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The Trailer Sailer Club of Qld Inc.



Presidents Report

It is sad news that I greet you with. Our Newsletter Editor Michelle has suspended her duties and great newsletter job she's been doing to concentrate of recovering from her illness. On behalf of all members I sincerely wish Michelle a speedy recovery and hope we may see her back on the water helping Lynndon on Kokomo.

It is also sad news reported that Wivenhoe Dam is no longer available as a 'sleep-on-board' overnighter for trailer sailers. This does not preclude sailing events on the dam but means we need to pull out the old tents and camping gear and use the available tent sites. TSCQ has a

weekender there later in the year, and I thoroughly recommend Wivenhoe as a fresh water venue not to be missed, and there's no need to hose down the trailer or flush out the outboard!!

Another successful Moreton Bay Sailing Classic Regatta was held in late Feb with the weather gods dishing up a windy Saturday with a number of incidents including 2 broken rudders, and a on and off Sunday resulting in a shortened course. Congratulations to Bruce Green and Marty Wallace for flying the TSCQ club colours and ending up with some extra silverware.

There has been much discussion about starting procedures and staggered starts, where members have highlighted instances where the systems just do not work fairly for all. All the issues revolve around the vagaries of the weather and as such, there are other times when these boats are advantaged. Such is sailing, we all do our best in what is dished up, sometimes we do better sometimes not. As such is has been decided that the current rules will stand and serve the majority of competitors well.

Stay safe on the water.

Steven Lock
'Masmerised'



Calendar

Date	Day	Time	Activity	Venue	H.W.	#	Club
April							
2/04/2010	Fri		4 Day Easter Moreton Bay Cruise	Manly			TSCQ
18/04/2010	Sun	11:00	Combined Race (3)	Manly	11:38 1.78m	20	Comb
27/04/2010	Tue	19:30	Meeting	16' Skiff Club			TSCQ
May							
1/05/2010	Sat		Bay to Bay	* Tin Can Bay			HBSC
2/05/2010	Sun		Bay to Bay	* Tin Can Bay			HBSC
8/05/2010	Sat	19:00	Ladies Night	Manly Hotel			TSCQ
15/05/2010	Sat	11:00	Combined Race (4)	Manly-Canaipa	10:01 1.85m	21	Comb
16/05/2010	Sun	-	Combined Race (5)	Canaipa-Manly	10:46 1.80m	22	Comb
18/05/2010	Tue	19:30	Meeting	16' Skiff Club			TSCQ
21/05/2010	Fri		Sanctuary Cove Boat Show				
22/05/2010	Sat		Sanctuary Cove Boat Show				
23/05/2010	Sun		Sanctuary Cove Boat Show				
30/05/2010	Sun	11:00	Club Race	Sandgate \$	10:49 1.72m	23	TSCQ
June							
13/06/2010	Sun	11:00	Combined Triangles (6 & 7)	Manly	09:50 1.81m	24/25	Comb
15/06/2010	Tue	19:30	Meeting	16' Skiff Club			TSCQ
26/06/2010	Sat	11:00	Wintersun Classic	* Runaway Bay			RQYS
27/06/2010	Sun	-	Wintersun Classic	* Manly			RQYS
July							
4/07/2010	Sun	11:00	President's Cup	Raby Bay \$	14:51 1.77m	1	TSCQ
17/07/2010	Sat	19:00	Dinner/Trophy Night	MBTBC			TSCQ
18/07/2010	Sun	11:00	Combined Race (8)	Manly	15:00 2.01m	2	Comb
20/07/2010	Tue	19:00	AGM	16' Skiff Club			TSCQ

Meeting Date Change

The Brisbane Skiff Squadron have another group wanting to use the club for a meeting on every 2nd & 4th Tuesday of each month so we will be altering our meeting date to the 3rd Tuesday of each month from May.

Note: the April meeting is still on 27th April.

Hot Knife

TSCQ have a hot knife which you can use to tidy up all those frayed ends on your sheets & halyards.

\$5 donation to the club.



Key Benefits & Features:

This Hot Knife is designed to cut and seal synthetics, woven and knit fabrics, and cut and weld rope, cord and webbing. Features quick heating and built in spotlights.



