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# ***HARTLEY'S HOTLINE***

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March 2008

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## ***“ROSSA on the Brisbane River”***



## HARTLEY'S HOTLINE

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### EXECUTIVE COMMITTEE 2007/2008

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

### SAILING CALENDAR

#### March 2008

Mon 17	1000	Phil's anti-congestion cruise to Blakesley's	0618	Victoria Point
Tues 18		Gippsland Lakes Cruise.		Rica/Diets place.
Sat 29		Synchronized Sailing	1402	Cabbage Tree Ck

#### April 2008

Wed 9	1930	HMTSAQ Meeting		YQ Building, Manly
Mon 14	1000	Phil's anti-congestion cruise to Oak Island	0954	RQ Ramp Manly

#### MAY 2008

Sat 3 & 4		Bay to Bay		Tin Can Bay
Tue 6		Des Webb Cruise approx 7 days - cruise to Urangan and back.		Tin Can Bay
Wed 14	1930	HMTSAQ Meeting		YQ Building, Manly
Mon 19		Phil's anti congestion cruise to Canaipa Point		Weinam Ck
Sat 24		Synchronized Sailing	1145	Cabbage Tree Ck

### COMMITTEE MEETINGS:

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

# *HARTLEY'S HOTLINE*

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## NATIONAL CHAMPIONSHIPS

RACE REPORT - Many thanks to Sam Gaylard for these reports

Yachting South Australia - Be Active Invitation Race - Wind was 10-15 kts from the south at the start, which abated slightly to 8.13 kts in the latter half of the race. Mike Darby in More Mischief had a cracker start and was barely headed around the course and won by just over a minute. Second was a tight race between Tru Blu and a number of other contenders but Tru Blu extended over the last part of the race to finish comfortably second. Third was Eric Partland in Uncle Bob who beat the first local home Tarrango.

Heat 1 - Again hot and light at Largs. Mild breeze with similar conditions to yesterday. S winds at about 8-13kts. Quite a few shifts out there and a very good tactical race. Again More Mischief had a good race but had to fight hard with Jason Flak in Pork Chop who lead around the first few marks but More Mischief prevailed. Alan Hall in Kurdi Magic was second and then Tru Blu was third. Pork Chop ended fourth. Morning race tomorrow with E/NE 5/10 knots increasing to NE/NW 13/18 knots during the morning then easing to 5/10 knots early afternoon and 42 degrees,

Heat 2 - Race postponed

Heat 3 - sailed in a moderate breeze which freshened towards the final lap. Tru Blu lead by a long way from Kurdi 2 with Aeolian in for third.

Heat 4 - sailed in 18-22 knots with gusts of a far bit more. It was a tough race but the reaches were fantastic with speeds exceeding 14 knots. Tru Blu was barely headed and Merlot second and Tarrango third. 11 boats registered either a did not finish or did not start.

Heat 2 resail - 10.20am 4th January. Resailed in the morning with 12-17 knots. A very close race was run after a number of general recalls, with Tru Blu prevailing over More Mischief and Uncle Bob third.

Heat 5 - sailed with a very fresh breeze from the southeast. "There was a lot of discussion on the beach about whether the race would be held. In the end it was raced with a fleet of 16 boats out of the thirty entrants. Many sailors deciding to not risk their boats or bones and to sail the bar. Tru Blu had a close race with Kurdi 2 second and Uncle Bob third.

Heat 6 - was raced in light to moderate breeze 8-12 knots increasing slightly during the last lap. Tru Blu battled it out with Kurdi 2 and Uncle Bob and would have been one of the closest races in the series. Tru Blu won the race and won the series for three Australian Championships in a row.

Heat 7- abandoned due to lack of breeze which meant that Tru Blu was confirmed as the winner and Kurdi 2 placed second in a points tie with Uncle Bob on count-back.

Handicap Series - Handicap winners, after adjustment for placegetters in the scratch series, were Mark and Brendan Moore in Charlie, Alex Hayter and Peter Lucas in Crackerjack second and third was Jason Flak and Steph Coulter in Pork Chop.

