

THE HARTLEY MULTICLASS TRAILER SAILER ASSOCIATION OF QLD.
INC.



HARTLEY'S HOTLINE

TS 12 14 16 18 21

November 2007

“PHIL ANN at Boreen Point”



HARTLEY'S HOTLINE

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SAILING CALENDAR

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

December 2007

Mon 10	1000	Phil's anti-congestion cruise to Little Ship Club	0954	Raby Bay
Wed 12	1930	HMTSAQ Meeting		YQ Building, Manly
Sat 15		Synchronized Sailing and Xmas Party BBQ Bring your boat or just yourselves	1319	Colmslie

COMMITTEE MEETINGS:

Dates: As shown in Sailing Calendar

Time: 7:30 pm

Venue: Yachting Queensland, 578 Royal Esplanade, Manly, QLD, 4179.

HARTLEY CHRISTMAS PARTY

Saturday 15 December 2007

Colmslie

*Bring your Hartley early and sail the Brisbane River.
Party starts after 1600 hours.*

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STATE CHAMPIONSHIPS - LAKE COOTHARABA

by Philanderer

PHIL ANN with crew, my son Nigel and grandson Jarrad arrived at Lake Cootharaba at noon. With burgers for lunch from the shop we proceeded to the boat ramp where we came across SNOW GOOSE fully rigged. With burgers and beer we enjoyed lunch with Tony under the tea trees by the lakes edge. I helped Tony launch SNOW GOOSE. We then proceeded to rig PHIL ANN. All went well until we came to furl the jib, all it wanted to do was wrap around the forestay as it had never done this before I was puzzled. Closer inspection revealed I had put the swivel on upside down - "darn". With the gremlins sorted we launched. While Nigel and Jarrad motored PHIL ANN around to the camp ground, I found a suitable car park for car and trailer at the camp ground. We opted for a quiet afternoon ashore while Tony and John went for a blast around the lake in SNOW GOOSE.

Race One - Saturday 10.30am briefing thoroughly confused us. We decide to follow the arrows on the sailing instructions. Besides the sixteens will be ahead of us, just follow them. As we were starting with the sixteens I was somewhat cautious but managed quite a good start (for me). We were ahead of a few sixteens and well ahead of SNOW GOOSE which seemed to have some trouble at the other end of the start line.

PHIL ANN managed to stay ahead of SNOW GOOSE for the first triangle but with her big fore triangle and spinnaker she overtook us when we had trouble rounding the bottom mark. Storms with confusion about boats sailing off the course - guess the race is over. SNOW GOOSE - 1 : PHIL ANN - nil

Race Two - Bad start for PHIL ANN, SNOW GOOSE well ahead. PHIL ANN was making good way on a tack when suddenly the jib started to back. A quick take to counter the wind shift and the rest of the race became a blast. SNOW GOOSE having the good start held her position and crossed the line ahead of us. I gained solace from the fact that we did gain a fair amount of ground on SNOW GOOSE. SNOW GOOSE - 2 : PHIL ANN - nil

A few beers, a nice meal and a glass or two of wine at the Apollonian set the scene for a good nights sleep on PHIL ANN.

Race Three - Wind all over the place - start postponed. Finally the wind settles and PHIL ANN gets quite a good start. Don't know what happened to SNOW GOOSE. 3/4 the way down to the first wing mark along with Scuttlebutt, PHIL ANN runs into a hole. SNOW GOOSE closing put up a spinnaker then seems to go backwards. Frustration - can see the wind on the water one hundred meters away, finally the wind reaches us and PHIL ANN romps away. In a good steady breeze we finish well ahead of the Goose. SNOW GOOSE 2: PHIL ANN 1. Things are looking up.

Race Four (the final race) During the lunch break I checked the wind speed and found the breeze at a steady 8-9 knots gusting to 12-15 knots. This set the scene for a good quick afternoon race. Once again a bad start. SNOW GOOSE had a good lead. Throwing caution to the wind we sheeted on fairly hard and by the first mark gained a lead over SNOW GOOSE. PHIL ANN held the lead until a bad tack saw us surrender the lead by about fifty meters. Sailing hard PHIL ANN finally regained the lead by the last wing mark. PHIL ANN held this lead until about 3/4 the way to the final mark.

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Wiley Snooze managed to steal our wind and found the final mark ahead (just). SNOW GOOSE went wide of the mark. PHIL ANN rounded the mark inside SNOW GOOSE. Sheeting on hard PHIL ANN managed to lay the finish line comfortably while SNOW GOOSE had to do another tack to lay the line. SNOW GOOSE 2 : PHIL ANN 2

While Nigel took Jarrad to his mother at Johns Landing I attended the Presentation and enjoyed a couple of beers and sausage sangers with Tony. Another great meal at the Apollonian Hotel. Another night aboard PHIL ANN for Nigel and I and a sleep in next morning to recover. Breakfast, retrieve PHIL ANN, derig then off home via Tewantin and Eumundi. Leaving Tony and SNOW GOOSE to Cruise the Noosa area for a few days.