Results 2010 (only). <http://www.tscq.org.au/Results/Sailwave%20results%20for%20TSCQ%20Season%202009-2010%20-.htm>

Aggregate	Rank	Champ	Boat	Class	SailNo	HelmName	Custom	10/01	23/01	31/01	07/03	21/03	18/04	notes
								10/01						
								11.00						
44.25	1st	16.25	BACKFLIP - Cat5	ROSS 650	R650	Bruce Green	0.703	(5th)	2nd		2nd	1st		
52.75	2nd	18.75	KOKOMO	SONATA 7		Lynndon Harnell	0.575	4th	3rd		1st	2nd		
59.25	3rd	24.25	MASMERISED - Cat5	MASRM 720	131	Steven Lock	0.732	(7th DNC)	1st		(5th DNC)	(4th DNC)		
66.50	4th	29.50	FARRSIDE	FARR 7500	55	Russell De Leacy	0.662	1st	(5th DNC)		4th	4th DNC		
71.75	5th	34.75	EVERGREEN - Cat5	TIMPENNY 670	39	Marty Wallace	0.724	3rd	4th		(5th DNC)	3rd		
95.75	6th	45.75	OJ - \$ Cat5	BOTTERELL	117	Kevin Read		2nd	5th DNC		5th DNC	4th DNC		
96.75	7th	45.75	WAIMANA - Cat5	SONATA 7	15	Ken Alder	0.650	(7th DNC)	5th DNC		5th DNC	4th DNC		
102.00	8th	46.00	MORE PROMISE - Cat5	MASRM 720	103	Greg Brazier	0.744	(7th DNC)	5th DNC		5th DNC	4th DNC		
100.00	9th	51.00	FASTLANE - Cat5	ROSS 780	Q1789	Mark Goldspink	0.750	(7th DNC)	5th DNC		5th DNC	4th DNC		
102.00	10th	53.00	DOVE	FARR 6000		Terry Somerville	0.640	(7th DNC)	5th DNC		3rd	4th DNC		
108.00	11th	54.00	UFO - Cat5	ALIEN	17	Russell Sims	0.710	(7th DNC)	5th DNC		5th DNC	4th DNC		
108.00	12th	55.00	SACHA - Cat5	AUSTRAL 20	39	Mal & Sandra Dorricott	0.650	6th	5th DNC		5th DNC	4th DNC		

Sailing Is Better Than Sex??

Hence the order of "Sailingologists" have explained why sailing is far better than sex.

1. You can sail for days on end – sex only lasts about 20 minutes!
2. Nobody expects you to be faithful to only one boat – have as many as you want! Ignore them for ages, then take them out whenever it suits you!
3. Nobody thinks you're weird if you dress up in a rubber suit at a sailing club. Try that in the bedroom and see how far you get!
4. Ever had to be nice to a boat because you accidentally said the wrong thing and now you can't use her?
5. You can't catch nasty diseases from a boat. Safe sailing is as simple as wearing a PFD.
6. You can read sailing magazines with lots of pretty pictures of the latest and shapeliest and your mum won't be embarrassed to clean your room. *Sailing anarchy 4/9/2009*

