

THE HARTLEY MULTICLASS TRAILER SAILER ASSOCIATION OF QLD.
INC.



HARTLEY'S HOTLINE

TS 12 14 16 18 21

June 2007

“LADY GLADYS in the Kepples”



HARTLEY'S HOTLINE

EXECUTIVE COMMITTEE 2006/2007

President:	Tony Stapley	07 3207 5141
Vice President:	Jim Jones	07 3206 4288
Treasurer:	Ian Robinson	07 3878 1473
Secretary:	John Costello	07 3801 4478
Measurer:	John Milne	07 3870 2204
Members Registrar:	Ian Robinson	07 3878 1473
Mail address:	5 Cairns Street, Loganholme, Q, 4129	
Email: burmese2@optusnet.com.au	Web Page:	www.users.bigpond.com/bpwales/

SAILING CALENDAR

August 2007

Mon 13	1000	Phil's anti-congestion cruise to Blakesly's	0959	
Sat 18		Synchronized Sailing	1252	
Sat 25	1000	Raby Bay - Horseshoe Bay - Little Ship Club - Raby Bay Return at night. Sunset 1731, Moonrise 1406.	0654, 1937	Raby Bay VMR
29,30 , 31	0900	2007 Brisbane Boat Show		BCE Centre

September 2007

1, 2		2007 Brisbane Boat Show		BCE Centre
Mon 10	1000	Phil's anti-congestion cruise to Oak Island	0916	Maas' Marina
Wed 12	1930	HMTSAQ Meeting		YQ Building, Manly
Sat 22		Synchronized Sailing; Rig Tuning Day and BBQ	1827	Colmslie
29, 30		State Championships, LCYC		Boreen Point

October 2007

Mon 8	1000	Phil's anti-congestion cruise around Green Island	0746	Manly, by RQYS,
Wed 10	1930	HMTSAQ Meeting		YQ Building, Manly

November 2007

Mon 12	1000	Phil's anti-congestion cruise to Canaipa Point	1113	Weinam Creek
Wed 14	1930	HMTSAQ Meeting		YQ Building, Manly
Sat 17		Synchronized Sailing	1423	Manly

HARTLEY'S HOTLINE

COMMITTEE MEETINGS:

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

INNOCENTS NABBED WHILE CRIMINALS ESCAPE

Captain Snooze

In my absence on duty in TS18 LADY GLADYS the Committee meeting on the 13th of June was postponed. The first hint that this might cause trouble was rapid screams and flashing lights from the YQ's security alarm as we entered on the 20th of June. Personally, I was expecting a copper's hand to descend on my collar at any second, "*It wasn't me your Honour*". Called by Jim's ever-present mobile, at last the QYA's lady security victim arrived and let us in, meanwhile cussing Jim in particular, and the HMTSAQ somewhat less. The meeting was productive and finished later than usual, at about 2130 hours. When Jim inserted the RQYS's keycard to let us out, the electric sliding gate refused to budge, leaving five of our leading lights and their cars imprisoned inside the RQYS compound.

Two seasoned HMTSAQ criminals (names withheld) had left their getaway vehicles outside the RQYS compound. They climbed the gate and got away. How much had they snatched from the million dollar boats moored there? Now we know why certain people, subject to gadgetry like this, are inseparable from their MOBILE PHONE. Before the RQYS's security victim could arrive, some sailors turned up (to go sailing at 2200hrs on a cold wintry night!), opened the recalcitrant gates and let us out. I had a feeling that the RQYS was out to get us because we got ahead of them so cheaply.

TROPICAL EXTERMINATORS PTY LTD

ABN: 26 074 240 805



Hugo. B. Young

OWNER - MANAGER

Licence number. 0060

22 Lenore Crescent,
Springwood, Qld. 4127.

Phone: (07) 3208 8771
Mobile: 0419 736 832

HARTLEY'S HOTLINE

AROUND THE KEPPELS WITH ADMIRAL BILL

Captain Snooze

Wednesday 6.6.07

Bill Leeke and his crew of Gladys, Nola, myself and Wal drive north for 690km. At 1730hrs TS18 LADY GLADYS is launched after rigging up in the rain. We take her to berth E12 at Rosslyn Bay Marina and retire to the motel. The next day's weather forecast is ominous and we think LADY GLADYS will rest in E12 for several days.

