

~topsails~

March 1974



HARTLEY T.S. 18 and 21 ASSOCIATION OF VICTORIA

General meeting to be held at Sandringham Yacht Club,
Lower Deck, at 8 p.m. on 27th March, 1974. Ladies
welcome.

A G E N D A

1. Apologies
2. Minutes of Last Meeting
3. Treasurer's Report
4. Measurer's Report
5. Publicity Officer's Report
6. Purchasing Officer's Report
7. Sailing Co-ordinator's Report
8. Social Organiser's Report

S. R. THOM
Secretary

YOUR COMMITTEE:-

STAN PHILLIPS 24 Marbray Drive, Syndal. 3149.	PRESIDENT Ph: 232 1009,
STEPHEN THOM 11 Alfred Street, Kew. 3101.	SECRETARY Ph: 80 4172.
NORM. SELSMARK - 5 Purse Street, Mt. Waverley. 3149.	TREASURER Ph: 277 4774.
RON LEWIS 30 Deborah Avenue, Boronia. 3155.	MEASURER Ph: 762 4190.
BOB GORMLEY - 7 Peveril Street, Glen Waverley. 3150.	PUBLICITY OFFICER Ph: 232 70.83.
DES WEBB - 9 Shirley Court, Boronia. 3155.	TECHNICAL OFFICER Ph: 762 4253.
PETER ZIMMERMAN - 7 San Martin Drive, Croydon. 3136.	SAILING CO-ORDINATOR Ph: 725 6036.
ZIMMERMAN - 77 San Martin Drive, Croydon. 3136.	SOCIAL ORGANISER Ph: 725 6036.

PRESIDENT'S LETTER

WHAT IS IT ALL ABOUT?

I believe that from time to time it pays to take stock of any situation, mainly to ensure that close involvement doesn't cause you to loose sight of the overall aims.

Let us look at our Association. I believe it was formed to bring together people with a common interest in sailing and more particularly with an interest in a particular type of yacht. Our collective efforts can assist members with advice and practical help in obtaining a boat, whether building or buying, in rigging and fitting it out in a proper manner and then in sailing it safely and properly to get the maximum enjoyment.....contd.

I wonder whether we are doing this and whether you feel you have benefited from joining us. Your committee have worked hard and I think we have achieved a lot in our first year, many new boats are being launched, our meetings are well attended and lasting friendships are emerging, but let us not get complacent. It is easy to get into a rut and to put a lot of effort into jumping up and down on the spot. Danger signals are members dropping out and falling attendances etc., because a sameness takes over and nothing new ever happens.

Your Committee will keep on working I know, but they will always welcome ideas and assistance. I asked before if you were getting what you wanted out of the Association, but let me now suggest you ask yourself what have I put into the Association, apart from \$5 ? Remember there is a very definite correlation between the two answers. If you feel that having used your card to obtain all possible discounts and that is that, well good luck to you and goodbye, but if you want more, then I urge you to participate in our activities. I know that whether on or of the water there are always many reasons for not turning up to meet people yot- don't know very well, and your wife doesn't know at all, but it s amazing how soci you find a couple here and there with whom you form closer ties and then the outings become a pleasure.

Please be assured I am not levelling criticism at anyone and I don't feel we have any real problems yet, but it doesn't hurt to look inside and ask what is it all about?

STAN PHILLIPS,

Editor's Note;

Topsails is not the property of the committee, why not write a few lines yourself, we welcome articles on any subject, for sale and wanted to buy notices, etc.

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FOR SALE

New 6 HP Evenrude Propellow \$9.00.
DES WEBB 762 4253.

Perspex 4 m/m Thick 4' x-4' \$20.00
BRYCE TAYLOR 783 8734.

Anodised Aluminium Boom \$22.00.
10'7" long, fitted with R.F. 490 and plug.
RON AFFLECK 232 6685.

Wanted to exchange :

Disobedient bumble footed female forward hand for anything useful that doesn't answer back !!