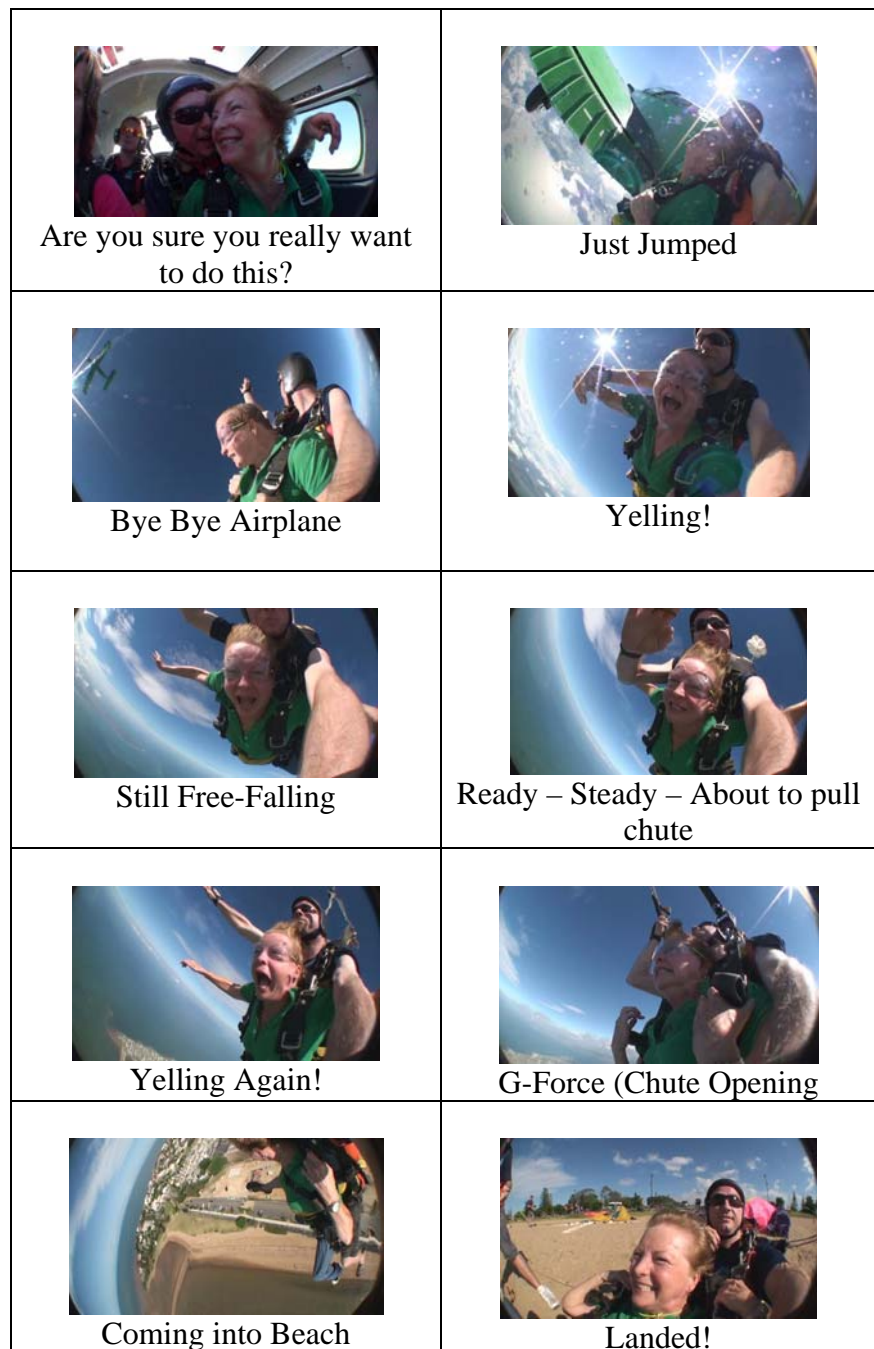


Susie's Easter + "End of Work" Experience!

Hey Everyone! - Guess what I did today ??? !!!!!

Here are some
Legend Pictures –

A once in a lifetime
adventure!



Doyle Sailmakers Qld.

Doyle Sailmakers Qld would like to congratulate the following boats on their exceptional performances in the Brisbane to Gladstone Race 2010.



Wedgetail:	1st Overall IRC and 1 st IRC Div 1
RBS Immigrant:	1 st IRC Div 2
Saltash II:	1 st IRC Div 3
Corum:	2 nd Div 2 IRC

For race winning sails please come and talk to Laura Warlow and her team at the Sanctuary Cove Boat Show.

T: 07 32525161

M: 0412127082



RBS Morgans Immigrant
Photo courtesy of Julie Geldard
from [Vid Pic Promotions](#)

Bob Littler Agencies Pty Ltd – Flare Recall

Product description

Red Hand Flares, product code 222052, batch numbers 143847 (Expiry Date 07/2010), 145303 (Expiry Date 09/2010) and 147556 (Expiry Date 01/2011). These products are also contained in the following BLA kits: Offshore Flare Kit, Tasmania and South Australia, product code 222070; Trawler Flare Kit, product code 222072; Inshore Flare Kit, product code 222074; Offshore Flare Kit - Western Australia, product code 222075 and Inshore Flare Kit - NSW, product code 222076. The product code can be found on Individual Product - in black panel closest to the hand grip end of the Flare. Flare Kits - directly above the barcode on the front packaging card. The flares were available for sale from 30 July 2007. Orange Hand Smoke Flares, product code 222056, batch numbers 143847 (Expiry Date 07/2010) and 145303 (Expiry Date 09/2010) These products are also contained in the following BLA kits: Offshore Flare Kit, Tasmania and South Australia, product code 222070; Trawler Flare Kit, product code 222072; Inshore Flare Kit, product code 222074; Inshore Flare Kit - NSW, product code 222076. The product code can be found on Individual Product - in black panel closest to the hand grip end of the Flare. Flare Kits - directly above the barcode on front packaging card. The flares were available for sale from 30 July 2007.

What are the hazards?

Injury

What are the defects?

Limited testing by SAI Global has indicated that the red hand flare may not comply with Australian Standard 2092-2004, as it is unlikely that the flare will be seen from the required distance. Further, there may be a fire hazard from the emission of hot particles from the flare. Limited testing by SAI Global has indicated that the orange hand smoke flares may not comply with Australian Standard 2092-2004, as while the smoke signals operated safely, the density and volume of smoke produced was inadequate.

