

THE HARTLEY MULTICLASS TRAILER SAILER
ASSOCIATION OF QLD. INC.



HARTLEY'S HOTLINE

TS 12 14 16 18 21

June 2009

“SCUTTLEBUTT AT BRIBIE ISLAND”



Photo: Helen Jones

HARTLEY'S HOTLINE

EXECUTIVE COMMITTEE 2008/2009

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COMMITTEE MEETINGS:

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

34th VINTAGE YACHT REGATTA Shorncliffe 6th & 7th June 2009 Rose Robertson

Brilliant weekend with two races, one on Saturday afternoon and the other on Sunday. Weather not wet and grey - like some past Vintage Boat Regattas. From the sea, the smokey blue silhouettes of hills ranged from Mt Coot-tha in the South to the Glasshouse Mountains in the North. What a backdrop to the racing for us participants.

Two Hartleys represented the class this year: PLAN B (who won the handicap trophy last year) with Bruce (skipper) and Elke, and SCUTTLEBUTT with Ian (skipper) and Rose.

Saturday produced the first glorious, sunny day with constant light winds - 5 - 8 knots. The conditions favoured the smaller, lighter boats, or the large, sleek racers with spinnakers. Rose & Ian were really happy to be 10th out of the fleet of 29. Bruce & Elke were 11th.

SCUTTLEBUTT managed to sneak over the line before PLAN B in the final leg not far from the finish, Bruce & Elke had been just about to pip us at the post, but Ian made a good call overhauling another boat and managed to beat them to it.

On Sunday morning a front came through before the race, bringing dark grey skies, wind and rain.

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But to our surprise and relief and in good time for the start: 'Out came the sunshine, dried up all the rain and all intrepid sailors went out to sail again'.

The large variety of old sailing boats of all shapes and sizes made a brave sight against the sun, low in the sky. There was only one word for boats such as Pagan (designed by Alan Wright), her sister ship (Nomad ?) and Wraith of Odin (<http://sailtech.com.au/yachtgal.htm>) under full sail and that is 'majestic'. As for us small Hartleys, we kept hoping for enough wind to plane on - as Bruce and Eelke did to great effect last year when in strong winds they flew into the lead and won the Handicap trophy. Alas, SCUTTLEBUTT couldn't quite manage the planing. Maybe next year?



Plan B

Photo: Rose Robertson

Crew numbers varied from solo to too-many-to-count. As for sails, well a Laser had only one, but several had four up on Sunday when the heavier boats really got going.

In the Sunday race, Bruce Eelke came 11th out of a field of 23 boats. SCUTTLEBUTT managed 14th place.

SCUTTLEBUTT's downhaul broke just a minute or so from the start. Quick thinking by Ian meant that we managed to keep in the race, starting, about five minutes after the others -

but last. So our challenge became to overtake as many boats as possible.

We managed to pass 9 boats by the end of the race (14th) which we felt very pleased about. The wind was stronger than the previous day, about 10 - 15 knots. On the penultimate leg of the race it pleased us greatly to adopt a deliberate strategy to get ahead of a boat we'd been tailing for a few legs - Presto, a rather strange looking boat which had two bendy masts with no supporting rigging. Ian identified it as a Norwalk Island Sharpie.

Overall then, PLAN B was 12th in the handicap and SCUTTLEBUTT 22nd. On second thoughts we should have done better to break our downhaul in Race 1 and then come in 10th in Race 2. But that's sailing for you. Skill & strategies you have some control over, but not luck.

Most boats - but not our Hartley 16's - had motors which was handy when returning after the race on Sunday. The full moon meant an extra low low-tide around the time we were coming in to Cabbage Tree Creek. SCUTTLEBUTT, probably luckily, went aground on the mud at the entrance to the creek and we were thrown a line from one of the race-organiser boats & towed in.

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PLAN B up ahead of us showed the skill of her crew by tacking up the very tricky creek without an incident, but others weren't so successful. A couple of the larger boats found themselves stuck and had to wait for the tide - extra beers passed over from other more easily manoeuvred boats made the waiting bearable - in fact they appeared happily resigned to their fate.

