

Noelex Teltales

Volume 17

Issue 1

January/February 2012

The Official Newsletter of



Yacht Association of Australia Inc

ABN 81063080148 & ICN A0033794K

Incorporating **Noelex Yacht Squadron Inc**



***SUNSET
THE GREAT SANDY STRAITS
HERVEY BAY
QLD***

Registered Office:

PO Box 380 Sunbury

Victoria 3429

Phone (03) 9744 4669 (M 0409 198 443)

E-Mail: jaburgess@optusnet.com.au Chat Room: noelex@yahoogroups.com Website: www.noelex.org.au



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NOELEX YACHT ASSOCIATION OF AUSTRALIA INC

COMMITTEE OF MANAGEMENT 2011 - 2012

President	Andrew Fedorowicz	H: (03) 9853 4500 M: 0418 341 443	fedora@ozemail.com.au
Vice President	John Burgess	H: (03) 9744 4669 M: 0408 372 768	jaburgess@optusnet.com.au
Secretary	Veronica Burgess	H: (03) 9744 4669 M: 0409 198 443	vlburgess@optusnet.com.au
Treasurer	Kenton Lillecrapp	H: (03) 9836 6824 M: 0418 422 099	klillecrapp@gmail.com
Ordinary Member	Trevor Brown	H: (03) 5976 1088 M:	mobilevet@pipeline.com.au
Ordinary Member	TBA	H: TBA	TBA



NOELEX YACHT SQUADRON INC

COMMITTEE OF MANAGEMENT 2011 - 2012

Commodore	John Robb	M: 0430 504 484	willex@optusnet.com.au
Vice Commodore	John Burgess	H: (03) 9744 4669 M: 0408 372 768	jaburgess@optusnet.com.au
Secretary	Veronica Burgess	H: (03) 9744 4669 M: 0409 198 443	vlburgess@optusnet.com.au
Treasurer	Kenton Lillecrapp	H: (03) 9836 6824 M: 0418 422 099	klillecrapp@gmail.com
Ordinary Member	Ross Wilson	H: (03) 9589 1557 M: 0438 818 008	rwil624bigpond.net.au
Ordinary Member	TBA	H: M: TBA	TBA



APPOINTMENTS

Publicity/Media	Andrew Fedorowicz	H: 03 9853 4500 M: 0418 341 443	fedora@ozemail.com.au
Telltales Editor	John Burgess	H: 03 9744 4669 M: 0408 372 768	jaburgess@optusnet.com.au
Website	Gil Webster	H: TBA M: TBA	gilwebs@gmail.com
NX 25 Race Director	Rob Rainsford	M: 0413748037	rob.rainsford@comshop.com.au
NX 30 Race Director	Trevor Brown	H: 03 5976 1088	mobilevet@pipeline.com.au
Public Officer	Fred Viergever	H: 03 9796 8269	



REGIONAL REPRESENTATION

Albury-Wodonga VIC/NSW	Terry Caldwell	H: (02) 6043 2663 M: 0400 533 741	Terry.Caldwell8@bigpond.com
Hawkesbury NSW	Chris & Briar Jensen	H: (02) 9620 4830	briarjensen@bigpond.com
Mallacoota VIC	John & Liz McKay	H: (03) 5158 0744	Jmc18908@bigpond.net.au
Paynesville VIC	Michael & Sue Oxer	H: (03) 5156 8228	michael@oxer.com.au
Port Stephens NSW	Doug Cross	H: (02) 4984 1460	Doug.cross@defence.gov.au
ST Georges Basin Sussex Inlet Jervis Bay NSW	John Drummond	H: (0)3 4441 2054	Drummond@shoalhaven.nsw.gov.au
Adelaide SA	TBA	H: M:	TBA

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Noelex Yacht Squadron Inc

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*Prepared and printed by the Editor John Burgess
Noelex Yacht Association of Australia Inc
C/O - PO Box380 Sunbury Victoria.*

EDITORS NOTES

A happy, healthy and prosperous New Year to all and welcome to the first edition of Teltales for 2012. You will notice the wonderful photo on the front cover of this edition. The sunsets at the Great Sandy Straits are indeed spectacular and, in this issue I have included an article and photos received from Kenton Lillecrapp. He and some other T/Y's sailed the Great Sandy Straits and Hervey Bay late last year. They also had a lively sail with the whales and anchored in the beautiful Wathumba Creek. It is a great read and I thank Kenton for his contribution.