Thursday 7.6.07

The weather deity relents and sends the low south to wreck Newcastle. Bill and I set sail at 0815 hrs. Wal and the girls leave later on the passenger cat. The course is due E, the wind is W-SW 5kt, it is raining and cold. What is a bit of rain to an Admiral and a President? After 8NM we anchor off Fisherman's Beach, Great Keppel Island (G.K.I.) at 1000hrs. Because of all the gear stowed underfoot in the cockpit, the bellows inflater cannot be seated on a flat surface. It splits, leaks and defies our figuring out the cause for quite a while. Eventually we know the tender cannot be inflated. Re-anchoring ten boat lengths out from the lee shore, dropping astern, not too far because of the onshore seas, we wade ashore. The perfectly clear water is surprisingly chest deep and I fall breaking off the radio aerial. Because of the rising tide, Bill goes in over his head! Blue and shivering myself, I am worried about Bill who is twenty years older. Fortunately our rented home, G.K.I. House, 50m inshore of our landing spot, is unlocked so in we go. The shower runs cold. Bill refuses my dry sweater and sits blanket wrapped indoors, blue and orange, chattering his teeth and issuing orders.

Old acquaintance and resident local artist Dennis Dean lends his kayak, so I stay dry while boarding LADY GLADYS to take her further from this lee shore, where I hope the ebb (of 3.03-1.37=1.66m) cannot strand her. Arriving later, Wal points out that the next LW is 1.11m and the boat needs to be further out. Bill has acquired a 12 V electric pump for inflating the tender; this would completely discharge LADY GLADYS's battery. G.K.I. House's 12hp Lister Diesel Generator is run daily to supplement the solar electricity and hot water, and to refill the overhead water tank from the bore. We run the generator, tap off 12V from one of the eight storage batteries, blow up the dinghy, get aboard and re-anchor.

Next Three Days

LADY GLADYS rolls and pitches to her anchor in the onshore windy westerlies. Wal introduces us to Texas/Holden pontoon. Snooze goes a-walking. Bill, as writer of The Homestead Story, island sojourner and G.K.I. devotee from his boyhood, is famous here on the island. The Resort Manager, Anthony Cleary, treats us as V.I.P.s, shouts us dinner in the resort. He drives us in a superb little Kawasaki 4WD to the Homestead where he provides a delectable al fresco lunch. He drives us on to Svendsens at the N of the island and back. Islanders fret about future developments there now that large areas have been donated to the Woppa Burra indigenous people.

Monday 11.6.07

With a favourable forecast and a light southerly, Wal, Nola and I run north in LADY GLADYS to Pumpkin Island close to the southern shore of North Keppel Island. Anchoring there our snack is tasty rock melon. Then we square away northwards admiring the big dry rugged, mostly uninhabited island. Eagle Rock, Considine Bay and Corroboree Island are left to starboard.

HARTLEY'S HOTLINE

Our Hartley Measurer, geologist, "Magic Miler" Milne tells of a drowned landscape; the two main islands are quartz sandstones and siltstones tilted at moderate angles to the east while the outer islands are completely different rhyolite lava flows. Threading the passage between Conical Island and Conical Rocks, we run out of breeze. The iron sail takes us WSW for 4NM to anchor in the lee of Outer Rock for lunch. With so light a waft, now from the SE, our plan to dogleg back by way of Man and Wife Rocks is cancelled. Motor sailing the rhumb line for the Middle Island Passage, LADY GLADYS is anchored off G.K.I. House with two hours to sunset. This delightful 24NM cruise has circumnavigated North Keppel Island.

