

THE HARTLEY MULTICLASS TRAILER SAILER
ASSOCIATION OF QLD. INC.



HARTLEY'S HOTLINE

TS 12 14 16 18 21

December 2008

“HARTLEY TS18s AT NOOSA”



TS18 at Noosa

Photo: Helen Jones

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Mail address:	26 Alconah St Sunnybank 4109.	
Email: burmese1@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.

TS18 CHAMPIONSHIPS, LAKE COOTHARABA Captain Snooze

These five races on the weekend of 4th-5th October had a good (for us) turn out of five TS18s. Some observations on Dramatis Personae are as follows:

My boat, SNOW GOOSE, is heavy and her ballasted centreplate has high drag, especially when only half way down so I did not fancy my chances. However in practice on the day before, my forward hand, Deborah Bond, proved keen, willing and tough; definite POCUS* material. In her youth she was trained in a 36 footer by her famous father whose footsteps she followed, becoming known in a certain establishment as "008".

Phil's boat, PHIL ANN, has steadily improved, going better each infrequent time we see her. Her handsome young forward hand, Warren Davis, a long-standing POCUS member, is very fit and like his skipper, very intelligent. These two are known as the Philanthropes.

Young Jim-lad's SEA LARK, rather an unknown quantity after her long years of refurbishment was appallingly fast in our practice sessions and her forward hand, Ian (Porrill the Peril), has awakened Jim to the existence of the sail racer's bible, the "Blue Book"***! I thought Jim-lad with his expertise in so many fields would have long read and digested that worthy tome. Two long-serving POCUS members here.



TS 18Snowgoose

HARTLEY'S HOTLINE

Personally, as a retiree, I object to having to buy a revised version of the "Blue Book" every four years.

LADY GLADYS has already won many laurels in the hands of previous owner, Ken Foster, a man after my own heart, like her present owner, Bill Leeke.

Cunning old Bill, a veteran of sail racing, with umpteen shelves full of trophies! Forward hand Roger Ryan, hitherto rarely seen has walked the Kokoda track, is semi-retired, looks fit and tough. Two long-time POCUS members with a proven fast boat.

What could have got into Captain Fifteen Plus to race KAY TOO full of cruising gear? I doubted if his "invincible" staysail could compensate for his two big batteries, 12v refrigerator, solar panel, two sleeping berths, food & etc. Suspiciously, his forward hand, his daughter Elaine has lived in Tokyo, a hotbed of MUCUS*** influence!



TS18 Phil Ann



TS18 Sea Lark

The course for the TS18s was shortened by omitting the final triangle of the standard Olympic course so that we only did a triangle, a sausage and a short windward leg to the finish. This allowed us to patronise the hamburger shop before it was besieged by ravenous TS16 sailors who started five minutes earlier, but who sailed a final triangle.

The first race had a WNW breeze of 8-12kt. In the GOOSE we were not proud of our start, 15 seconds late. Starting next came LADY GLADYS, then PHIL ANN. This order was reversed at the finish line.

After lunch the breeze had increased to 12-15kt NW. LADY GLADYS and KAY TOO retired due to Bill's injury and Elaine's sea sickness respectively. The starting order in race two was SNOW GOOSE first, PHIL ANN second, SEA LARK third. They finished in the same order.

For race three the breeze came up to around 15kt NW. The start was won by SEA LARK with us close behind on port tack, then came PHIL ANN. This order was reversed at the finish. This may have been the race when, from ahead I saw PHIL ANN overtake by sailing through the lee of SEA LARK, then come to do the same to us.

With Bill and Elaine out of action KAY TOO retired and LADY GLADYS took on Captain Fifteen Plus with Roger for the fourth race. A big wind shift from around 5kt W to around 10kt N began soon after the start. SEA LARK's starts had improved with each race. The Peril had noted my vulnerable habit of starboard reaching with flapping sails during the half minute prior to the start. Up came the LARK from our lee on starboard, hard on the wind, citing rule 11**** and forcing us to start prematurely. Admirable tactical sailing! "Go thou Snooze and mend thy ways." The GOOSE restarted and shadowed close behind. We wondered at PHIL ANN's 720 degree turn at the leeward mark. This probably helped

HARTLEY'S HOTLINE

LADY G to win despite being unaccustomed to her crew. PHIL ANN was a very close second; her double turn was an unnecessary response to a committee boat's display of a large "60" sign not explained in the sailing instructions. We guessed it was about the wind shift and a shift of a mark. A "45" sign was displayed in one of the earlier races.

