



Trail & Sail

The Trailer Sailer Club of Qld Inc.

SEP - OCT 2012

WIVENHOE WEEKEND



The annual calendar race day on Wivenhoe dam during the last day of the September school holidays was always going to be worth more than a single days outing for many. A number of club members elected to camp at the dam anywhere from the day before the race, to the week before the race, and spend the time enjoying the superb environment that the dam offers.

The week was sunny and dry, and winds generally light, allowing some to get afloat and have a heads up ready for the Sunday race.

Most members arrived on the Saturday, set up their swags, and had a sail in the afternoon.

The shower and bathroom facilities are clean, spacious and female friendly.



The wind went from light to non-existent, so we returned to the campsite to undertake the social section of the weekend.

We hit the barby and the bottle openers, ended up forming a circle around the fire with the by now traditional nibbles and dips.

Murmurings of how this event was so good that maybe we should do it twice a year were heard, with no dissenters from that position

An early Sunday start allowed everybody to have coffee and barby breakfast, before greeting the day arrivals, and help them rig up and roll out their boats.

Winds for the race were a brisk ten to fifteen, and had the makings of an interesting race.



Six(?) boats passed the start line at 10.45am, with a course generally east and then south, and back again.

Wind gusts, a course some 5 miles long, and various headlands creeping out to shallows crossing the desired direction, meant that it was going to tax the participants, and separate the practised from the pretenders.

The race was all over red rover by 1.30, when the boats headed back to the ramp to trailer up and ship out.

The official mantra of not being able to use engines on Wivenhoe was not helpful with the gusty onshore breeze making getting the boats shoreside a little tricky, but there were many of willing hands making light work of it.

I'm sure the official race results are on the website by now, but to many there, they are secondary to the main purpose for many, of the weekend:-

to chill, to enjoy, create memories and look forward to the same again next year.





Stay up to date on the combined clubs races
www.manlycombinedclubs.com

REGATTA UPDATE

For many years TSCQ has run a regatta in February or March from Manly with an overnight stop at Scarborough. Many trailer sailers and multi hulls have participated. It is a great event which has both boosted the image of the club and earned it money

However, with Linsay's departure the club is struggling to organise the regatta which is in the Manly calendar for 9/10 February. We really should have issued the Notice of Race by now and been in contact with sponsors. We need about 6 people but so far only have 2 - Linsay who will be Race Officer and Mal who will score. . Unallocated tasks include:

1. Entries & Handicaps,
2. Programming of dates and publicity,
3. Sponsors, prizes and trophies,
4. Organise the actual race, overnight arrangements and official boats

Are you prepared to help?
Please contact Bruce

Next race 11/11/12

Weinam Creek

Australian yacht designer murdered in Philippines

An 81-year-old Australian renowned for his winning boat designs in the world-famous Sydney to Hobart yacht race has been murdered at his mountain home in the Philippines, police said Wednesday.

A Filipino employee discovered Joseph Adams' body in his home in Itogon, outside the the mountain city of Baguio on Monday, a police report said. He had been attacked by an unknown knife-wielding attacker, it said. The motive of the attack was not known and no arrests have been made, police said, adding the incident was under investigation. The Australian embassy in Manila told AFP its consular officers were working with Filipino police on the case. Neither the Filipino police nor the embassy would say how long Adams had been in the Philippines. Adams was known for designing swift yachts including the Helsal, which took line honours at the record-breaking 1973 Sydney to Hobart race.



Proudly presenting the 11th International Sailing Summit 2012

The scene is set, the sailing market is ready for growth.

Never before have we had this level of readiness with a mix of lead in programs in the BIAA and Yachting Australia, eager clubs ready to welcome new sailors and a heightened market awareness due to the Olympic halo.

In the next few months we expect to see 1000+ new gold medalists taking to the water, all eager to be the next Tom, Nathan, Iain, Mal, Matt, Olivia, Nina or Lucinda.

The ISS effectively is a kickoff meeting for those clubs, classes and businesses wanting to leverage this situation. Come along and hear the leading minds brief you on how to seize this opportunity and be part of the winning team.