The Committee of Management of the NYAA Inc and the NYS Inc have had their third meeting since being elected in July 2011. At this meeting Kenton Lillecrapp resigned as an Ordinary Member of the Committee of Management and was appointed Treasurer of the NYAA Inc and NYS Inc. Kenton is well equipped for this position as he is a qualified Accountant.

This means that the NYAA Inc and the NYS Inc Committee's of Management now have one casual vacancy each for an Ordinary Member. Give these positions your serious consideration please. The Association will only function efficiently and to the benefit of the membership if we all contribute in some small way to its operation.

The new look website is receiving a lot of hits and the positive comments on the format and content is most heartening. Gil Webster, our Web Manager has done an excellent job in providing this new, fresh and informative web site. He is eager to hear from any member who may have suggestions regarding further improvements. Gils' phone number is listed in this edition of Teltales.

From the response received from the members regarding the article on Towing it seems it was very well received. I intend to include other information of this nature during the year ahead.

By the time you receive this edition of Teltales the BBQ at the Burgess residence, of which a reminder was sent early February, will have taken place. A full report of this event will be featured in the March/April edition of Teltales.

Fair sailing,

John

John Burgess

Editor

Telltales

jaburgess@optusnet.com

Mob: 0408 372 768

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PRESIDENTS REPORT

Welcome everyone,

Well it's high time to give another report on the Association to tell you all what we've been up to. The last BBQ held at Princess St in Sept 2011 while modest in attendance, feedback showed that the event was a great hit and thoroughly enjoyed by all.



The next event to be held at the beautiful Burgess Sunbury property on Feb 26 is greatly anticipated and promises to be just as good if not better. Thank you to those that have already responded, the more the merrier I say. However it's not *too* late, don't feel left out, there is plenty of room for more takers if you are interested. However do let us know reasonably quickly to allow adjustments for catering.

This year John Burgess and I intend to visit SA first, then NSW followed by QLD later in the year. It is our intention to promote the idea of NYAA being a truly national organisation where competitions and social events are to be enjoyed in all states and not totally Melbourne based as they are now.

I would like to use this issue of 'Teltales' to try and encourage interest amongst interstate Noelex owners. Let's see if we can collectively organise a suitable date and venue for a get together. Any interest, suggestions or contact from interstate owners would be much appreciated.

The new Website is now up and running and I think it is **fantastic**. I would like to personally give a big thank you to Gil Webster for the many hours that have been spent on the design and production of our website. His dedication and focus on providing the best possible outlet for information about our beautiful craft is to be admired. Well done Gil!

Subscription Renewal notices have now been sent out and happily, although I suspect unusually, many members have already sent their money well before the due date! Thank you all for that. It makes the job so much easier and less time-consuming. Please keep it coming.

Last November my wife Amanda and I signed up for a 5 day, live-aboard, Skipper Training Course with Yachtmaster out of Royal Brighton Yacht Club. Talk about shake you out of your complacency; I don't think I have been so terrified in my entire life! Amanda agrees, 35 knot gusting 45 knot winds with a 6 knot ebb tide at 11.30pm on a pitch black night, opposite the RIP, somewhere between Blairgowrie & Queenscliff, was not our idea of fun.

Not to mention surfing a 38 foot Farr sloop without any reefs in the main and don't even talk about dealing with a HUGE Car Carrier off Frankston later that night. Crikey they are fast!

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Towards the end of the third day, when everybody was getting a little testy with each other, the direction from the 'Admiral' was "that from now on, every order given to anybody else, was to be immediately followed with the word,"DARLING"!

What a fantastic method of alleviating stress, impatience and misunderstanding, especially when shouting orders in a 40 knot gale, between members of the opposite sex, their partners and the like. Sounding familiar?

Let's see if we can all adopt a little of the same attitude, or command protocol, when sailing with our partners. It can be hilarious, and takes the sting out of what can be a stressful situation. I'd love to see fewer single blokes sitting out there on their boats, by themselves, while their significant others are sitting at home equally, by themselves.

Conclusion, it was the best training one could do to experience how bad it can get out there in Port Phillip. Being able to deal with it under the professional guidance of an expert instructor was invaluable. Let's face it, why would you want to learn about how to be a Skipper on a mill-pond?

