

~topsails~

February 1974



THE HARTLEY TS 18 & 21 ASSOCIATION

Address for correspondence;-

Assoc. Secretary,
Mr. Stephen Thom,
11 Alfred St., KEW.
3101.

Ph: 80 4172

THE HARTLEY TS 18 & 21 ASSOCIATION - .

Meeting at Sandringham Y.C. on Wednesday 27th. at 8 p.m.,
Lower Deck. Ladies welcome.

PRESIDENT'S LETTER

Well here we are with our first newsletter for 1974 and our Association is heading for its first birthday. Looking back I think we can be proud of the progress we have made and with most of the preliminary spade work behind us we can look forward to even better things.

This month I would like to draw your attention to two events which can do a lot to advertise and develop our class of boats.

Firstly, the open day at St. Kilda Marina. This is described later and I won't repeat the details, but I do urge you to avail yourself of the opportunity to see the boat of your choice in action.

Secondly, the Marley Point to Metung overnight race held over the long weekend 9/11 March. This event has become one of the highlights of the Victorian Yachting Calendar and attracts an enormous following. Last year 53, I repeat 53 TS 16's faced the starter alone with a total fleet of over 120 boats. I think there were 2 TS 18 's and 1 TS 21. What a tremendous chance to show off our classes, please think seriously about coming along.

Although officially described as a race a large percentage of the starters are cruising families (my wife and boys are my crew) and each year the numbers grow.

The race starts at Marley Point at about 9.00 p.m. on Saturday night and requires a compass sail across Lake Wellington and through the straits to Lake Victoria, thence past Paynesville and across Lake King to the finish at Metung.

This will be my fifth start and I wouldn't miss it for worlds, our boats are ideally suited and the experience of the night sail with all the boat lights around you and then breakfast as the dawn comes up and the sail past Paynesville is unforgettable.

If you are interested in showing our flag and joining me please phone me at 232 1009 for details,

STAN PHILLIPS

EDITOR

As you can see by our newsletter cover that your committee has gone ahead with both name and design to fit the bill.

The decision wasn't made lightly for not having any suggestions forthcoming from the members we considered a dozen or so suggestions already to hand. The design was taken from a slide recently shot by Stan Phillips on his overseas trip. It features the Cutty Sark masts and rigging hence the name "Topsails", this beautiful yacht is set in concrete as an achievement of early sailing history.

SAILING -TRIP FROM SYDNEY TO HASTINGS

On Dec. 23rd Peter Zimmerman and I flew to Mascot, hopped a ferry to Manly and after a counter lunch were picked up by our skipper (Stewart McCann) and driven to Newport marina on Pittwater. After a detailed explanation on the ship's appointments, a run down on fittings, course to follow and selection of watches we had a swim and turned in for the night.

The above might seem involved but when you consider that the safety of a five man crew, a 36 ft. yacht and thousands of dollars investment is concerned, no amount of pre planning, forethought or safety precautions can be overdone.

The trip itself was full of incidents such as the hull taking in water at 140 gallons per hour which necessitated slipping the boat into Sydney Harbour for a quick repair and recorking.

We set sail again next day for Port Kembla as there was a current storm warning out and the skipper was concerned about the hull settling down. Next stop was Kiama for refuelling, provisions, grog and water.

All was going well so it was decided to push on to Jarvis Bay to spend our third night in sheltered waters. Next morning after a good scrub up and an excursion ashore by Peter to buy spare spark plugs, once more we headed out to sea for our first overnight sail to Eden and Two Fold Bay.

If you haven't experienced the sun going down on high cliffs whilst being some ten miles out to sea, there is an awe inspiring sight in store for you. After the spectacle of dusk the seriousness of 4 hourly watches comes home. For the land is no longer there to set a course by and all attention is focused on the compasses. It is equally important for your watch mate to keep a sharp lookout as it was at this time that we sighted about five Sydney Hobart yachts in the distance.

The luxury of a hot coffee followed by an inviting sleeping bag after a 4 hour watch was rudely interrupted by being shaken and told it was your turn for watch again. This kept up until we made the fishing pier at Eden where the skipper suspended the watch pending sailing again.