SPORT & INDUSTRY SET TO CAPITALIZE ON AUSTRALIAN SAILING SUCCESS

We are delighted to announce the 11th International Sailing Summit (ISS), scheduled to take place at Sandringham Yacht Club on the 3 December 2012 as part of Sail Melbourne's ISAF Sailing World Cup Program.

The International Sailing Summit is an international industry forum that aims to bring the sport and industry together to promote sailing on a global scale. Leading into its 3rd decade, the ISS recognizes its role in bringing together the best in the business, to drive positive change through challenging times, with a vision of taking the sport and the marine industry to new realms.

Proudly supported by the State Government of Victoria, The 11th International Sailing Summit Conference will allow the best minds in the business to share innovation and ideas for growing sailing participation and its economy.

This year, the 11th International Sailing Summit will focus on 3 core areas, which will include; driving mass participation, creating a sustainable industry and the impact of media & new technologies in supporting industry growth and development, as we move into the future.

The Program will be led by a series of Industry Speakers, including our International Guest, former Executive Director at Sail America, sailing's trade association for the U.S, Jonathan Banks, Board Member of the Australian Olympic and Sports Commissions, Andrew Plympton, Yachting Australia Leadership Team, BIAA President Darren Vaux, America's Cup sailing legend John Bertrand, as well as other experts from outside the industry including representatives from the State Government of Victoria, DDB Melbourne Executive Creative Director Grant Rutherford, Entrepreneur and Co-Founder of Entrevo - Key Person of Influence',

Glen Carlson, mobile expert Oliver Weidlich and Haley Berryman who will present on the topic of Social Media.

Since its inception at the '99 World Championships in Geelong, the ISS has become 'the' networking event for the sailing industry, cementing itself internationally, with a total of 9 Summits taking place around the world, attracting many of sailing's industry and sporting legends including, but not limited to such luminaries as Hans Fogh, Madam Roux (President of Beneteau), Paul Henderson and Göran Petersen (Presidents of ISAF), Frank and Julian Bethwaite, Dame Ellen MacArthur, Gary Jobson, Buddy Melges, Simon McKeon, Victor Kovalenko, Sir James Hardy, Jeff Kennett, Kevin Sheedy, Sir Robin Knox-Johnston, Randy Repass (Owner of West Marine), Bruno Troublé, Bob Fisher, Ron Holland, King Constantine of Greece, Peter Isler and Harold Cudmore.

The next 12 months is a ripe opportunity for the sailing market to capitalize on the sport's greatest ever Olympic success and the ISS plans to offer an effective master class on how to create the maximum outcome.

So join the team of greats and be an active part in taking sailing and industry to a new domain on the back of our Australian Sailing Team's Glory.

Book your place today - places are limited and the Early Bird discount is only available until 30th October

T&C Apply



BREAKPROOF TILLERS

By Matt Cole

Article taken from *Good Old Boat* magazine: Volume 4, Number 6, November/December 2001.

EPOXY, FIBERGLASS, AND A LITTLE CUNNING FIX AN OLD PROBLEM

Tillers in some boats are known to break with regularity. If you've ever taken part in a drill of this nature, I don't need to explain that it's exciting. It's a situation that leads one to look for an effective and permanent repair. I've had two boats with a history of tiller failures. But now I've got a fix that lasts.



The typical failure is at the forward end of the tiller straps. In most boats this is an H-shaped affair that has a bolt to hold it to the rudder head and two or three more to secure the tiller in it. The strap-to-tiller connection is perpetually loosening, no matter what effort is made to keep it tight. The cross-mounted fasteners (bolts, screws) must maintain some load in order to stay tight. The load will actually cause some stretch in the fastener. That stretch will not be very much (a few thousandths of an inch), but without

that stretch the joint will not stay solid. When a non-solid connection is worked, the outer ends of the strap start to bite into the tiller. This begins to break up the wood structure. It does not help at all that this action will punch through the finish and let water into the wood.