# HARTLEY'S HOTLINE

## Handicap results

Place	Boat #	Boat Name	Sipper/ Crew	Club	State	Inv	Ht	Ht	Ht	Ht	Ht	Ht	ADJ
1	653	Charlie	M & B Moore	Port River	SA		1	1	7	19	14	1	24
2	1527	Crackerjack	A Hayter/ P Lucas	Port River	SA		22	12	5	7	7	7	38
3	1460	Uncle Bob	E Partland/ R Wark	Drummoyne	NSW		19	6	12	6	3	17	44
4	1359	Pork Chop	J Flack/ S Coulter	Largs Bay	SA		12	9	13	13	11	4	49
5	1270	Avandale	M & J Unwin	Moltan	VIC		5	15	21	15.5	12	3	50.5
6	1259	Kurdi II ***	J Chaplin/ D Morrison	Largs Bay	SA		24	7	4	F	1	16	52
7	1381	Tarrango***	B Rowney/ M Craddock	Largs Bay	SA		26	11	11	4	5	23	54
8	1310	Silver Fox	A T Bell/ A Jamting	Drummoyne	NSW		6	13	20	15.5	C	2	56.5
9	809	Flamin-Go	S Gaylard/ J Height	Largs Bay	SA		13	5	18	10.5	C	10	56.5
10	1442	Tru Blu	M Horvath/ I Fox	Williamstown	VIC		30	18	2	5	4	28	57
11	1349	Aeolian	E Wouda/ R Fletcher	Wynnumn Manly	QLD		25	16	1	8	8	25	58
12	1324	Aero	C Osborne/ R Sellick	Largs Bay	SA		23	21	3	9	6	19	58
13	1002	Minke	C Hinwood/ M Crawford	Big River	NSW		8	19	S	14	13	6	60
14	1551	Merlot	G Potts/ C Haydon	Largs Bay	SA		27	17	14	1	9	20	61
15	355	Didgeridoo	G & A Ross	Wagga	NSW		11	4	23	F	15	8	61
16	1461	More Mischief	M Darby/ G Shephard	Wynyard	TAS		10	3	22	10.5	C	22	67.5
17	1144	Tempo	B Easter/ T Hughes	Largs Bay	SA			22	10	12	C	11	72.5
18	1362	Cruise	K Tuck/ G Hughes	Largs Bay	SA		29	8	6	3	C	27	73
19	1421	Took A Chance	N Hank/ M Pope	Walleroo	SA		3	23	17	17	C	15	75
20	825	Lightning	R Dott/ C Horvath	Portarlinton	VIC		15	2	16	F	C	12	76
21	557	Searacer	K Abbot/ C Evans	CYCSA	SA		4	24	15	18		18	79
22	803	Mo	D & N Thompson	Largs Bay	SA		21	28	8	F	10	14	81
23	717	Yoldi	I & J Porteous	Victor Harbour	SA		7	10	25	F	C	9	82
24	1227	Reebasevol	G Russell/ P Muller	Largs Bay	SA		28	25	F	2	2	26	83
25	1552	Mr T	J Jones/ G Morphet	Walleroo	SA		2	20	26	F	C	5	84
26	1140	Verna	H & M Klaffer	Largs Bay	SA		20	26	9	F	C	13	99
27	1592	Kurdi Magic	A Hall/ S Torok	Port River	SA		9	14	24	F	C	21	99
28	1348	Tranquil	J N & R Johnson	Drummoyne	NSW		14	C	19	F	G	C	126
29	946	Kalinga II	J Gaylard/ P Morrison	Largs Bay	SA		16	27	S	F	1C	24	129
30	1590	Koru	G Orr/ J Shone	RSAYS	SA	I	0.5	C	S	F	C	31	5