A great weekend of sailing and socialising was had by all who attended and I would urge all TS18 skippers to come along and share in the fun next year.

High lights for me.


1. Tony beating around in his tent to frighten off snakes
 2. PHIL ANN pointing much higher. Showing potential - shame about the skipper
 3. Picking a wind shift and having it work for me
 4. Rounding the last mark in the final race and laying the finish line without tacking
 5. The best of all - the camaraderie.
-

CRUISING DOWN THE RIVER

Captain Snooze

The GOOSE stayed afloat for another five days after the State Titles with permission for Snooze to live aboard. If you plan to overnight aboard on a cruise on the Noosa River you need the approval of Queensland Transport.

Converting the GOOSE from an empty shell (Phil claimed never to have seen her riding so high) to a floating caravan took most of Monday due to the 200m wade between my camp and the boat; there the water level was a bit above my knees. After transferring the esky, bedding, battery, porta potty, second anchor, tucker box, stove, water, spares, etc., and packing up my tent I deserved a bit of a laze (in the Apollonian pub).Next morning the GOOSE was aground with the water level a bit below my knees.

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Bloody tide gremlin, damned weighty cruising gear: "Get out and push", for what seemed like 0.5NM. Eventually we came into a sufficient depth for half plate. After a morning of tacking between 120 and 355 degrees magnetic (wind shifts) the GOOSE came aground with her bow tied to the outer portion of the jetty at Teewah Landing. It's been some years since she could get that close. The jetty was broken in two with the inner half driven about five metres eastwards in to the bank.

Encountered during my stroll to the top of Seawah Hill, were hordes of hungry mosquitos and a sleeping carpet python. I detoured off track for the latter, fearing it was another Swamp Tiger Snake displaced by the recent flood. The GOOSE ran me back for yet another feed at the Apollonian pub.

At 0940 hrs next day, Wednesday the 3rd of October, the GOOSE was becalmed at the southern exit of Lake Cootharaba. A strong favouring ebb helped the motor downstream to Lake Coorobah. There the very light northerly had swung to a very light southwester. Because of the shallow narrow channel, the head "wind", increasing powerboat traffic and the fierce sun I dropped the sails, put on my new boom canopy and became a powerboat.

During this the GOOSE went aground and touched a starboard hand mark as I had neglected to drop the anchor. As I cursed the GOOSE and my stupidity came the cry, "What a lovely little boat", from a gentleman in a houseboat who stopped to observe my folly. That evening I got fed at the N.Y.R.C. after watching their evening trailer sailer race where the highly modified TS21 GOOD AS did no good versus the likes of Elliotts and RL24s. For Captain Fifteen Plus' information, the lovely young blonde Sailing Coach lady has gone away.

At dawn the next day, Thursday, I powered the GOOSE downstream to anchor at Noosa Woods. After breakfast I tramped for about six km through the National Park to Hell's Gates. The lovely coastal track was cooled by the sea breeze and well patronised. It seems that the Noosa Shire Council has stopped dredging the river to replenish the Hastings St Beach and is now pumping sand from the west to the east end. Perhaps this will lessen the shallowing of Lake Cootharaba.

After shopping in Hastings St. and dodging the numerous Audis, BMWs, Jags and one Rolls, I kept the GOOSE in shaded powerboat mode. She headed upstream with a strong favouring flood. I was glad I was not in the water at the water ski area when a planing motorboat came to a sudden stop after snagging another boat's ski tow rope. After just under three hours I anchored off the Boreen Point Camp.

Homeward bound on Friday, the end of the school holiday, there was the usual ten to fifteen km stop/start traffic crawl to the Gateway Bridge. This followed a trailer tyre failure near Beerwah. Not a great penalty for a fun-filled week on the water.

MEWBURN NAUTICAL DICTIONARY

“Tail On” Is this a game to do with donkeys that children play, a cricket term or an order given to take hold of a rope and pull ? 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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TS18 CHAMPIONSHIP ON LAKE COOTHARABA

Captain Snooze

Following a practice sail with Cruiser Costello, you could have seen me beating around and within my tent with my mast strut. Told by concerned campers that they had seen a snake slither under my tent, Phil identified it as a Swamp Tiger Snake! Since there was no response to my beating it must have gone to snooze elsewhere.

On Saturday the 29th of September at 1130 hours came the warning signal for the first of four races for the TS18 Championship. Three entrants did not start, resulting in shared starts of our two TS18s with around a dozen TS16s. It was a duel between SNOW GOOSE and PHIL ANN. The courses were the usual triangle, sausage, triangle and windward leg to the finish. We had a fleet of MG skiffs starting five minutes ahead of us for their championship.