Amanda on the other hand does not have a problem with the mill pond approach at all.

I would encourage all of you, if not had already done so, regardless of your current level of experience to consider a similar course.

Well that's all from me for now, until next time, happy sailing, I hope to catch up with some of you for a yarn at the next function.

Andrew Fedorowicz
President
NYAA Inc.



‘POWER GIVES WAY TO SAIL YOU BIG BULLY’

‘NO SAILOR BOY – MIGHT IS ALWAYS RIGHT!!!!!!!’

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SECRETARY'S REPORT

NYAA Inc & NYS Inc MEMBERSHIP FEES

You will have now received your Annual Subscription Renewal Notice for the financial year 2012 – 2013. The subscription is due on the 1st April 2012 and I thank those who have been prompt in renewing their membership. There are still some outstanding fees to be paid and I would appreciate your timely attention to this matter.



If you have not received your renewal notice, would you please advise me of this by e-mail ASAP. In the next few days I will be acknowledging your membership renewal by sending you your Membership Certificate for 2012 -2013.

YA SILVER CARD

As the cost of the YA Silver Card was increased at the NYAA Inc., AGM of July 2011, the Committee of Management decided that this matter should be brought to the attention of the Membership prior to the beginning of the next financial year, and clarification given regarding the intent of the resolution. The following is an excerpt from the 2011 AGM Minutes relating to this matter.

TREASURER'S REPORT:

It was resolved that the Treasurers report be received. The Motion was carried.

Discussion followed in respect to:

- *NYAA Inc Member's Annual subscriptions for 2011/2012. No increase was proposed.*
- *The Annual Subscription for the Noelex Yacht Squadron for 2011/2012 was discussed and it was resolved;*

"That the cost of the Yachting Australia `Silver Card` available to NYS Inc., members be Increased from \$30 to \$60".

The Motion was carried.

The reason for this increase is because the NYAA Inc was effectively subsidising the cost of the YA Silver Card to the extent of \$30:00 per card.

This increase in NYS Inc membership fee will take place from the beginning of the NYAA Inc/NYS Inc financial year i.e., 1st April 2012.

Finally, I wish to welcome to the NYAA Inc., those new members who have joined the Association in the past few months. I trust that your time with the Association is of mutual benefit to you and the NYAA Inc.

Veronica Burgess
Secretary

Noelex *Telltales*

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This article was kindly submitted by Kenton Lillecrapp.

AN EXTENDED CRUISE TO HERVEY BAY THE GREAT SANDY STRAITS & FRASER ISLAND

September 2011



KENTON LILLECRAPP

Boats attending:

Silk Department	Noelex 25
Katrina	Careel 22
Spiders Web	Bonito 22
Ultimate Affair	Ultimate 18
Crème Caramel	Noelex 25
Take it Easy	Noelex 25

The Adventure:

Well, we had it all. A very long trip there and back, sunny skies, bags of wind, mystery radio warning, no wind, happy hours on the beach, big waves and whales galore.

The plan was to meet at Tin Can Bay Marina, sail up the Great Sandy Straits over two days to the big marina at Urangan (Hervey Bay) then an all day sail up to Wathumba Inlet at the top of Fraser Island. Spend about five days in the inlet, coming out to cruise with the whales and then sail back to Urangan Boat Harbour and back down the Great Sandy Straits over three days.

One by one we arrived at the marina at Tin Can Bay over a couple of days, launched and found our way to our allotted pens. Tin Can Bay is a very peaceful little fishing village set on

a peninsula at the very southern end of the Great Sandy Straits. The marina is new, modern and has excellent facilities.

The forecast was for fine weather with a rising south east wind of about 25 knots. We motored out of the marina, logging on with the Coast Guard as we went and raised sails as soon as we were out of the channel for a fast sail down to the Wide Bay Entrance with a strong wind on the starboard beam. Keeping port and starboard hand marks in sight we sailed on in a strengthening wind, twisting and turning with the channel and finding just how strong the wind had become when the channel changed direction and forced us to sail hard on the wind. It was at this point that we had a great mystery. The group was just entering a more narrow section of the channel near Snout Point in the lead up to Gary's Anchorage where we proposed to spend the night when we heard a quite angry voice on the radio reprimanding: "This is Great Sandy Straits Coast Guard. Victorian Trailable Yachts, you are in a restricted waterway. Move to the right immediately." Those of us who heard the call were perplexed. It is a vast area and with the exception of one large yacht sailing towards us there was no one else around to see us or call to us. Not only that, we were completely in the right. We never solved that one! We think there may have been other yachts miles away on the other side of the Straits where there are vast military training areas.