Everyone appeared to have had a great weekend. Visitors came to see the boats on Sunday morning - it's part of the planned event that the public can go around in the morning before the race, ask questions, and be shown around. Some owners are very keen to tell all and rightly proud of their boats. So you don't have to be a race participant to enjoy the show, and the boats under sail make a good sight from the cliff top. With informal breakfast & dinner for all comers at the clubhouse over the weekend - it makes a fun annual event worth everyone's consideration in June each year. Can't arrange the weather though and we were perhaps unusually lucky this year.

LAKE WIVENHOE CRUISE - QUEENS BIRTHDAY WEEKEND

Jim Jones

I had a difficult choice to make for which activity to partake in over the Queens Birthday long weekend. Cruising on Lake Wivenhoe or entering the Vintage Yacht Regatta to be held at Shorncliffe. After good rains and a big run-off into Lake Wivenhoe, the serenity of Wivenhoe won out.

Helen and I, Tony Stapley, Bill Leeke and Diet Kramer decided that midday on Friday would be a good time to travel to Wivenhoe in an effort to beat the late Friday and Saturday morning traffic that would be heading up the Ipswich Motorway and the Brisbane Valley highway. After passing Tony on the side of the road with a flat trailer tyre, we stopped at the first available safe place and tried to ring him. No luck. So we continued on and pulled into Fernvale for a late lunch - a tasty Fernvale Bakery meat pie. Tony drove past so we realised he had sorted his problem.



Kay Too at Sunset

Photo: Helen Jones

As Helen and I had originally booked a tent site at Lumleys Hill and having decided to overnight on SEA LARK, we had to find the Ranger and pay more dollars for the privilege. He was away from the Ranger HQ chasing cattle that had fallen out the back of a truck. We paid our dues to the Ranger in his return and found SNOWGOOSE, LADY GLADYS and Kay Too being rigged at the launch ramp.

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After a lot of socialising, we rigged SEA LARK. After launching and securing the car and trailer, we proceeded to sail around to the cove between Captain Logan Camp and Lumley Hill. The breeze was just a zephyr at the start but increased to about 8 kts. As the breeze dropped off, we glided into the anchorage to find LADY GLADYS stern to.

Captain Logan Camp which had been deserted at midday was now a hive of activity. Tents of all shapes and sizes were being erected. By dark very few camp sites were vacant.

By night fall, Kay Too and Snow Goose were also in the anchorage. I nosed into the bank and we went ashore for a shower. I had set a bow anchor on shore and a stern anchor in deeper water so I could pull SEA LARK into the deeper water for the night.

About 2am the wind turned North and small waves started to lap against the transom and chines on SEA LARK. The noise belies the size of the waves. I climbed out of the bunk and turned SEA LARK end for end. This stopped the noise.

We awoke to a very foggy morning. With breakfast finished, Helen and I sailed around the inlet for a while. We joined SNOWGOOSE and headed Eastward towards Hays Landing. We made steady progress until the wind dropped. We passed several red buoys and a larger yellow environmental studies buoy. These buoys were new to us as they were not there last time we were there. With no sign of the wind increasing, we had lunch and decided to return to the anchorage. We met up with LADY GLADYS and her intrepid crew on the way back.



Hartleys at Anchor Photo: Helen Jones

About 4pm and about 1 km from the anchorage, the breeze picked up so we were able to sail into the anchorage. "I Like It" had arrived during the day and was nosed onto the shore. This time I set the bow anchor in deeper water and nosed onto the shore to set the stern anchor. Once we had finished our onshore duties, we turned SEA LARK around and pulled ourselves into deeper water. I let the stern anchor hang loose.

During the night we had a phone call from Barry Young to say that his son Ian had had a bearing failure on his trailer and that Ian was intending to sleep in YOLO in the car park and would get in touch with us in the morning.

I told him that I had a couple Holden bearing kits and that Ian could have one if required.

We awoke Sunday morning to very dark skies to the West. We were expecting a change to pass through on Sunday, but it arrived early. I hastily secured SEA LARK for the expected wind change. Heavy rain storm and wind lasted for about 20 minutes with light rain and clearing skies indicated the passage of the change.

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We sailed slowly around to the boat ramp to find that Barry had bought the bearings up. He had four different kits just to be sure. Helen and I sailed around the launch area for an hour or so. We were informed that the problem had been solved and that they would be launching as soon as they had rigged. As we could see that the sails on the 16s were up, we headed in the direction of SNOWGOOSE.