Tuesday 12.6.07

A forecast 10kt southeaster suits Bill. Wal and I need no urging. LADY GLADYS heads south at 1000hrs. It is rather lumpy as we round the S of G.K.I. with the ebb at right angles to the breeze. As the breeze decays to two knots we decide against our original plan of a close inspection of Barren I. (16NM return) and opt for an anticlockwise circumnavigation of G.K.I. (15NM approximately) with a run northwards, then a reach in sheltered waters back to our anchorage. Around Coconut Point and Sykes Rocks we reach and run. We miss the submerged Hannah Rock, which has no link with our Captain Hannibal. Bald Rock with a height of 27m is obvious. Unlit until 1975, this eastern point of G.K.I. is deadly for a disabled ship adrift in a south easter. Islander Alan Morris's hypothetical answer to the Wreck Beach mystery, maybe a boiler explosion in a steam assisted wooden sailing ship (name unknown) dating from perhaps 1846. Leaving Wreck Beach to port and rounding Big Peninsula, the northernmost tip of the island, we anchor in Secret Bay for lunch. An unspoilt clean white sandy cove sheltered from the prevailing southeasters by the wooded ridges. Once more we motor sail the rhumb line for the Middle Island Passage, and again LADY GLADYS is anchored off G.K.I. House with two hours to sunset.

Wednesday 13.6.07

A lay day, and our last in this paradise. I watch the Piper Cherokee take off, then stroll in the same direction to deserted Long Beach. That evening the Maroons beat the Blues but there are no line breaks. They are cheered on by the crowd in the Wreck Bar where TV Reception is no better. I still think Rugby League is a rough game.

Thursday 14.6.07

Cold and cloudy with a 10kt SSW at 0800 hours, which builds to 15kt SW as Bill and I reach westwards in LADY GLADYS. On arriving at Rosslyn Bay at 0940hrs Brian has the trailer ready to retrieve on the ramp. Derigging is the worst part as ever; fraternising with old acquaintances is too short; off southwards at 1230hrs. A trailer tyre blows out a little way N of Gin Gin but we arrive there in time to purchase a replacement. They get Snooze home at 2130hrs. How lucky he is to have sailed the Keppels with Admirable Bill!

MEWBURN NAUTICAL DICTIONARY

“Dead-water” Is this what you fish in near Luggage Point, the eddy under a vessel's counter or a strange phenomenon which can occur when a layer of fresh or brackish water rests on top of more dense salt water, without the two layers mixing. A ship travelling in such conditions may be hard to manoeuvre or can even slow down almost to a standstill? 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. The MEWBURN NAUTICAL DICTIONARY is available on special from Tony at \$15.

For Sale

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



Ferryman



Aeolian

AEOLIAN - Sail No 1349 TS16 "A" Class, Racing condition, Reg trailer - \$ 10,000 - Eelke Wouda 07 3889 4436, Redcliffe Qld

CHARLIE'S THEORY- Sail No 1421 V/Good Condition, topsides repainted 2006, always garaged. Four sails, galvanised trailer, 4HP outboard. Price \$6000 - Gordon 0409 509 578 or 02 43 900 744. NSW Central Coast



Clive Allwood

Ph. 07 3206 4657

Fax 07 3206 4128

Email: callwood@netspace.net.au

www.allwoodsails.com

- * Custom made
- * Racing, Cruising and Traditional sails.
- * Recuts and repairs. * Sail covers and boom bags
- * 24 hr emergency Repair service.
- * Pick-up and delivery

ALLWOOD SAILS since 1959

Totally Australian Owned

HARTLEY'S HOTLINE

THE ADVENTURES OF CAPTAIN HANNIBAL AND ANTHONY THE MUDCRAB

It was Boxing Day 2006 and a young crayfish named Anthony was shivering on the ocean floor just south of King Island . Anthony knew that living in Bass Strait was no fun at all, he needed a 'SeaChange' ! Anthony dream't of living in sunny Qld and becoming a mudcrab. But how could he get there ?

Funnily enough at that time of year was the Sydney to Hobart yacht race where the yachts were welcomed into Bass Strait by the terrifying 'Great Southerly Buster' , the sea bed began to toss and turn Anthony as the southerly winds prevailed .Anthony was frightened, but called out "*Mr Buster can I hitch a ride with you to Qld ?*" The Great Southerly Buster with all his might and fury paused for a moment and replied "*sure you can Anthony I'm heading that way , so come along for the ride*" . So five months later in the month of May, Anthony had become a mudcrab living in the Bay of Islands Qld. All was what Anthony had dream't of, warm gentle waters and lots to eat and places to go. One day Anthony was exploring the bed and found this muddy pot with a smelly dead mullet inside, Anthony couldn't resist and you guessed it, there he was waiting for the fisherman to return with a boiling pot of water .

Things were not good for Anthony the mudcrab.