## Outright results

Place	Boat No	Sipper/ Crew	Club	State	Inv	Ht	Ht	Ht	Ht	Ht	Ht	Ht	ADJ
1	1442	Tru Blu	M Horvath/ I Fox	Williamstown	VIC	2	3	1	1	1	1	1	5
2	1259	Kurdi II	J Chaplin/ D Morrison	Largs Bay	SA	C	8	4	2	F	2	2	18
3	1460	Uncle bob	E Partland/ R Wark	Drummoyne	NSW	3	5	3	5	4	3	3	18
4	1381	Tarrango	B Rowney/ M Craddock	Largs Bay	SA	4	9	5	4	3_	4	5	21
5	1461	More Mischief	M Darby/ G Shephard	Wynyard	TAS	1	1	2	9	6	C	7	25
6	1551	Merlot	G Potts/ C Haydon	Largs Bay	SA	10	11	8	6	2	6	6	28
7	1359	Pork Chop	J Flack/ S Coulter	Largs Bay	SA	C	4	6	7	9	7	4	28
8	1349	Aeolian	E Wouda/ R Fletcher	WynnumnManly	QLD	11	14	11	3	8	8	13	43
9	809	Flaming Go	S Gaylard/ J Height	Largs Bay	SA	8	10	9	14	12	C	8	53
10	1324	Aero	C Osborne/ R Sellick	Largs Bay	SA	7	15	17	8	10	9	12	54
11	1527	Crackerjack	A Hayter/ P Lucas	Port River	SA	12	18	14	11	11	10	9	55
12	1002	Minke	C Hinwood/ M Crawford	Big River	NSW	13	6	15	S	13	11	11	56
13	1592	Kurdi Magic	A Hall/ S Torok	Port River	SA	6	2	7	12	F	C	10	62
14	1362	Cruise	K Tuck/ G Hughes	Largs Bay	SA	14	24	10	10	5	C	19	68
15	355	Didgeridoo	G & A Ross	Wagga	NSW	16	13	13	19	F	14	15	74
16	11227	Reebasevol	G Russell/ P Muller	Largs Bay	SA	23	28	19	F	7	5	20	79
17	1144	Tempo	B Easter/ T Hughes	Largs Bay	SA	18	18	20	15	14	C	18	86
18	1310	Silver Fox	A T Bell/ Jamting	Drummoyne	NSW	17	16	21	21	15	C	16	89
19	717	Yoldi	I & J Porteous	Victor Harbor	SA	5	12	16	20	F	C	14	93
20	653	Charlie	M & B Moore	Port River	SA	19	17	18	25	19	15	24	93
21	1270	Avandale	M & J Unwin	Moltan	VIC	25	21	22	22	16	13	25	119

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22	803	Mo	D & N Thompson	Largs Bay	SA	C	25	25	16	F	12	22	100
23	825	Lightning	R Dott/ C Horvath	Portarlinton	VIC	22	23	12	18	F	C	17	101
24	1348	Tranquil	J N & R Johnson	Drummoyne	NSW	9	7	C	13	F	C	C	113
25	1140	Verna	H & M Klaffer	Largs Bay	SA	24	26	23	17	F	C	21	118
26	1421	Took A Chance	N Hank/ M Pope	Wallaroo	SA	26	27	27	23	17	C	27	121
27	557	Searacer	K Abbot/ C Evans	CYSCA	SA	21	29	28	24	18	C	28	127
28	946	Kalanga II	J Gaylard/ P Morrison	Largs Bay	SA	15	20	24	DN S	F	C	23	129
29	1552	Mr T	J Jones/ G Morphet	Wallaroo	SA	20	22	26	26	F	C	26	131
30	1590	Koru	G Orr/ J Shone	RSAYS	SA	S	30	C	DN S	F	C	C	154

C - Did not start; did not come to the starting area, S - Did not start (other than C 1, F - Did not finish

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### **HANDY HINTS COLUMN** by **Philandra**

Saddles are very handy things to use around boats as attachment points for blocks, tie of and hold downs. However they are very narrow on the base and tend to dig into timber and crack gelcoat on fibre glass boats especially if subject to a sideways load. I have found that by placing a 3/4" flat s/s washer with a 3/16" hole under the feet of the saddle prevents it from digging in. And distributes the load over a much bigger area thereby resisting sideways loads better. This will improve even further if the saddle can be through bolted and a similar sized washer placed on the other side.

How often have you thoroughly cleaned a paint brush in thinners then put the brush away only to find that the time you come to use the brush its as stiff as a board. Here is a method I have used over the years and have found very successful. Thoroughly clean brush in appropriate thinners until all colour and solids removed and rinse in fresh water. In a container large enough to take the head of the brush fill with warm water and put in three to four good squirts of washing up liquid and leave to soak for two to eight hours. Remove rinse thoroughly in fresh water, shake out excess water and allow to dry before putting away. This method even works with bushes used with epoxy. Even cheap brushes become expensive if you only use them once then throw them away.

Hartley TS's are by their very nature do it yourself boats. If you have come across some ideas for yourself please share with your fellow members by sending hints and ideas to our "Hotline" editor Jim Jones.