As we sailed out of the inlet in which the Camp complex is located in to the area of the old river channel, the Easterly wind dropped. We decided to have lunch and just as Helen was about to serve, the wind quickly picked up from the North West to about 15-18 kts. Tony radioed that he was along side on a lee shore having lunch when the wind hit and that he may have to wait until the wind dropped before he could sail off. In the meantime we furled the jib and headed towards Tony's location to see if he was OK. Masses of weed from the inlet on the western side of the lake were being blown towards SNOWGOOSE and pinning her to the shoreline.

We avoided the worst of the weed and when we established that Tony was OK we headed back towards the anchorage. Helen and I had great run back to the anchorage under main only. In the meantime, "I like It", "YOLO" and "Bluey" had launched and were enjoying the sailing around Captain Logan camp. Several other boats were out, a Sharpie and a Mirror.

Helen and I had a moment of panic when we could not get the centreboard up. Even using the jib halyard winch would not coax it to fully retract. We had touch bottom as we nudged into the shoreline under jib. It was not hard enough to bend the board and, by using the long mainsail batten, we established that no stoned or mud were the culprit.

But I could feel some obstruction when I slid the batten down the trailing edge of the board I thought that we may have picked up an old anchor rope. I ran our boat hook down either side of the hull at the waterline but did not snag anything. I then extended the boat hook to get as close to the centre board as possible. One sweep along the starboard side found a blue polypropylene line attached to a float and a red claw trap. Once I had removed the offending rope by throwing the trap into deeper water, we were able to fully raise the centre board.



Snowgoose

Photo: Helen Jones

Monday morning came with bright blue skies and light winds from the East. Bill had to retrieve LADY GLADYS due to the illness of one of his mates. Tony's plan was to sail in the morning and retrieve just after lunch. We decided to investigate the next inlet to the North.

Once again the wind gave us a good sail and we were able to explore the inlet. There is evidence of a couple old homestead sites with the exotic trees and palms still standing. Brahman cattle lay in the winter sun chewing their cud.

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At a distance they appeared to be marble sculptures, but as we sailed closer, they followed our progress with a gentle turn of their heads.

It was getting time to return to the ramp. Once again the wind decided to drop and we just drifted along until the wind picked up and both boats had a brisk run back to the ramp area for retrieval and de-rig.

With a decent level of water in the Lake, it is once again a beautiful place to sail. We did not have to use the outboard as we have re-learned the method of sailing on and off the shore as we did when we had our Enterprise dinghy.

MORETON BAY CLASSIC

Bill Leeke

LADY GLADYS was the only Hartley T/S sailed in the Moreton Bay Classic 42nd Anniversary Regatta 2009 on 21st and 22nd February 2009.

At the briefing on Saturday 0900 at Moreton Bay Trailer Boat Club each boat was presented with a bag containing messages from various Sponsors as well as drink coolers, unsinkable key ring and a handy Yachties cap suitably inscribed, much appreciated. There were 36 entries and the forecast was for S.E. 10 - 15 later 15 - 20 with rain periods.

Hartley T/S 16 owner Roger Ryan was good enough to crew for LADY GLADYS and we made a good start bunched up with four other T/S of more modern design already flying shy spinnakers.

Our course was St. Helena to starboard and the breeze was very light as we approached the Coffee Pots with the bigger yachts powering magnificently past us. What breeze there was began to fade to practically nothing as we approached Otter Rock.

We persevered with a poled out genoa as Roger had no experience with setting a spinnaker, and our boat speed dropped to almost zero while our telltales hung vertically, motionless, and the yachts lay becalmed in this "drifter"

At this stage we were about 2-300 metres ahead of a Botterill 16 which clung tenaciously to us in spite of our frustrated efforts. In mad desperation, I dug out our spinnaker and managed to set it with Roger on tiller. It is probably 40 years since I had set a kite by myself which accounts for one moment of terror as we almost sailed over it. However the telltales angled out and we began to move, Roger managing a few gybes very well. The Botterill dropping well astern, and most of the fleet now moving though the leaders were almost out of sight ahead.

As we came abeam of the Redcliffe jetty the wind moved more Easterly and we moved smartly with the kite very shy and the boat feeling great.