We entered the shelter of Gary's Anchorage mid afternoon and dropped anchor in about 5 metres of water and organised our dinghies. There was a long happy hour on Take it Easy with eleven people on board for drinks.

An early start to take advantage of the tide saw us off in very light conditions motor sailing most of the time and concentrating on picking up the channel marks in the distance. The sun was bright and the weather warm and the whole panorama beautiful. Along here the Straits are miles wide, but shallow with sand banks and islands here and there. The channel is wide with marks sometimes a very long way apart and sometimes only on one side. Silk Department leading suddenly noticed the depth dropping rapidly and at the same time the rest of the group behind us sailing off in a completely different direction. We had completely missed one mark and were taking a very shallow short cut!

At about this point the sky darkened and the light became orange. On our right hand on Frazer Island we could see a huge bushfire burning and, according to the radio, heading for Kingfisher Resort. This bushfire was still burning days later.

Near the entrance to the Mary River a beautiful north westerly filled in and we sailed for the next hour up to the bottom end of Big Woody Island where we reluctantly started motors again. Crème Caramel's motor was even more reluctant and refused to start at all, so ended up being towed the final ten miles into Urangan Boat Harbour by Silk Department, arriving just as the sun went down.

It was wonderful to have a rest day at the marina with good showers, restaurants and the opportunity to re-supply and sort out damage. Silk Department had a broken sail batten and jamming halyard and Creme Caramel's reluctant motor needed some attention.

Sunday morning dawned fine but with strong north easterlies forecast – right on the nose for our long sail up to the northern end of Frazer Island. A quick briefing and we all headed

out for the tricky trip across to Moon Point. A lot of short chop with wind on tide as we motored the first couple of miles and then sails up as we rounded the north cardinal mark and we were on our way. Several of the big whale-watch tourist cats passed us at speed heading out to do their viewing as the channel past Moon Point is the main route out to where the whales are. They would be back in at lunchtime whereas we were out for nearly a week. We had a really exhilarating sail up the coast with only a couple of long tacks and by half way there we were starting to see whales.

The group arrived off Wathumba Inlet about 1430 with at least an hour to wait before we could enter. We hove-to about a mile offshore in quite windy conditions, had a cup of tea



and enjoyed an endless display of whales playing nearby, some as close as 50 metres away. At about 1530 Silk Department, with keel half up, led the group in through the shallow entrance and around to the anchorage. This is a large tidal inlet which is totally sheltered from the sea and to some extent the wind also. There is a fresh water creek feeding into the inlet at the top, sometimes giving the water a dark colour from all the tannin coming down from the hills. A large part of the inlet dries out at low tide leaving a

wide deep channel at the anchorage near the scrub & tree covered sand hills that separate it from the sea. It is a beautiful spot, although I noticed that compared with my last visit here five years ago, there has been considerable silting and the anchorage area has reduced enormously.

For a couple of days the wind blew very hard from the north west, preventing any thought of leaving the inlet, and we were very content to be safely anchored, exploring the inlet in our dinghies, fishing, enjoying happy hour and sunset from the trees at the edge of the beach and generally meeting and talking to other yachties there. On one of these very windy evenings we were just leaving our dinghies to walk over to the beach for happy hour when two Careel 18s arrived in the inlet, we think still with keels up from coming through the entrance, racing through the anchorage under motor and being pushed hard by the 25 knot wind and the incoming tide. Half out of control, one of them just missed Katrina, then turned up wind, seemingly under control again. Reaching Silk Department he turned directly across her bow and was immediately flung up against her anchor rope by the strength of the wind and tide. He ran straight over the anchor rope with the motor running and then raced down wind and hard into the side of Katrina just as Katrina's crew were climbing into their dinghy to come over for happy hour. There was a lot of shouting and the two offenders slunk off to a beach further down the inlet.

At about this point it was discovered that Crème Caramel's keel winch had failed. This was OK in the inlet as the keel was almost in the fully up position, but it meant that once Crème Caramel left the inlet and put the keel down there was no way to bring it back up again and therefore no way of coming back into the inlet.