Salvaging a damaged tiller is a two-step process. You do not need to start with a new tiller. First you will need to create a structure that can maintain the load of the cross-mounted fasteners. Wood won't do it. Epoxy loaded with a high-density, high-strength filler will do quite well, however. Drill the fastener hole out to about double the original size. Yes, you are going to drill a 3/8-inch hole out to 3/4-inch. Tape one side, and fill the huge holes you just made with epoxy that you have mixed with a high-strength filler - more

is better. Be careful not to trap air bubbles. A syringe with a piece of small tubing helps. Wet the bare wood surfaces with unfilled mix before you start. It is good if you end up with the fill slightly above the surface. When the epoxy cures, drill new holes.

SHORT COLUMNS

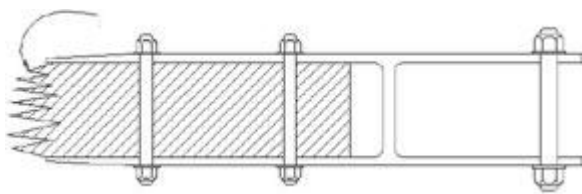
What you have just done is manufacture short columns that are very much a part of the tiller's structure and quite capable of accepting the compression load required to keep the fasteners from loosening (losing the stretch required to keep the joint solid). These columns will also now be the part that transfers the tiller load to the tiller straps. You can stop at this point or go on to the second step. You've already made a big improvement in your tiller.

SECOND STEP

The second step is to create a load spreader to mitigate the effect of the tiller strap on the sides of the tiller. You do this by glassing the sides of the tiller. You can take this step at any time even if you have already drilled the holes through the epoxy plugs and used the tiller for a season. Plane about 1/16 inch off both sides (1/8 inch total) in the area where the straps fasten.

That is about right for four layers of 9-ounce glass (most tape is 9-ounce). Taper this to about two tiller widths from the end of the tiller plates. If you use a nice clear epoxy to lay up the glass and as a finish coat, it won't show much. How you do this lay-up is not important. I've used a bottom-cut taper (shortest piece on the bottom) so I can make the surface relatively smooth.

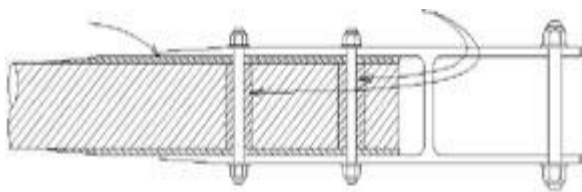
The rest of your otherwise pretty laminated tiller is probably somewhere on the cockpit sole.



The sight at a moment you will recall

The fiberglass sides prevent damage.

High-strength columns allow the bolts to be tightened and provide a solid connection to the tiller straps.



What you end up making

What you did in this step was to alleviate the problem that engineers refer to as a "stress riser." This condition exists anywhere you have a structure that has a vast change of

properties in a small area. This glass spreads the load on the wood of the tiller in the area of the tiller straps in three ways. It distributes the high load caused by the end of the tiller strap so it will not break the wood fiber and finish coating. It increases the stiffness that the glass beyond the tiller plates brings to the tiller. And it transfers the tiller load more directly to the strap and bolts without causing any high local load on the wood of the tiller.

So far I've done this to four tillers. The oldest will be going out for its tenth season this spring. It doesn't even creak. It is on a severely raced Tartan 30 that used to get three seasons at best from a tiller. The owner still carries a spare on long races, but he does not feel he has to carry the spare all season any more.

A MOMENT YOU WILL RECALL

Call it what you will, a "moment of truth" or a "crisis:" once the tiller you're holding in your hand is no longer connected to the boat, you'll be wishing you'd taken the time to strengthen it. Having been there, Matt calls this "a moment you will recall." He has learned from several experiences with tiller stubs what causes the problem and how to prevent it. It's one of those "black box concepts" . . . an ounce of prevention is worth a pound of cure.



15-16/09/12

Thank you Karragarra Island Yacht Club!

The first Combined Clubs weekend away to Karragarra Island Yacht Club was a treat! Spectacular sailing conditions on the Saturday made for great sailing conditions. 34 boats took part in the event with the majority heading further south to enjoy the fantastic hospitality of the Karragarra Island Yacht Club.