A dire weather forecast saw LADY G and the GOOSE with shallow reefed mains in the final race. Under full sail the LARK's daring displays of her bottom and centreplate continued. With PHIL ANN's gooseneck and mast track broken we were down to three boats. The GOOSE started third, due more to ineptitude than to fear of The Peril. The forecast did not eventuate and all we got was 12-14kt NNW, which lessened. During a lull on the first windward leg LADY G got in strife whilst shaking out her reef. From ahead we watched gleefully.

Her main halyard became trapped in the slot. The second leg had become a square run due to a wind shift with a quiet period when we were able to shake out our reef whilst maintaining full sails. With the LARK closing in we maintained our lead over the next four legs to the finish.

We had great camaraderie and close hard exciting racing. Gremlins got into PHIL ANN and LADY G and sank 008's sunnies. What lovely people they are at the LCSC. Bill with seven stitches in his gashed calf and no bed was put up in Rose Cottage by Geoff. PHIL ANN's, the GOOSE's and the LARK's trailer rigs were locked securely in the pound while they went a-cruising. Handicap placings were not calculable at the time of the presentation. So the handicap trophies were awarded to our well deserving forward hands. Congratulations to our Queensland State TS18 Champions, the philanthropic father and son team: Phil and Warren Davis. Thanks a lot to the LCSC sailors, especially those in the committee boats.

* POCUS: the Patriotic Organisation of Captains for the Upbringing of Subordinates.

*** The Blue Book": Racing Rules of Sailing, 2005-2008, Yachting Australia. (Changes contemplated from 31.12.2008.)

*** MUCUS: the Malingering Union of Crew for Upsetting Skippers.

***** Rule 11: when boats are on the same tack and overlapped a windward boat shall keep clear of a leeward boat.

TS18 2008 Queensland Titles

Series Scratch Results Race 5 (Drops = 1)

Place	Sail No	Boat Name	Skipper	Sers Score	Race 5	Race 4	Race 3	Race 2	Race 1
1	101	Phil Ann	Phil Davis	6.00	[6.00C]	2.00	1.00	2.00	1.00
2	S126	Snow Goose	Tony Stapley	7.00	1.00	[4.00]	2.00	1.00	3.00
3	642	Sea Lark	Jim Jones	11.00	2.00	3.00	3.00	3.00	[5.00]
4	103	Lady Gladys	Bill Leeke	12.00	3.00	1.00	6.00C	[6.00C]	2.00
5	7	Kaytoo	Dietmar Kraemer	22.00	6.00C	6.00C	6.00C	[6.00C]	4.00

Series Results Handicap Race 5 (Drops = 1)

Place	Sail No	Boat Name	Skipper	Sers Score	Race5	Race4	Race3	Race2	Race1
1	642	Sea Lark	Jim Jones	6.00	1.00	1.00	3.00	1.00	[5.00]
2	S126	Snow Goose	Tony Stapley	8.00	2.00	3.00	1.00	2.00	[3.00]
3	101	Phil Ann	Phil Davis	8.00	[6.00C]	2.00	2.00	3.00	1.00
4	103	Lady Gladys	Bill Leeke	15.00	3.00	4.00	6.00C	[6.00C]	2.00
5	7	Kaytoo	Dietmar Kraemer	22.00	6.00C	6.00C	6.00C	[6.00C]	4.00

HARTLEY'S HOTLINE

CRUISING THE NOOSA Helen Jones

Three nights camping at Lake Cootharaba over the State Titles Weekend was followed by three leisurely days cruising with “PHIL ANN” and “snow goose” on board “SEA LARK”. Monday was spent packing the tents, parking trailers and getting our boats shipshape ready for the ensuing cruise. Therefore the first night was afloat at “Hartley Cove” (aptly named by the TS 18's). Tony, Phil Jim and I waded out to our cosy boats in torchlight after a delicious dinner at the Apollonian Hotel. Many meals were bought there over the weekend..... we just kept going back for more.

Tuesday arrived with quite strong headwinds so the first day was spent motoring, firstly across the shallow lakes then into the Noosa with all its vegetation along the river banks. There was a little mishap on my part I suppose, because I was the one with the mobility limitations (broken arm earlier in the year) which meant Jim had to have the anchor dropped without my help. After running out of petrol and refuelling, the anchor had to be retrieved from the front, I was left in charge of the tiller. Of course the headwinds were my undoing so Jim had to quickly scramble back to rescue the “Lark” (entangling by the encroaching vegetation). This was done by some speedy reverse revving. After this I just sat back and enjoyed watching “PHIL ANN” with her new burgee (boxing kangaroo) fluttering in the wind, I didn't have a care in the world.