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TECHNICAL NOTES:

A most enjoyable weekend on Westernport Bay was had by those who missed out on Marley Pt. There being five T.S. 18's (including Bryce Taylor's newly launched - sail No. 17) three T.S. 21's, one Nomad, one Jedda, one Caprice and one Compass 23. The conditions were perfect, and a good time was had by all.

A number of T.S. 18 builders have fallen into the trap of regarding the rudder height shown on Hartley's plan. He shows 2" from the top to the rudder fitting. However, that is 2" from the top of the outboard well which is- already 5" below the top of the stern. Therefore if you are continuing the curve of the top of the stern (or transom) allow up to 7" to rudder fitting! Also the rudder cheeks will have to be longer accordingly. A similar situation exists with the T.S.21, contd.....

For our members west of Melbourne, P.D. Marine Suppliers, 100 Western Beach, GEELONG., Uic. 3220, are giving 15% discount on all gear and Chrysler outboards, Please produce your membership cards.

P.S. If you want to avoid the danger which can occur if your boom catches in the back stay, you can either fit twin backstays from the mast head to the corners of the transom, or use the bridle as shown on the sail plan and place the chain plates on the transom in line with the inside of the seats.

DES WEBB.

SOCIAL ACTIVITIES:

Our social attraction at the next meeting, which is to be held on March 27th at Sandringham Yacht Club, will be a film on As our film nights are always one of the best programmes, do come along. I am pleased to see so many wives joining in. Good on you girls !! Also on the same night, Mr. David Simmons from General Accident Insurance will give a brief talk on boat insurance followed by question and answers to assist members who are contemplating insuring their boats, now or in the future.

Please make a point of signing the visitors book on arrival, as Sandringham is most insistent on this.

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On April 27th, Hastings Yacht Club will hold their Annual Presentation Dinner at the Sandringham Yacht Club in the upstairs lounge, from 7.30 to 12 p.m.

As we are a young Association, it has been suggested that we combine this night with the Hastings Yacht Club, as at this time, we are too small in numbers to present a function of this nature on our own. I am hoping that this will be the forerunner of an Annual event and by this time next year, we may have sufficient numbers to make this night an independent one.

On the back of this Newsletter, is an acceptance slip to advise us of your intentions, please fill this in as soon as possible, so that tables can be allocated and caterers can be advised. You are free to make up a party or to come together and we will organize a table for you.

The Menu for this night is as follows:-

Hot and cold Hors D'oeuvres, served with Sherry
(Sweet or Dry)

Entree King George Whiting,
Lemon and Tartar Sauce
or

Chicken and Fruit Curry with Rice.

Main Course

Loin of Beef - New York Cut, Butter beans, red and green peppers, Horse Radish sauce, Potatoes in foil and sour cream, green peas.

Sweet

Rum Ba - Ba served warm with jam and cream.

A platter of cheese and greens on each table.

Coffee and after dinner mints.

Coming Event:

May 18th is the date set for a B.B.Q., to be held at the home of Norm and Jean Selsmark, 5 Purse Street, Mount Waverley at 7.30 p.m. contd

The cost will be \$2.00 per head, which includes porterhouse steak, chops, salad and bread rolls. B.Y.O. For catering purposes, we will need to know how many to expect, so the closing date will be 11th April. Please reply promptly on the chit at the back of the Newsletter.

Tickets will be provided and can be purchased at the April Meeting, however for those who do not attend, tickets will be issued on the night providing the chits have been returned. These are necessary, as they are required to be handed in so as to collect your steak.

Thanks Norm and Dean for supplying the venue.

HAZEL ZIMMERMAN.