About the same time there was this sailor called Captain Hannibal having lunch and a few enjoyable beers at Pt Lookout Bowls Club . There were his friends Fifteen Plus, Snooze some new friends and even some women, a rare sight around Hartley 18 sailors, all was good.

A short time later all back on their vessels, a call went out "*There's a SOUTHERLY coming !*" Fifteen Plus fresh from the sheltered workshop, a place where public servants pretend to work, yelled to Hannibal "*get going NOW you will thank us tomorrow !*" A can and ahalf later the sailing yacht Hannah had raised her sails and was heading due west out the leads of Dunwich then heading south to shelter at Canaipa Pt. The Great Southerly Buster must have been having a weekend off for the Labour Day Holiday, so Capt Hannibal anchored at Blakesleys for a spot of fishing.

The next morning the sailing yachts Snowgoose and Hannah set sail in a 5-10 kn southeaster.

Meanwhile, Anthony the mudcrab was getting more and more nervous every time he heard a outboard motor heading his way. "*Is this the fisherman that's going to cook me in his boiling pot ?*" Anthony would cry .

Things were not good for Anthony the mudcrab.

Capt Hannibal was heading south along the northeast coast of Russell Island to avoid the severity of The Great Southerly Buster. All was well and pleasant in these sheltered waters,Hannah was sailing along as fine as ever and making goodtime to her safe destination,when all of a sudden Hannah slowed to half her pace, her telltales looked good but Hannah was sailing like a dog.

Around the same time Anthony the mudcrab was suffering from a hangover after drinking too much mid-strength seawater as it had been raining recently.Then to Anthony's luck he found his crab pot cage being TOWED behind the good ship Hannah with the float rope wrapped securely around the keel. About 5-6 nautical miles later south along Russell Island Capt Hannibal released the towrope and the crabpot came to rest on a muddy bed. Anthony climbed out of the wire cage to freedom.

He called out "*You're my Hero Captain Hannibal !*" Hannibal continued on his journey . He just smiled!

BOATIES' MARKET

Volunteer Marine Rescue Victoria Point is holding its next bi-annual Boaties' Market on 21st Oct. at the Victoria Point State School grounds. The gates open for site holders and buyers at 5am and the market continues until 12 noon. Entry is by donation.

HARTLEY'S HOTLINE

RECREATIONAL MARINE DRIVER LICENCE

In Queensland, a marine licence is required to operate a recreational boat which is powered by a motor greater than 4.5 kW (over 6 HP)

Valid marine licences include:

- * recreational marine driver licence
- * recreational ship master's licence
- * speed boat driver's licence
- * current commercial marine licences as master - for example coxswain.

Valid equivalent marine licences

Licences that are issued by other safety authorities within the Commonwealth of Australia or other entities recognised by Maritime Safety Queensland and include:

- * current boating licences issued in other states (excludes junior licences)
- * current Small Vessel Operators Certificate (to operate a fishing ship less than 10 m in length issued by the Queensland Fishing Industry Training Council).

To obtain a Queensland recreational marine driver licence you must:

- * be aged 16 years or older
- * demonstrate you are competent to navigate and manage a recreational boat by successfully completing an approved BoatSafe licence training course
- * provide satisfactory evidence of identity - a photographic Queensland driver licence (current or expired less than two years) is acceptable.

After you have successfully completed an approved BoatSafe training course, you must: present the statement of competency (copies are not accepted), a licence application form and acceptable evidence of identity in person at a Queensland Transport customer service centre. If your original statement of competency is lost, you must get a replacement from your training provider.

Queensland's boat licensing fee is A\$36.90 for a life-time recreational marine driver licence.

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.

COP-R-BOTE antifouling. Copper metal permanent antifoul that works - saves time and money.

THE BEST SOURCE FOR ALL YOUR BOAT BUILDING MATERIALS

FIBREGLASS - Woven and knitted reinforcements.

TIMBER PRODUCTS - Gaboon and Pacific Maple plywoods, End-Grain Balsa, and Cortech composite panels.

PLANS AND CATALOGUES - Plus all other essentials.

SAVE MONEY - With our materials packages

22 Baddoyle Street, LOGANHOLME
Tel: 07 3806 1944

OPEN SATURDAY MORNING