Our first night was spent moored on the best little bit of beach, after all everyone who owned a dog knew that, they were all there walking in a leash free area. It had nothing to do with the fact that the Noosa Yacht Club was just across the canal, walking distance to dinner and drinks for us boaties. We enjoyed a nice dinner, but I did notice Jim was just too tired to finish his dinner. He was recovering from the races I guess and also the fact that he was waking at night - just checking the mooring position. Very early next morning the Dragon Boat crews turned up for their daily practices. There were probably four groups so it was a noisy but interesting start for the day.

We spent a little time on the water the second day motor-sailing to Noosa. We did a lovely walk in the Noosa National Park right up to the headlands and back. The boats were anchored near the old camping grounds at the end of Hasting Street. This old camping ground is now a beautiful native reserve with meandering walking tracks. By the time we got back the tide had turned and the boats were in high water. (Fun and games getting aboard for Tony and Phil who had their boats moored together). From here we returned to the Noosa Yacht Club to overnight in the same spot. The boys had their nibbles on board “Phil Ann” while I had a read and rest. Another nice dinner followed and to bed. The pier light was a little bright so we found some newspaper to make a makeshift blind on the port windows. Sleep was easily coming, something to do with the sea air and sunshine.

Next morning we were alone. On dawn Tony and Phil had been given marching orders by the Dragon Boat people so we found them anchored across the water. We just happened to be on the other side of the pier, they left us alone. The weather forecast was for rain that afternoon so we reversed our journey and managed to make it back to the Lake Cootharaba ramp in time to have the boats on the hard and just before the rain.

It was a great few days. Thank you Tony and Phil for making the few days such a memorable one. Looking forward to the next time on the water.

HARTLEY'S HOTLINE

TS16 2008 QUEENSLAND TITLES

By Murray Dyer

The 2008 Queensland State titles were sailed at Lake Cootharaba with a fleet of fourteen boats entered. The series was opened up a touch with evergreen winner Robert Huckfeldt suffering from a recent hand injury and unable to compete. Regular crew Bob Fletcher took the helm and introduced David Mansfield to the Jackpot phenomenon.

Bucky Smith had launched his new foam boat Tashay the week before as had Colin Hinwood from Big River Sailing Club in Northern NSW with Ally-ooop. It was also great to see a couple of other boats in Sand Witch and Ariki back in the water after having been sold and refurbished. Ariki was skippered by junior competitor Jasmine Heaney and ably assisted by her dad Dave as crew. Probably the most notable entry was 93 year old, Phil Briggs sailing Gremlin (formerly Red Dwarf) with his daughter Sue.

Congratulations to the Jackpot team and I know that Robert Huckfeldt was noticed on the committee boat on Saturday offering quiet unheard (by Bob) instructions from afar when he didn't agree with where Jackpot was going. "It is difficult to sit by and watch isn't it Robert"

Race 1 The race started in approx 5 knots from the north. Tashay led around the first mark from Once a Knight with the rest of the fleet in close pursuit. A wind shift necessitated the race committee to reset the course as the breeze freshened to around 15 knots plus. Tashay led up until the last reach when Jackpot managed to take the lead and was first to the finish with Tashay second and Once a Knight third.

Race 2 There were some casualties throughout the second race with Scaliwag first to succumb with a broken jib halyard pulley right on the start gun. Ally-ooop was also experiencing problems and returned to the shore for some repairs. The most unfortunate incident was when Exit exited the race with a hole in her side. (No it wasn't a port and starboard). Jackpot managed to lead from Tashay at the first mark and led right throughout with The Matrix in third.

Race 3 The 15 knot North easterly had settled and may be increased at times during the afternoon. Tashay once again was first out of the blocks and led Jackpot to the first mark with Time, Plan B and the Matrix close behind. Jackpot once again managed to work her way to the front towards the end of the race, which of course is where it counts. Tashay was second with Plan B third.

Race 4 The start was delayed while the committee waited for the breeze to settle in and although there was a considerable shift near the first mark Tashay managed to lead Jackpot and Time. Even though the breeze freshened and the committee reset the course Jackpot could not find an opening and had to settle for second place behind Tashay with Time in third place.