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One of those feelings you get that makes sailing so worth while. While I was sitting there admiring Mr. Hartley's design I felt some strange movement in the tiller and to our horror, and as they say in the Navy - "*I 'ardly touched it Sir, it come orf in me 'and! Sir*". - So there we were with a shy kite and no steering. LADY GLADYS rounded up like she should and we got the gear down and radioed our retirement, and motored into the Marina at Moreton Bay Boat Club, Scarborough; disappointed but still laughing.



Lady Gladys

Photo Helen Jones

Roger spent the next two hours joining our tiller to the rudder head with a piece of broomstick sleeved, which we borrowed from some helpful neighbouring yachties. We were generously helped with tools and fittings by the Skipper of Yacht TOO IMPETUOUS alongside nearby. (TOO IMPETUOUS won it's division of the 2008 Sydney Hobart.) So it was off to the Yacht Club for drinks and dinner.

As we entered the Club from the Marina we were confronted by crowds of happy people in amazing fancy dress, a very colourful sight, apparently in honour of the MBTBC event. The costumes were quite shunning ranging from 1920s flappers to pirates. One fearsome character dressed out as a pirate complete with wooden leg and parrot on shoulder towered over me at the bar which took me aback. I managed to spit a few lines of Masefield's 'Ballad of John Silver' at him which took him aback. It was a lot of fun, everybody happy.

To our amazement we discovered that the Botterill had won his (our) division — That's sailing. Good luck to him. LADY GLADYS won a trophy - for 'Encouragement' I believe. Dinner for two at the Manly Hotel with a gigantic bottle of Red.

And so to our virtuous bunks with good guitar music and singing from alongside.

Came Sunday morning with a 20 knot S.E. forecast and we decided to not trust our tiller handle repair and LADY GLADYS returned on her trailer thanks to Roger's wife the Charming 'Del' who drove all the way to Scarborough to drive me back to MBTBC at Manly to retrieve it. It was a great event and congratulations to TSCQ for it's administration. LADY GLADYS recommends this weekend event to all sailors.

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OUT OF MANLY FROM 'HIGH 5'

Barrie McCarthy

High 5 motored out of Manly harbour 0945hrs 23/02/08 with three crew. With the knowledge of strong wind warnings predicted for the afternoon once clear of the beacons sailed north under light winds through the passage between Green and St Helena Islands down the eastern side of Green rounded Lockyer light then back to Manly Harbour.

The bay continued to fill all day with various shapes and sizes of motor and sail boats. By the time we returned to the outer beacon to the harbour about 1400hrs the bay was a blaze of colour.

We kicked in the motor to keep control through the channel to the harbour and begin down sails. As we approached the last finger before turning to the ramp, centreboard up in readiness for our landing the pre-warned SE hit us like a bullet spun us into the finger out of control and up against the moored boats.

Quick acting crew fended off what could have been a disastrous end to a very relaxing enjoyable (although very hot 40) day. With board down now we motored in reverse out of the finger past the ramp then drove forward with engine at high revs in against the wind - board and motor coming up at the very last second as crew jumped ship to hold the bow.

The wind came in hard about 1430hrs so strong we strapped the boat to the trailer before leaving the ramp. The last few minutes of excitement capped a fantastic day out on Moreton Bay.

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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 12th 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 2008 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.

BRIBIE ISLAND CLASSIC - MAY 2009

Helen Jones

"PHIL ANN" and "SEA LARK" participated in the 11th Annual Bribie Classic, the weekend proving to be a winner with their owners, Phil and Barbara, Jim and I. The comforts of a marina mooring at Spinnaker Sounds made for an enjoyable two nights on the water. Spic and span would be a good description of these two boats and as the owners of "SEA LARK" we could see the Hartleys certainly were a welcome addition to the fleet of lovely wooden boats participating.

The usual meet and greet on Friday night was over meals at the Bribie Island Hotel. The next morning saw the fleet nosed into the beach on the public ramp side of the marina followed by a wonderful days sail in the Passage. Early afternoon we were at Toorbul where the crew waded ashore while our Hartleys were moored together and we partook of fish and chips for lunch. I think there would have been about twenty/thirty boats doing their own thing there having a break and lunch.