After being made more than welcome and cooked an excellent Bar-B-Que, next day the skipper decided it was Hastings or bust. As evening fell we were opposite Green Cape light not to mention Disaster Bay. Having a dead ahead punch we were motoring about 6 knots on a course 180 due south for Gabo Island, when the motor started making noises, trying to ascertain the trouble my watch mate and I decided to awaken the skipper for advice, who reluctantly set our course back to Eden.

At this point the motor blew a head gasket and the wind we had as a head punch now died to a light zepher. Sitting five miles off Disaster Bay with the fishing fleet coming from Eden all around us it was certainly time for a can. I might add it was 1. o'clock in the morning so an anchor watch was set and the crew had a welcomed rest.

We made it back into Twofold Bay around lunch time and I was elected to go ashore and raise help. This was harder than appeared as we were anchored 300 yards off shore. Fortunately a mirror sailed by to pass the time of day, a quick explanation and I was aboard headed for shore and a mechanic.

I thought it was a short walk to a shack on the hill, but after trekking two miles through the bush and seeing the biggest black snake you ever saw, I arrived back to where we had our Bar-B-Que two days before. The motor was fixed by the good people in a day and we spent the rest of the time sailing around Twofold Bay.

Having to commence work next day I travelled by bus to Melbourne. Peter the lucky devil sailed to Hastings on fleridan which had sailed from Hastings to Pittwater and back, it had called into Eden by chance and met us at the fishing wharf.

My thanks to the skipper and the part owner - Stewart McCann and Ross for supplying the boat and the chance of an extended cruise outside, I am pleased all the mishaps happened as we. only learn by exception and this cruise was certainly an exception.

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Together with "Gemini" (a newly launched TS 18 owned by Rupert Johnston) and another newly launched TS 18 owned by Alan Roberts, we cruised on Westernport Bay over the Xmas period.

However, the otherwise enjoyable break was marred by one incident.

Two or three years ago, a senior committee member of the Newhaven Yacht Squadron said that Trailer Sailability would be most welcome to call in any time they were passing. This type of hospitality towards visiting yachts is quite usual and

international.

Accordingly, being in the area one day during the Xmas break, we decided to call in to their newly completed marina for a lunch stop. On entering the channel, a man on the jetty asked us if we had a berth. When I said "no", he replied "you're not allowed in here".

Now how anyone can "own" tidal waters escapes me, so we proceeded in to the marina.

As we passed close to a "Boomerang" the owner asked "You're a friend of Ron Lewis?" I said "yes that's right, can we tie up somewhere for lunch?". He replied "that berth at the end is empty". I said "how about our friends in the other yacht?" He replied "that's OK there's plenty of room for two". Much relieved we started to tie up, when the "first man" appeared again and said "you can't stop there". I replied "we're only staying for lunch". He then said "someone's paid money for that berth. At the moment he's sailing at Wilson's Promontory, but he could return any minute". I was bemused how anyone sailing at Wilson's Promontory could return any minute! However, very disgusted with the whole wretched episode, I decided to leave immediately and go elsewhere for lunch. I have been cruising with my family for some 15 years, both here and overseas, and this is the first time we have experienced such a "welcome", I trust it will be the last.

TECHNICAL JOTTINGS

The boom fittings no. shown on sail plans is incorrect and should be ignored. The fittings listed under "Fitting out Guide" being the right ones.

It is recommended in the case of the 18's to fit twin backstays rather than the bridle and single backstay, thereby giving more clearance to end of boom if it lifts when jibing. The 21's are O.K. either way.

Members intending to use heavier centre plates should ensure that they have adequate bouyancy installed to cope with the extra dead weight. Air beds are handy in this respect if they are tied in.

I have a reconditioned double reduction winch 13 : 1 ratio suitable for a TS 18 trailer for \$12.00.

Colin Anderson has some TS 18 staysails ready for immediate purchase.

SOCIAL ACTIVITIES

The rush and bustle of Xmas over, children back at school, everything is settling back to normal. The holidays behind us we should see the old faces around again and resume our monthly meetings. We plan to show various slides of sailing and Xmas holidays at the next meeting Wednesday 27th. Feb. and if you have some to contribute we would like you to bring them along.

Hastings Yacht Club has a 'Roaring Twenties Night' on Friday 22nd. February and the invitation is extended to the 18 & 21 Assoc. Cost \$2.50 per head which includes supper and an excellent band. Drinks can be purchased or you can B.Y.O. Also on their social calendar is a wine bottling and slide night on March 23rd. More details next month.