Race 5 The breeze was settled from the North East at around 15knots and looked like another great afternoon for sailing. However, about half way across the first reach the breeze dropped and swung to the NNW. The committee was unable to reset the course as the regular LCSC Club race was being held in conjunction and due to the various classes and spread of the fleet made it impractical. Jackpot won from Tashay and Ally-ooop. So once again Jackpot continued the tradition of being State Champion and left the minor placings to Tashay second and Time in third.

HARTLEY'S HOTLINE

Series Handicap honours went to Ian Robertson in Scuttlebutt from Mike Willcocks sailing Sand Witch with John Horler in The Matrix in third place.

TS16 2008 Queensland Titles

Series Results Handicap Race 5 (Drops = 1)

Place	Sail No	Boat Name	Skipper	Sers Score	Race 5	Race 4	Race 3	Race 2	Race 1
1	1607	Scuttlebutt	Ian Robertson	14.00	1.00	1.00	[12.00]	8.00	4.00
2	1515	Sand Witch	Mike Willcocks	17.00	2.00	7.00	5.00	3.00	[12.00]
3	1544	The Matrix	John Horler	18.00	6.00	4.00	7.00	1.00	[13.00]
4	1001	Once a Knight	Julian Griffiths	18.00	5.00	5.00	[11.00]	7.00	1.00
5	1285	Time	Ross Mapleston	18.00	7.00	2.00	4.00	5.00	[10.00]
6	777	Jackpot	Bob Fletcher	22.00	11.00	[11.00]	1.00	2.00	8.00
7	1301	Plan B	Bruce Wales	22.00	8.00	9.00	3.00	[9.00]	2.00
8	590	Ariki	Jazz Heaney	23.00	4.00	[8.00]	6.00	6.00	7.00
9	1573	Scaliwag	Murray Dyer	25.00	9.00	3.00	8.00	[15.00F]	5.00
10	1605	Tashay	Bucky Smith	26.00	10.00	10.00	2.00	4.00	[11.00]
11	1606	Ally-oop	Colin Hinwood	27.00	3.00	6.00	9.00	[15.00F]	9.00
12	1349	Aeolian	Graeme Fleming	38.00	15.00C	[15.00C]	10.00	10.00	3.00
13	352	Exit	Norm Thompson	48.00	15.00C	12.00	15.00C	[15.00F]	6.00
14	211	Gremlin	Phil Briggs	57.00	15.00C	13.00	15.00C	[15.00S]	14.00

TS16 2008 Queensland Titles

Series Scratch Results Race 5 (Drops = 1)

Place	Sail No	Boat Name	Skipper	Sers Score	Race5	Race4	Race3	Race2	Race1
1	777	Jackpot	Bob Fletcher	4.00	1.00	[2.00]	1.00	1.00	1.00
2	1605	Tashay	Bucky Smith	7.00	2.00	1.00	2.00	2.00	[2.00]
3	1285	Time	Ross Mapleston	17.00	6.00	3.00	4.00	4.00	[7.00]
4	1001	Once a Knight	Julian Griffiths	18.00	4.00	6.00	[10.00]	5.00	3.00
5	1544	The Matrix	John Horler	18.00	5.00	5.00	5.00	3.00	[10.00]
6	1301	Plan B	Bruce Wales	21.00	[10.00]	7.00	3.00	7.00	4.00
7	1573	Scaliwag	Murray Dyer	24.00	9.00	4.00	6.00	[15.00F]	5.00
8	1606	Ally-oop	Colin Hinwood	28.00	3.00	8.00	9.00	[15.00F]	8.00
9	590	Ariki	Jazz Heaney	31.00	7.00	9.00	7.00	8.00	[9.00]
10	1515	Sand Witch	Mike Willcocks	32.00	8.00	10.00	8.00	6.00	[12.00]
11	1607	Scuttlebutt	Ian Robertson	43.00	11.00	11.00	12.00	9.00	[13.00]
12	1349	Aeolian	Graeme Fleming	47.00	15.00C	[15.00C]	11.00	10.00	11.00
13	352	Exit	Norm Thompson	48.00	15.00C	12.00	15.00C	[15.00F]	6.00
14	211	Gremlin	Phil Briggs	57.00	15.00C	13.00	15.00C	[15.00S]	14.00

HARTLEY'S HOTLINE

FOR SALE

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.

Hartley TS16 "Austral" Sail No 3797 \$8000.00 Contact Jim 3206 4288 This Hartley was built in 1998 and is in immaculate condition. Equipment includes; Tohatsu 3.7Kw 4 stroke outboard; 2 head sails, 1 mainsail; Whisker pole; Galvanised trailer; Snubbing winches; Galvanised centreboard; 4 life jackets; Sliding hatch.

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