The sail home back to the marina was one of the best afternoons on water; "PHIL ANN" was helmed some of the way by Barbara. She was happy that the short tacks up-stream before lunch were behind us and with the thrill of a strong wind beneath our wings this sailing was what memories are made of.

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Our camera had a workout throughout the day, many photos ending up on the wooden boat forum including ones of "SEA LARK" taken from another boat named "Rufus", the crew just happened to know us. Dinner and drinks at the hotel that night with a powerpoint presentation of the days sailing.

The crew of "Hen" another wooden boat moored near us at the marina, and other people at the marina in the unspeakable (stink boats) were all happy to join in the camaraderie of the event. Sunday saw the fleet doing a parade up the canals and then nose in at Sylvan Beach near the bridge. This was an opportunity for the locals and visitors to have a wander and peek at the boats.

TS16's "YOLO" and "SCUTTLEBUTT" joined us on Sunday. Bill Dowd (original owner/builder of "SEA LARK") joined Ian Young in "YOLO" for a sail/drift (where is the wind when you want it). Good to catch up with Bill who is now building a TS16 at his home on Bribie Island.

To cap off the weekend, Rose and Ian, Barbara and Phil and Jim and I spent a pleasant time over a fish and chips dinner before the return trip to Brisbane.

MEWBURN NAUTICAL DICTIONARY

“Pillow” Is this a bag or case made of cloth that is filled with feathers, down, or other soft material, and is used to cushion the head during sleep or rest., a hard cushion or pad that supports the pattern and threads in the making of bobbin lace or a supporting piece or part, as the block on which the inner end of a bowsprit rests. 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 \$15.00.



Vintage Regatta

Photo: Rose Robertson

HARTLEY'S HOTLINE

2008-2009 HARTLEY TS16 NSW CHAMPIONSHIPS

South Lake Macquarie Amateur Sailing Club : 10-12 April 2009

Bob Young and Don Jelfs

The Venue

The series was sailed at Sunshine on Lake Macquarie on the southern fringe of Newcastle. It was again run wonderfully well in difficult circumstances by members of the South Lake Macquarie Amateur Sailing Club (SLMASC), especially starter Peter Charlton and OIC in the clubhouse Diana Charlton. The NSW TS16 Association also thanks members of the Association and SLMASC John and Cheryl Auston, who again played a very big part in the success of the series. A special thank you to John for the use of his newly built motor catamaran, which proved an ideal committee boat. Thanks also to Ann Cowper, long-time TS16 stalwart at SLMASC, who came out of retirement to act as Assistant Race Officer. The Association specially thanks members and families of members who gave so much assistance in the clubhouse and on the water. A special thank you also from the Race Secretary to Registrar Barrie Heath, who ran the race office extremely well. The Regatta Overall

The Regatta Overall

The series was the lightest in memory and was only able to produce a result thanks to the skill and local knowledge of SLMASC Race Officer Peter Charlton. The regatta got under way satisfactorily on Friday, but the last 2 days were frustrating. Saturday morning was spent sitting in the club and socialising until racing got under way after lunch. You can tell things are quiet when the Registrar spends his time playing Solitaire on his computer! Conditions were still quite light after lunch and the RO proposed that two races be attempted with shortened windward legs and the Race Committee agreed. In the light of later events this turned out to be an inspired decision. On Sunday morning there looked like the possibility of wind early, but no sooner was the fleet on the water than conditions again lightened. After a wait, the fleet was sent ashore and the Race Committee decided that if no start could be achieved by 2 pm the remainder of the regatta would be abandoned, and that was how events unfolded. Frustrating, but at least there was enough racing to ensure a series result. Again it was very pleasing that a number of Clubs were represented among the 22 entrants for the Regatta - Queensland 2, Drummoyne 9, Saratoga 4, Kogarah Bay 3, Bayview 1, Wagga Wagga 1, Big River 1, and Chipping Norton Lake 1. Many thanks to Don Jelfs for his help with the individual heat descriptions which follow.

Heat 1

After a short postponement 21 boats started in a 3-5 knot ENE breeze. At the first windward mark JACKPOT lead Triple G Cruising, Lesley T and Xtremely Sinister. The fleet sailed the full course for the only time in the series, JACKPOT was the winner in 1 hour 44 minutes and 25 seconds.