More Information: <http://www.recalls.gov.au/content/index.phtml/itemId/953121>



Hobart To Sydney – Steve Lock

The 2010 new year's Eve celebrations were cut short with the 6.15 flight from Sydney's Kingsford Smith Airport to Hobart, the ungodly flight time only made worse by the 4am departure from Penrith and Roger and Vicki Patterson's home.



Hobart was warm and sunny, and Linsay and I acquainted ourselves with Zephyr's part owner Alex who was anxious to take his seat at the local boozer for the rest of the day. He briefly explained the safety features, the malfunctioning items and the complete lack of any supplies to sustain the 9 day return, and with that we sought out the nearest Woolworths.

Late that afternoon our final crew member Russell arrived and we sat, sampling the local brew, what it was I cannot remember, then showered, and



settled down for our first night on Zephyr, the 'almost' winner of the 2009 Rolex Sydney Hobart.

As Saturday 2nd January dawned, a still, slightly bleak overcast day and with an apron of cloud that cloaked Mt. Wellington from full view, we cast off and motored south east to the entrance of the Derwent River and the historic Iron Pot lighthouse. An increasing southerly took us into Norfolk Bay and the entrance and pivoting bridge of Dunally Canal, whose operator, a windswept overall clad bearded fellow, opened the bridge and extended an empty bucket on a broomstick for some sort of offering (payment?) for being granted the passage through.



His reward, and apple, orange, Mars bar and stubby may have been an unexpected healthy alternative to his usual 6 pack, we surmised his indifference to our offerings as he later did not answer our radio calls for advice on the local conditions. The gate keeper at the east end of the channel was not so complimentary, a 45 knot storm met us as we negotiated a shallow bar crossing with navigational aids belying their position from our charts. Having 'cleaned the bottom of the keel' on various sand banks we exited, relieved, into Marion Bay



Hobart To Sydney (Cont'd) — Steve Lock



The westerly wind maintained its fury through the night however the tiny 'racing' anchor of Zephyr held firm on Wineglasses sand bottom. Other race boats found a safe haven their overnight including an 80 foot 3 mast schooner that was a real head turner.



That day we sailed north to St Helens, which allegedly was also an easily navigated safe port, only to run aground inside the bar that we were later told is impossible to cross for a boat of our draft. The Coast guard advised that our passage to St Helens town-ship had indeed ended as we should not have made it as far as we had. In the deepest part of the estuary we anchored and got a second perfect night's sleep.

Monday morning saw an easy departure

across the bar, and a not so easy bash into a growing westerly. Whilst reefing the main, the no. 2 headsail was found to have a 2 foot long tear at the spreaders and we dug about and replaced it with a no. 4 thus beginning the 2 ½ day trek across the Strait. We sailed through thousands of small brown birds who lifted to then again land in our path. We figured they were a distant relative of the Dodo bird and were going about affecting their own extinction?



Tranquil sunsets and sunrises accompanied Zephyr across Bass Strait, through light winds that had difficulty in settling in from one direction, and banks of fog made for a relaxed but slow crossing. Depths of 3km were noted on the charts, but occasionally the sounder registered 10-15 m for a



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We're on the Web!

See us at:

www.tscq.org.au

Aussie Boat Loans - Regatta Report

The 2010 Regatta has been run and won by Graeme Parritt on Free Expression.



Free Expression

1st in each division was:
Div1 Ankel Deep Alan Whitehead
Div2 Backflip Bruce Green
Div3 Destiny Gary Mendham
Div4 Coco Loco Garry Scott

Overall PBH & CBH
Backflip Bruce Green
Classic Free Expression
Graeme Parritt
Family Real Thing Chris Marty

The weekend proved to be a little more testing with 2 boats breaking rudders and other issues such as no wind at the start on Sunday in the northern bay but 20-30knots where Infinity was at the finish line. The wind petered out through the day requiring a shortened course for monos but full course for the multis.

Many thanks to all helpers over the weekend,

especially Dianne Little who helped us on the finish boat and also with selling raffle tickets. Special mention once again for Julian Cavanagh of Aussie Boat Loans, not only major sponsor but also helping with boats berthing on Saturday.



Real Thing & Backflip

Linsay Patterson.



Newsletter Editor Required

As Steve has mentioned in his Presidents Report Michelle Cattran is unable to operate as Newsletter Editor for some time.

Please contact Steve if you are able to fill in as Newsletter Editor until the AGM in July. This is a very important part of the clubs ability to communicate with both members and potential members who download it from the website to see what we are about. Some time is required but I'm sure with help from contributors, and also advice from Steve, Michelle and myself the task will not be too hard.
Linsay Patterson



The Manly Hotel