Wednesday dawned fine and sunny with a gentle breeze, so some of us ventured out to see the whales. And what a time we had. We saw many, many whales, but the best experience was having a huge whale come slowly up behind Silk Department as we sailed along at a bit over 5 knots. For about ten minutes it kept station with us about 3 metres behind our dinghy, coming up & blowing and then diving again time after time. At one point it came right up parallel to the boat and then rolled over showing its big white tummy almost

directly underneath the boat and only about a metre below the keel. It was certainly a lot longer than the boat. It was a shame to spoil his fun, but we had to re enter the inlet before the tide fell any further or else stay out there for another six hours or so, so we left him to it.

Thursday's forecast was for another strong wind warning with North West winds up to 30 knots. At 0600 the sky was overcast and the wind building. At 0700 Take it Easy had dragged her anchor and ended up in the bushes. Three very big catamarans came in to take shelter and an even bigger blue one headed out. As he passed us I called out "Very windy out there today" and the skipper called back "We hope so!" Well, we weren't going anywhere.

With a forecast that suggested a south west change the next morning and then worse to



come for the next few days. We decided that we must get out of the inlet for our return trip as early as the tide would allow in the morning. At 0400 the north westerly dropped and at 0800 we motored for the entrance. There were big waves coming in from the north west into the still very shallow entrance after a couple of days of strong winds and this made it like motoring through a washing machine for about a mile. The Ultimate looked as though it was bouncing up and down in one spot!

One by one we all reached the relative safety of the deeper water and raised sails for the long trip back to Urangan. Unfortunately in this process, Crème Caramel put a large rip in its mainsail and from then on had to sail with a double reef. With the wind fairly strong and from the south west we found that we had to tack all the way down the coast of Fraser Island until finally, a few miles before Moon Point the wind died out and we motored the rest of the way, arriving at the marina in the late afternoon. Hot showers and a meal at the Urangan Boat Club were a very welcome change for us.

We were becoming quite used to having strong winds every day, but the forecast for Friday was particularly daunting with westerlies of up to 30 knots forecast for around midday. A quick briefing and then five boats set off at 0730 leaving Crème Caramel behind to sort out its keel winch problem. We bounced our way out to the north cardinal mark raising sails as we went, and then entered the Great Sandy Straits between Big Woody Island and Fraser Island with a good wind on our beam. An hour later with the wind getting stronger Silk Department put a reef in the main, while Spiders Web reported by radio that she had been knocked flat in a sudden squall. We were racing along now and just as we reached the Mary River entrance we received the full force of the 30 knot westerly that had been forecast. Boats lay over and sails flogged and one by one we each dropped sails and started motors.

All was well under motor until we reached the area called Ungowa where the channel moves



in very close to Fraser Island and then turns south west for four miles so that we were motoring almost directly into the screaming westerly and also contending with the short steep waves produced by the wind on tide effect. This time it wasn't just the Ultimate that felt as if it was going up and down on the spot. We were all bashing and crashing our way under, over and through the waves and getting a good soaking as we went.

An hour or so later we entered the longed for shelter of Gary's Anchorage and dropped anchor in relative peace. We were particularly anxious to reach this anchorage as there was a very strong south westerly change forecast for that night. The northern end of this anchorage is sheltered very nicely from winds in this direction by a large scrubby island. The whole anchorage is very pretty and there were many boats, big and small sheltering here. Silk Department settled in for a very pleasant afternoon listening to the AFL grand final. With the wind so strong, even there in the anchorage, none of us felt like making boat visits in our dinghies.

Once again the forecast was a concern to us. There was a strong wind warning but things looked even worse for the next three days. A group decision was made to leave and we got away about 1130 to take advantage of the outgoing tide all the way to the Wide Bay Entrance. The wind was fairly strong, but in the right direction to give us a really good sail for most of the day, only needing to drop sails and motor up the final eight miles from the Wide Bay Entrance to Tin Can Bay. We motored up the Tin Can Bay channel next to the village with the setting sun making the water sparkle for the end of our cruise.



Good company, good sailing and a great adventure.

Kenton Lillecrapp
NX660
Silk Department

Editors Note:

Thanks Kenton for a great account of your adventures. After reading of your cruise in the Hervey Bay, Fraser Island, Great Sandy Straits area, even though Veronica and I having done this cruise before, you have certainly whetted our appetite for another sail in this beautiful part of our country.