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Heat 2

After a long wait the race finally started with 22 boats at 1.25 pm on a course with a shortened windward leg to take into account the very light 1-5 knot ESE breeze. Rapscallion lead at the first windward mark from JACKPOT, Triple G Cruising, Xtremely Sinister and Lesley T. At the second windward mark JACKPOT had taken the lead from Rapscallion, Triple G Cruising, Xtremely Sinister and Uncle Roy. At the third windward mark it was JACKPOT from Rapscallion, Triple G Cruising, Xtremely Sinister and Uncle Roy. There were very light patches and the course was shortened at the leeward mark after 1 hour 44 minutes to allow a further race to be sailed that evening.

Heat 3

The race started at 3.35pm in a light 1-5 knot ENE breeze. JACKPOT lead Uncle Roy, Xtremely Sinister, Allons-y! and Didgeridoo at the first windward mark. At the windward mark for the second time it was Xtremely Sinister leading Uncle Roy, JACKPOT, Lesley T and Zipper. The race was shortened after 1 hour and 22 minutes in failing breeze and reducing light with JACKPOT finishing 6 seconds in front of Uncle Roy and Xtremely Sinister another 12 seconds behind. Half the fleet paddled back to the club and the remainder were towed in.

Presentation

Race Secretary Bob Young advised the meeting that this would be his last Championships as Race Secretary, and thanked the many people who had helped him in his 8 years in the job, then handed over to Norm and Lesley Thompson. They thanked starter Peter Charlton, OIC in the Clubhouse Diana Charlton and their many helpers at South Lake Macquarie Amateur Sailing Club for a well run and enjoyable series in difficult circumstances.. They also thanked the members of the TS16 Association and their families who had assisted both on and off the water. They made special mention of John and Cheryl Auston, stalwarts of both the NSW TS16 Association and SLMASC. Norm then announced the handicap winners and the scratch winners. Runner up Dick Voorderhake thanked those who ran the regatta and reminded all of the forthcoming Australian Championships at Drummoyne in the Christmas New Year period. Champion skipper Robert Huckfeldt also thanked all associated with organising the series and invited all to the Queensland Championships to be held early next season.

Congratulations to the winners, Robert Huckfeldt & Robert Fletcher in TS 777 "JACKPOT". It was not the best of winds, for the race on Friday afternoon, delayed 14 minutes it was a 3 – 5 knot ENE.

On Saturday, the 2nd race was postponed to 13.25 when a light easterly came in at 5 knots. However, it faded, as easterlies tend to do in the area of coast, and the course was shortened. The third race was immediately after, when the wind had shifted slightly to ENE, still at 1 - 5 knots.

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The Race officer decided to shorten the course by 2 legs, with some boats struggling to get across the line as dusk set in. about one third of the fleet were towed back, back whiles a number elected to paddle back from Point Wollstonecraft, and I guess were glad about the regulation size paddles.

On Sunday, the wind did not get above a whisper until very late in the afternoon, and as three races had been sailed & a result made, the Race committee decided to abandon the 3rd & 4th races.

The placings were

- 1st Robert Huckfeldt & Robert Fletcher in TS 777 "JACKPOT".
- 2nd Dick Voorderhake & John Partland in TS 1600 "RapsCALLION"
- 3rd Terry McLeod & Brian Sach in TS 1558 "Xtremely Sinister"
- 4th Eric Partland & Pat Macdonough in TS 1468 "Uncle Roy"
- 5th Norm & Lesley Thompson in TS 1460, "Lesley T" Handicaps;

Though the table above shows the actual placing, winners of the scratch elected to forego their handicap rights, so the results were

- 1st Glen Ross & Ron Carr in TS 355 "Didgeridoo"
- 2nd Graham & Samantha Cook in TS 1219 "Zipper"
- 3rd Trevor Bell & Åsa Jamting in TS1310 "Silver Fox"
- 4th Bruce Wales & Eelke Wouda in TS1301 "PLAN B"
- 5th Colin Hinwood & David Mansfield In TS1606 "Ally Oop"