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SAILING NEWS;

The Labour Day weekend was perfect in every way. Weather was super and the trip to Manuka Bay a great success, although disappointing in numbers. We left Hastings about 10.00 p.m. Friday and motored to Sandy Point where we spent a peaceful night. Three boats took part in the trip, and although sailing conditions were good, the wind was against us so we had to motor most of the way. Arrived San Remo 5 p.m. Saturday having spent the morning swimming at Sandy, Picked up another crew member and headed off to Manuka Bay in time for tea. Sunday was spent walking, swimming, sailing and even fishing, (no luck) with family fun, the general rule. We ventured outside for a sail as seas were calm and the breeze was steady which made for a most enjoyable day. Would you believe eight people and a cat slept in the cabin of an 18, including four adults? I would not recommend it. Monday we were all set for a good sail home with the wind, only to have it drop to nothing, so we had to motor, stopping at Tortoise Head for lunch. Several boats sailed the wrong way round French Isle back to Sandy Point.

Stan Phillips, Don Bottomley and Peter Smith represented the Association in the Marlay Point race which was also a tremendous success. Word has it that for night sailing Don Bottomley prefers to sail "in the dark" literally, but has found out the hard way that navigation lights should be left on. Moonlight is not enough apparently.

At this point however, I feel it is not necessary to arrange any more trips as it is obvious organized events are not required. I suggest that anyone seeking company on Westernport ring myself and for Port Phillip to ring Stan. For Geelong Peter Smith seems to know what is arranged in that area.

We will be going to the Prom, at Easter and anyone interested can contact me on 725 6036. There could also be activity on the Lakes and Westernport Bay.

The next demonstration day will be on Saturday 6th April from St. Kilda Pier. There should be 6-8 boats available that we know of. Anyone with a boat or wanting a sail would be advised to arrange times prior to this on the above phone number. In case of cancellation re weather please check in on 232 7083, up to 10 a.m. on the Saturday and get details and last minute changes.

PETER ZIMMERMAN.

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MERMAIDS COLUMN:

This year my husband issued a decree - "This will be a family affair!" He was referring to the Marlay Pt. to Metung race. I could tell from the look in his eyes that he meant it, so decided that I had better go along for the ride. After what seemed endless hours of packing up food and clothes with mutterings from father and son as they kept returning back into the house for yet another load that "the boat is going to sink under all this weight", we set off and arrived at Marlay Pt. at about 2.00....contd.

We launched the boat and I drove the car and trailer to Paynesville, so the skipper could get a little sleep, then caught the bus back to Marlay Pt. to find he had been socializing all the time I was away. A B.B.Q. was well under way and after rounding up the boys and getting them organized, we set off to wait for our Div. start.

This was truly a lovely sight and quite spectacular. Flares of different colours were shot high into the air, lighting up all the yachts milling around the start line - then the final yellow flare and we were off.

There was a slight breeze and the water was flat, which made for very pleasant sailing. After having the "men" arguing about which light was the one we needed to enter the channel, I decided to referee, then made coffee to sooth the nerves.

To our delight, we entered the channel first out of 178 boats, but this was short lived as five minutes later we were passed by the 18' skiff from Sydney (a real flying machine).

Later in the evening, we were being chased by the larger keel boats with their spinnakers flying and this was such a beautiful sight to see, we woke the children to have a look at them. These boats gradually converged on us, and we had quite a conversation with many of them.

By this time, wind had dropped and we were moving by tide alone, so I was trusted with the tiller while father went to have a nap,

TWO HOURS later I woke him to tell him I had picked up a few boats, and that a breeze had come up. It was nearly dawn and at one stage I came out of the cabin and looking backwards could see a band of mist rising up from the water with just the tops of sails and spinnakers showing. This is a sight I shall never forget, and was very happy to be part of this race.

After serving breakfast etc., we settled down and had a nice brisk breeze to Paynesville which was tremendous, then as we came around the corner into Lake King, we had quite a blow - not dangerous, but enough to wake us up! This was invigorating to say the least. Then we saw the finish line and after 18 hours on the water, it looked good!! We finished at 3.10 and I must admit we felt rather chuffed with ourselves.

I thoroughly enjoyed the race and have been kicking myself that I hadn't been "conned" before, and shall certainly be sailing next year, that is of course, if he doesn't decide to get too serious about it and decide to cut down on weight, in which case I shall have to go.

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