The fleet was greeted with an idyllic palm tree lined beach, tents and picnic tables and 40 of the keenest, friendliest people you could ever want to meet. \$5 steak or chicken burgers were enough to more than fill most of the hungry sailors' bellies once ashore...but several people still went back for more. The live entertainment and atmosphere of the brazier heaters on the beach front was enjoyed by all. A HUGE thanks to Colin - the Commodore- and his volunteers for hosting a great weekend.

Sunday racing was another beautiful day on the water, however the light and often tricky downwind conditions certainly favoured the smaller boats! Thanks to everyone's support of the event and also a big thanks to Carl at RQYS for providing the inflatable ferry service.

Source: www.manlycombinedclubs.com



Restaurant, Bar & Functions at MBTBC

Yachtshare's Jazz & Shiraz on the lawn – 18 November – FREE ENTRY

Yachtshare is sponsoring a "Jazz & Shiraz on the lawn" event to be held at the Moreton Bay trailer Boat Club's downstairs lawn and stage area to celebrate the launch of its new Jeanneau 33i Sun Odyssey named "SENSATION". Live entertainment will run from 11am to 4pm and as well as Live Music, Face Painting for the kids there will be food and drinks available for purchase and a raffle for a catered "Day on the Bay" for four lucky people aboard the new yacht



DIARY DATES

November

20/11/2012	Tue	TSCQ Meeting
24/11/2012	Sat	Club Race (Manly - Sand Hills) §
25/11/2012	Sun	Club Race (Sand Hills - Manly) §

December

9/12/2012	Sun	Club Race (Victoria Pt) §
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Welcome aboard..... Neil Finlayson

Originally from New Zealand, my wife Venessa, our two children Tyler (14), Madison (12) and I moved to Capalaba in 2005 after a 4-year stint in American Samoa where I worked as the Electrical Manager of a large U.S. tuna cannery. We chose to move to Brisbane instead of back to New Zealand due to the warm climate as we had discovered during our time in American Samoa that the heat and humidity better suited Venessa and Madison who suffer from asthma. The kids have both well and truly lost the american accents they developed in American Samoa and are now real aussies (but support the All Blacks of course). Tyler goes to Wellington Point State High School and Madison is finishing at Birkdale South State School this year to join her brother next year. I currently work as a Senior Project Manager for a company called SAGE Automation and Venessa has her own cleaning business.



I grew up with sailing in Napier, New Zealand where my father was an avid yachtie who won many NZ National Championships as well as the 2nd World Championship in the Flying Fifteen class. I started sailing in a P Class yacht, which although difficult to learn to sail in was great fun and gave plenty of capsizing recovery practice. When too old for P Class I moved on to a Phase 2 class yacht and competed at national level. Then after a break from sailing of a few years (where I windsurfed instead) I ended up crewing in my dad's Flying Fifteen for a number of years where we had some success at local and national level making the NZ team twice and competing in one world championship.

After a few years of not sailing (or even windsurfing) the itch became unbearable and I decided to get the kids into the sport by buying a sabot to teach them in. After a few months of sailing the sabot with the kids I decided that something bigger was in order. Later at a camping trip at Lake Somerset I got sick of having to watch all of the fizz boats being launched while I was stuck on land and so decided there and then to buy a trailer sailer so that we could all sail together as a family. It took about 6 months before a Farr 6000 in good condition became available in Brisbane so I leapt at the chance and became the proud owner

of Best By Farr. After a year of social sailing I decided to join a club (MBTBC) and start racing again, which I did at the beginning of this year and have had a great time in the MCC series with my regular crew Scott. Having got to know a few TSCQ members it was a logical step to become a member of TSCQ too and I look forward to meeting more of you on and off the water.



We extend a warm welcome to all new members



**MEMBERSHIPS ARE
NOW OVERDUE.
CONTACT IAN
07 3344 6441**

**Next TSCQ Meeting
Tues Nov 20th**

Be there !!!



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Trailer Sailer Club Queensland

Suncorp Account
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We wish everyone a safe and happy Christmas