Phil Ann and the Glasshouse Mountains

Photo: Helen Jones

HARTLEY'S HOTLINE

FOR SALE

Hartley TS16 - Sputz

Timber construction, mainly set up for cruising. It has the following features: -furling jib gear, -hinge step mast for ease of single handed mast raising, -cruising mainsail, -5hp outboard, recently serviced, with stand, lines and 20L fuel jerry, -wooden oars, -marine flares, -4 life jackets, - two anchors, and tackle, -spare cruising jib and sail bag, -timber tilt trailer, unregistered (won't take much, has good tyres, lights, etc), I would have to say the boat in reasonable condition, requiring TLC, but is ready to sail. I'm selling her as I am moving to the country with work. Located Brisbane. Price - \$3000 Simon Young - mobile number 0422 580 280.

VOLUNTEER MARINE RESCUE VICTORIA POINT - BOATIES MARKET

ANYTHING TO DO WITH BOATING, FISHING AND CAMPING

Sunday October 11th 2009 5:00 a.m until 12 p.m. Admission is by donation. SITE FEE - \$10:00 (no need to book) Food and drinks available. Everything from fish hooks to boats!!

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HANDY HINTS COLUMN

Philandra

Further to the article on Ice Boxes: A hand full or two of rock salt or coarse salt thrown onto crushed ice will prolong the life of the ice. Be warned though any cans in direct contact with the ice will freeze.

While cleaning my hands after a fiddly gluing job it occurred to me that my method of getting sticky epoxy glue off my hands maybe of benefit to others. The secret is white vinegar. Cup one hand pour in white vinegar, rub hands together. You may have to do this two or three times till the stickiness is gone. Then wash hands with a squirt or two of liquid washing up detergent. "Morning Fresh Extra Strength" works well. Then wash hands using soapy water. Metho will also work but evaporates so quickly it leaves a sticky residue.

After the above job had set: A hatch cover for "PHIL ANN's" foredeck I had four rough plywood edges to trim back to the framing timbers. Not having the luxury of a router to trim the edges I used a second cut flat bastard (file that is). The file cuts the plywood edge back to the framing timber quite quickly and neatly. Just make sure to file towards the framing timber as filing away from framing timbers will cause the ply edge to splinter.

Till next time, may the wind be fair and sail often.

MORETON BAY MARINE PARK

The new zoning plan for Moreton Bay Marine Park commences on 1 March 2009 and will be enforced from this date. Make sure you know these new zones and understand how the new zoning affects you before you head out into the marine park.

A number of changes have been made to the zoning for Moreton Bay Marine Park. The new zoning plan aims to protect Moreton Bay's unique habitats and wildlife, while making sure it is used sustainably and can be enjoyed now and in the future.

This information summarises key changes to the zoning for boating

The new zoning plan extends existing go slow areas for turtles and dugong, where vessels must be operated off-the-plane to help avoid injuring turtles and dugong. New go slow areas for natural values have also been introduced to protect relatively undisturbed areas of the marine park, such as Swan Bay, Tripcony Bight, McCoys Creek, Coombabah Lake and Willes Island.

There are no "no go" zones. Boaters can travel through all zones in the marine park, however when travelling through a marine national park (green) zone, all fishing gear must be stowed or secured. Also, vessels must not discharge any waste, including treated or untreated sewage, in marine national park (green) zones.

To protect corals from anchor damage, there are three no anchoring areas in the marine park where anchoring is not allowed. These areas are at Flat Rock, Flinders Reef and Myora Reef. A two hour time limit applies to the existing public moorings on the north-western side of Flinders Reef.

Time limits apply when anchoring in the marine park. A permit is required to anchor longer than 14 consecutive days in any area of each zone or 30 days in any period of 60 days, unless you move at least one nautical mile within these time limits. Boaters in Moreton Bay Marine Park must also continue to observe all other maritime safety legislation and requirements.

Go slow areas

1. Go slow areas for turtles and dugong – these are known hot spots for turtles and dugong, and help to protect these species from boat strike.
2. Go slow areas for natural values – to protect relatively undisturbed or sensitive habitats.
3. Go slow areas for vessels longer than eight metres – in shallow or narrow areas where turtles and dugong are threatened by larger boats, vessels over eight metres are restricted to 10 knots.

All vessels, including personal watercraft (PWC), must observe go slow requirements - including not undertaking motorised water sports. On-the-spot fines apply.