Keep sailing.

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### **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

By Philandra

With summer here and Christmas just around the corner, thoughts turn to Christmas cruises and holidays some ideas on setting up an ice box may come in handy. Note: I said ice box not the cheap coolers you buy from the hardware store or Kmart. These are only suitable for day trips or perhaps an overnighter. As they don't have enough insulation to hold ice and food for longer periods. There are many ice boxes on the market, in poly, there are "IceKool" and "Tropical" in plastic shell, "Ice Mate" and "Five Star" or there are the Australian made fibre glass ice boxes "Evacool" and "Downunder" also "Waco" make good fibre glass models.

Fibre glass boxes have the better insulation qualities but can be easily damaged with rough handling. Don't choose a box much bigger than fifty litres as it will be awkward and heavy to handle into and out of vehicles and boats. I often see people throw one bag of party ice into a box and hope for the best. This results in poor cooling and the contents of the box becoming a soggy mess. How much ice must you use for best results? Rule of thumb. One third of the volume of the box should be ice for best results. Ice: For best results forget party ice, block ice is the way to go. If buying ice it will last 3-4 times longer than crushed ice. Better still and cheaper, make your own. I find two and three litre milk bottles 3/4 filled with water and frozen in house freezer make ideal freezer blocks. When the ice melts the water is contained within the bottles stopping the contents of the box becoming a soggy mess. Don't make your ice the night before your trip as it will not have cured, make your ice at least a week ahead, better still keep several bottles in the freezer. You will always have cured ice on hand all the time.

I find that 3X2 litre milk bottles fit neatly across the bottom of a 26 litre IceKool and 3x2 litre fit the 46 litre IceKool and equates to the third rule. If you buy one of the IceKool boxes you will find the seals very skimpy. Replace the seals with 3/4 x 1/4" self adhesive hatch sealing tape. This will enhance their efficiency setting up of your ice box.

All good cooks know that you need to preheat an oven so it stands to reason you should re-chill an ice box. Put in a couple of spare freezer bricks and chill the box. Remove these and put required number of bricks into the box. Now put chilled or frozen items into box and it is ready to go.

Where possible have a second ice box for drinks because the drinks are accessed more frequently than food there is less chance of food spoilage. With drinks can be the way to go as they will cool more readily than glass bottles and are lighter. Always pre-chill drinks as cold as possible before placing into ice box. If topping up drink ice box with un-chilled cans do so a few at a time and at night. This will put less strain on the ice in the box. It is best to put the ice box where there is a good cool air flow. If in a vehicle or boat cover the box with a sleeping bag or towel. This will provide further insulation around the box. Using the above methods I have been able to keep food and drinks nice and cold for up to four days in a 46 litre IceKool box.

I hope the ideas in this article help you enjoy your next cruising and camping trip more fully. Next cruisers corner we will take a look at some foods to make cruising more enjoyable.

Till next time - Keep sailing

## **HARTLEY'S HOTLINE**

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### **HARD YAKKA IN THE MORETON BAY CLASSIC REGATTA Fifteen Plus and Snooze**

The gremlins got an early start on TS18 SNOW GOOSE. The boat was rigged at Manly on the Friday before the TSCQ's big two-day race. The first gremlin, back home in the boat shed, had glued the boat on to the trailer. Another one popped the mast step off the deck as they started to raise the mast. Later the glued down GOOSE refused to launch. She barked Snooze's shins before losing that argument. With the boat berthed in the East Coast Marina, the first aid kit updated, wondering already, "Is it worth it, the rip, tear and bust"; they cancelled the shake down cruise to have a few laughs and then survey the Manly restaurants; as a result they kept up with the Jones's (and the Young's) with fish and chips at Bart's.

Saturday's race followed a course approximately 24nm long from Manly to Scarborough, threading between St Helena and Fisherman Isles, crossing the Port Entrance Channel at the Coffee Pots, then leaving Otter Rock, Redcliffe Jetty and North Reef close to port. Together with another nine boats the GOOSE was in Division One. This was the slowest of four divisions, each starting at ten-minute intervals. GOOSE's start was not too late, two lengths behind a Bonito 22. With a light NE breeze the GOOSE tacked northwards, her genoa and full main both twisted for maximum efficiency in wind shear.