With a light northerly and less than a minute to the first start the GOOSE was in a good position halfway down the line on starboard slowly flapping her sails towards the port end. A dispensable gybe and botched tack left her wallowing in TS16 (also PHIL ANN) exhaust fumes. We stayed behind PHIL ANN for most of the first triangle but gained on her with our spinnaker. The breeze swung to a very light NW zephyr and the course was shortened so that we finished (before PHIL ANN) on the second windward leg.

Race 2 began on schedule at 1400 hours. The GOOSE got a good start at the port end of the line lee-bowing the TS16 fleet. PHIL ANN was way back. As the NE sea breeze came in we were glad we had changed down our foresail from no.1 to no.2. The Appollonian pub's kangaroo steak the previous evening had us both quite lively and jumping around the boat. A progressive wind shift eastwards caused the first reach to become a square run, allowing us to pole out the jib. The second reach was quite shy. The second windward leg became one long starboard tack and the sausage "run " became a reach. On the second triangle we were close to TS16 SCUTTLEBUTT who managed to reach through our lee from behind. We finished ahead of the Philanderers who were gradually catching up.

Sunday's start was postponed awaiting a settled breeze. Despite this the gentle NNW waft for race 3 soon boxed the compass and died away. We mistimed our start due to the MG skiffs, (after a heavy night?), all starting late. From our bad start we went to the dogs when the spinnaker backed sending us astern. Eventually we sorted it out but meanwhile PHIL ANN had romped away. That disgraceful TS16 RED DWARF kept us company for much of the remainder! So PHIL ANN won race 3.

With a 20kt sea breeze forecast for race 4, we then changed our no.1 foresail for no. 3. Our start would have been good with a lee-bow on the TS16 fleet. However we got in irons at the crucial moment and had to give way. From behind, PHIL ANN went ahead. We were underpowered as our no.3 should have been a no.2 jib. Even so it was a close race, the lead changing five times. The final windward leg to the finish was where they got us. I blamed our leeway due to our inefficient centreplate.

But maybe it was the nut on the tiller?

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OPEN SATURDAY MORNING

HARTLEY'S HOTLINE

Progressive Dinner and Fun Night Fundraiser at our place Saturday 20th October 2007 Helen Jones

Well what can I say but a big thank you to all who came along to a great night of fun and fine food. To everyone who brought along their allocated dish, whether a mains or a dessert, you all excelled. The night progressed well, with everyone getting into the spirit of participating in the games and of course enjoying the excellent cuisine.

The knots demonstration game was won by Roger Ryan with Jim Jones coming a close second. The blind fold was only a slight hindrance. Terry Casey won the raffle kindly donated by Bias Marine. . Rose organised a buried treasure game which entailed pinning a co-ordinate on a large sized map of the bay. The buried treasure was on Mud Island and another happy guest, Bill won the magnificent prize provided. He demonstrated lying on the beach chair for all of us. Jim organised a photo identification game with the help of google and these places caused much competitive conversation. Guess the number of blue (sea colour) smarties in a bottle was won by Barbara Davis and she kindly donated it back to us for our grandson. Another game was to guess what was in the box as well as two mystery objects.

We fined most of the guests for a bit of fun. - for example Rose and Ian were fined twice, firstly for sailing together and surviving in the State Titles and secondly for going bonkers in their bongo at Lake Cootharaba. Tony (Capt. Snooze) and Phil (Philanderer) were both fined for coming 1st and 2nd in the State Titles. Robbie Huckfield was fined for winning the State Titles (again). Barry McCarthy was dobbed in for doing such a good job of ordering the new Hartley Tee shirts. John Costello was fined because he used to say when he retired he would have more time to sail, now he has retired he says I am too busy. Oh well, he is building a new house. Deit (Captain 15 plus) was fined once for pretending to be sick and missing the State Titles and second for saying he thought Jim would glue his broken glasses frames together with epoxy. Jim was fined for almost finishing the renovation of Sea Lark (not). Barry (Exterminator) was fined for making it to Coffs Harbour and then doing a bearing on the boat trailer. Dorothy was fined for not allowing Barry to put the Classic not Plastic sticker on her car. Guess who has it on her car now...me... Roger was fined for being fit enough to walk the Kokoda Trail this year.

Thanks to Dorothy and Barry Young for their lucky door prize which was a lovely tide clock. The winner our neighbour, Wally was most pleased. Also thanks to Phil for arranging the raffle prize

A special thanks goes to Rose and Dorothy who both excelled in their duties and it was pleasing to have a gathering of thirty-eight on the night.

PS. As the boaties market was on very early the next day, we had ten house guests and the bikies who ride regularly on Sunday then did a morning ride and breaky at Victoria Point. Rose and Ian stayed in their bongo on the front lawn....the question we ask is...did they go bonkers in the bongo?