams Trophy, while Fourwinds took out the Ted Rice Shield for handicap in the Gaff Rigged division. Minor placings went to Noah's Ark, Westerly 2, Pagan, and Spirit of Koomooloo.”

Well done Bruce.

If we listen to Elkee, we should be putting this event on our Sailing Calendar for next year.

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OPEN SATURDAY MORNING

HARTLEY'S HOTLINE

NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting of the Hartley Multiclass Trailer Sailer Association Of Qld. Inc. will be held at on Wednesday 13th August 7:30 pm at Yachting Queensland, Manly

The business to be transacted at the Annual General Meeting shall be:

- (1) in accordance with the Standing Orders in Appendix B of the Hartley Multiclass Trailer Sailer Association Of Qld. Inc.
- (2) to confirm the minutes of the 2005 Annual General Meeting.
- (3) the receiving of the Executive Committee's report.
- (4) the receiving of the statement of income and expenditure for the preceding financial year.
- (5) the receiving of the Auditor's report upon the books and accounts for the preceding financial year.
- (6) the election of members of the Executive Committee.
- (7) the appointment of an Auditor.
- (8) any item of special business listed on the notice of meeting.

DINNER BEFORE THE AGM

If you are attending the AGM, come early and have dinner at the Moreton Bay Trailer Boat Club. Ring Jim on 2306 4288 if you intend to have dinner.



HARTLEY'S HOTLINE

FOR SALE

TS 16, "FERRYMAN" Sail No 528 Restored in 1997, excellent condition, trailer and outboard. Asking \$7000.00. Phone 07 5426 0248.



Ferryman

Hartley TS16 Sails, good order, needs painting Yamaha 9.9 outboard. \$3500 with outboard - \$3000 without outboard. Manly West. Contact Pam McConnell 3393 3778.

Hartley TS18 "MYUNA". \$5500



Mynua

Long cabin model; good sails and 3/4 rigging; jib furler; all necessary accessories; bilge pumps; two anchors; quality Raymarine ST40 depth sounder; 27 MHz radio; porta pottie; heavy duty fully-sealed deep-cycle battery. Modern approved rudder and laminated tiller. Double and single bunks, dual metho stove (old) and folding table on the centre case - excellent cruiser. Solid tandem axle trailer with electric winch and retriever rollers. Electric winch also lifts the mast. This outfit is not perfect but has had good maintenance in recent years. Reluctant sale as she performs really well. Contact John Milne 07 3870 2204.

4HP Mariner outboard (with parts and wheelie bin) - \$800, Raymarine 101E hand-held VHF radio - \$ 275. Contact John Milne 07 3870 2204.

NICRO SOLAR VENTILATOR

Interchangeable 100mm extractor and intake fans. Water intrusion shut off damper. Stainless steel bezel. Solar recharger and NiCd battery are operative and allow 24 hour operation but motor no longer runs. Glasscraft Catalogue price \$325.50. Offers to Tony on 3207 5141.

Information from Maritime Safety Queensland

EPIRBs (Emergency Position Indicating Radio Beacons)

All ships operating beyond smooth and partially smooth waters must carry an EPIRB if more than two nautical miles from land.

If it is a requirement to carry an EPIRB as part of your safety equipment, from 1 November 2008, it must be a 406 MHz digital EPIRB.