The Chelsea Yacht Club has monthly social evenings and have invited us to arrange a night with them. This is a great opportunity to make an all round contact with various Clubs and with your support we will build a sound basis for variety and many friends in both Bays. We are waiting for their calendar for 1974 and will arrange something to fit in with the sailing programme. (I wish I could predict the weather).

We would like the offer of a back yard, fairly central to hold an informal Bar-B-Que later in the season where we can chat and mix more freely than at a dinner dance. Besides its cheaper!

Social events in a Yachting Association are difficult as those of us with boats spend most of our weekends on the water but if there are enough who are still building or about to, we could try to arrange more social contact on a smaller scale.

The monthly meetings are still the main source of getting together so please make the effort and remember its a family affair so don't leave the women at home.

Any further queries or suggestions you can contact me on 725 6036.

HAZEL ZIMMERMAN (Social Organiser).

MERMAID'S COLUMN

Ladies Choice

This article is for the benefit of those of you who are new to sailing or who may have husbands who are off each weekend while you sit home and look after the children and wait anxiously for the men to come home. This is not necessary, sailing is one of the few sports that allow the whole family to take part and enjoy. You can almost forget your worries till you drive in the gate on a Sunday night, relaxed and ready to meet the traumas of the coming week with new vigour and better able to cope.

I was prompted to write this article as I know of a few wives who do not take an interest in sailing and resent the boat as it's the cause of many arguments. The marriage is suffering and life is not as good as it should be. Sailing together provides a common ground to share experiences, good and bad, meeting other people and making new friends. The husbands of most of these girls would dearly love to have the family with them, at least sometimes. The children love it, the beaches on Westernport are mostly accessible by boat only, the water is clean and pure with no broken bottles and little rubbish plus the fishing is pretty good. (Ask Don Paulsen).

I think a lot of you feel that those of us who participate with our husbands in sailing are good sailors, brave hardy creatures with no nerves. We are most of us chicken livered but realize that it is far better to brave a rough and tumble than to be left at home with the housework. You still have to look after the children so why not do it on the boat. The rewards are tremendous. Sitting on the beach by a fire I give thanks again for the opportunity to be part of it. Full moon, water lapping the beach, good company and no TV to stare at.

It's not a bad idea if you can manage it to sail with another family occasionally for the realization that most of us are a bit frightened of heeling too far or hitting the water with force and that other husbands expect the same from their wives. It's good to realize you are not the only one who 'has to go through it' and is scared. The other times of peace and tranquility, warm sun, gently breeze with the ripple of the hull breaking the calm sea it's worth it. So come on girls, give it a go and get your sea feet.

*If any of you are interested in a series of discussions and basic sailing instruction in a group please ring me on 725 6036 and we will put it to the committee.

SAILING NEWS

The most exciting news this year will be the extended cruising in Whitsunday Passage July/August. It is expected to last approx. four to five weeks and there are five boats interested including the Cowie, Zimmerman, Gormley and Selsmark families. The following is an extract of a letter received from Mr. Bernie Katcher who sails 'Nari' a charter yacht from Shute Harbour.

'Your enquiry concerning sailing in the Whitsunday area was noted with envy. A more perfect area you could not have selected. My wife & I have sailed many acres of the Pacific and found this fragment the best by far. 74 islands, 66 with no people, plus a perfect climate. I only wish I could sail with you in your explorations adding that in four years I have only visited 40 of the islands and have 34 yet to explore.

Buy charts Aust. 329 and you will see at a glance at least 12 months are necessary to explore our area. We live high on the hill overlooking Shute Harbour and your launching ramp. Call on us when you arrive, from our view you can plan a month's cruise visually. About 40-50 Trailer Sailors have been here in the last 2-3 years. The area, if winds are strong S.E. can be choppy crossing Whitsunday Passage but we were followed home in 35 kts. by a Griffin 17 ft., crew 65 years old made coffee en i-route so it can't be too bad. Once across there is a vast uninhabited sheltered area scattered with yachts from all round the world. Regarding weather, July/August is good but we can get Traders S.E. increasing to 20 knots in the morning, weakening to 10 knots at 4 p.m. Naturally you can choose the time of day to sail. /5