While Fifteen Plus pushed buttons on the GPS, Snooze continued through temporary knocks, came up in the lifts quite well, and soon they were ahead of the Bonito and a Sabre 22. Their first and last moment of glory. The gate at the Coffee Pots was closed behind them for a big black container ship as they steered for the invisible Otter Rock. The breeze increased to 15kts, therefore Captain Fifteen Plus tackled the tiller. A gremlin tried unsuccessfully to chuck Snooze overboard as he made sail trim adjustments.

The later starters had overtaken the GOOSE by the time she passed Redcliffe Jetty. Her crew was heartened by the closely trailing large keel boats TOO IMPETUOUS and CEILIDH obviously prepared for rescue duty. How bored their crews must have been. (CEILIDH is an Irish name pronounced KAYLEE, hence the above Irish joke.) GOOSE entered Scarborough Marina not long after another two boats and (thanks to the comprehensive sailing instructions) had no difficulty finding her over night berth alongside the NW7 CHAMCHELLA.

The forecast for Sunday was S/SE 15-25kts. The pre-race briefing warned competitors to be conservative and to wear life jackets. The GOOSE under a storm jib and deep-reefed main was some seconds late starting, and was painfully slow, following the reverse of Saturday's course. As Otter Rock passed astern the wind moderated and they shook out their reef. At the Coffee Pots only two competitors and the twin keelboat safety followers were in sight.

The 27MHz transceiver was suspiciously silent (another gremlin?) as they neared the Fisherman Island Bank when the time limit expired at 1600hrs. So there was no more to be done but get home safely.

The GPS track showed that they tacked 21 times before reaching the Fisherman Bank beacons. They entered Manly Harbour at 1730hrs, took a wrong turn and missed the MBBC pontoon, drove around to the MBBC where they were informed they did not need to sign off.

## ***HARTLEY'S HOTLINE***

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As Admiral Bill Leeke so aptly put it:

*"With chaos around you and no one to blame,  
Don't blame yourself mate, aloft and below,  
It's just bloody Gremlins the lowest of low."*

Thank you TSCQ for a superbly organised event, and especial thanks to those aboard the keelboats who devotedly shadowed the GOOSE. She shall be back in the Classic next year.

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### **Out 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, centre board 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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<b>TROPICAL EXTERMINATORS PTY LTD</b>	
ABN: 26 074 240 805	
	<b>Hugo. B. Young</b> OWNER - MANAGER Licence number. 0060
22 Lenore Crescent, Springwood, Qld. 4127.	<b>Phone: (07) 3208 8771</b> <b>Mobile: 0419 736 832</b>



## **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 centrecase - 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.

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### **BoatCraft Pacific**

**BOTE-COTE** - epoxy resins. Amine blush free epoxies produced for all Australian conditions.

**PURBOND** - Single pack polyurethane adhesive ideal for strip planking and joinery.

**AQUACOTE** - Water based high build epoxy Fairing Paint, and water based high performance polyurethane Topcoat The coatings of the future available now.

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Tel: 07 3806 1944

**OPEN SATURDAY MORNING**

## ***HARTLEY'S HOTLINE***

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### **Ships Registration Information from Maritime Safety Queensland**

In Queensland, all recreational ships with a motor or auxiliary of more than 3 kW (over 4 hp) must be registered when on the water. A completed recreational ship registration application form must be lodged at a Queensland Transport customer service centre. Telephone enquiries about recreational ship registration can be made to the call centre on 13 23 80b from Monday to Friday, 8am to 5pm EST (GMT +10).

Fees are calculated on the length of your ship. Exemptions from registration fees are given to totally and permanently incapacitated war pensioners. Current fees are:

Length	General	Pensioners/Senior Card holders
up to and including 4.5 m	A\$65.80	A\$40.65
4.51 m - 6 m	A\$103.60	A\$59.55
6.01 m - 10 m	A\$141.40	A\$78.45

The registration fee includes a \$15.45 recreational use fee collected by Queensland Transport on behalf of the Department of Primary Industries for fish restocking.

Your ship will be allocated registration symbols. These must be clearly visible in plain characters in a contrasting colour to the hull of your ship.

The size of the characters for Hartley trailer sailers must be a minimum of 75 mm high on both sides or on the stern

When you register your ship a registration label will be issued. For a ship the registration label must be placed on the exterior of the ship in a conspicuous place above the waterline on the port (left) side.

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