Squadron News

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October/November 2012

YV 2011 – 2012 Major Trailable Yacht Events

Date	Event	Venue
October 2011 29 – 30 th	HBS Rose Festival Regatta	Albury /Wodonga YC
November 2011 6th	Go Sailing Day	St. Kilda Marina Car Park
6th	`Cambur` Motors Challenge	Carrum Sailing Club
19 th /20th	Lipton Cup Regatta including TY's & SB's	Royal Yacht Club of Victoria
December	No Events Listed	
January 2012 26 th /29th	Geelong Week including TY's & SB's	Royal Geelong Yacht Club
February 2012		
18/19th	YV Victorian Trailable Championships	Bendigo Yacht Club
18th	Around Mud Island Passage Race (TBC)	Queenscliff Lonsdale YC
March 2012 10/11th	APC Logistics Marlay Point O/N Race	Lake Wellington YC
April 2012		
21st	Loch Sport Challenge	Loch Sport Boat Club
May 2012		
5/6th	Noelex 25/30 National Championships	Safety Beach Sailing Club

The above calendar is a guide only and may be subject to change

The calendar of events is supplied courtesy of the
Yachting Victoria
Trailable Yacht Division

Your attention is directed to the **Noelex 25/30 National Championships** to be conducted by **Safety Beach Sailing Club** on the **5th/6th May 2012**.

Rob Rainsford, NX 25 `Cocktail` 963, is the Regatta Director and taking care of all arrangements for this premier Noelex event

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Rob Rainsford reports that arrangements are well advanced for the conduct of the National Noelex 25/30 Championships at Safety Beach Sailing Club, which is situated on the Mornington Peninsular on the east side of Port Phillip. Below is the Notice of Race for this event.



Australian NX 25 & NX 30 Championships 2012

5th & 6th May 2012

Safety Beach Sailing Club

Safety Beach

Victoria

NOTICE OF RACE

1 RULES:

- 1.1 The regatta organising authority is the Safety Beach Sailing Club in conjunction with the Noelex Yacht Association of Australia Inc. The regatta will be governed by the rules as defined in *The Racing Rules of Sailing (RRS)* and Yachting Australia (YA) Special Regulations (SR) Part 1 for Racing Boats

1.2 SAFETY REGULATIONS:

- (a) YA SR Category 6 or above shall apply PLUS an engine shall be carried at all times in conformity with the requirements of the YA SR Part 1 - 2.01.6 Category 5 and 3.24.3 and 3.24.4 Propulsion.
- (b) Boats are required to display the Yachting Australia Safety Category 6 compliance sticker on the transom.
- (c) Keels shall be locked down at all times while racing
- (d) Boats shall not race with anchors protruding over any part of the boat gunwale.

2 **ADVERTISING:**

Competitors may be required to display regatta sponsor's name(s) or logo(s) and bow numbers. If required, the Noelex Yacht Association of Australia will supply these items and they shall be affixed as prescribed in the Sailing Instructions.

3 **ELIGIBILITY AND ENTRY:**

3.1 Yachts complying with the Noelex Yacht Association of Australia Inc., Noelex 25 and Noelex 30 Class Rules will be allowed entry.

3.2 All skippers and crew must hold a (silver or gold card) membership with Yachting Australia and, be a financial member of the Noelex Yacht Association of Australia Inc.

3.3 Racing will be conducted in two divisions. The divisions will be Div 1, NX 30 yachts and Div 2, NX 25 yachts.

3.4 Entries on the attached form together with the entry fee of \$90.00 shall be lodged with: -

The Secretary,

Noelex Yacht Association of Australia,

PO Box 380 Sunbury Victoria 3429 or, by email to vlburgess@optusnet.com.au.

The closing date for entries shall be 1700 hours, Friday 20 April 2012. Late entries will be accepted up until the close of registration and will incur an additional late entry fee of \$10.00.

Payment can be made by cheque to the Noelex Yacht Association of Australia or by deposit to **Noelex Yacht Association of Australia Inc Bank West Account – BSB 303 - 111 Account No. 1313172**. Deposits must be identified and advice of payment forwarded by email to vlburgess@optusnet.com.au

4 **SCHEDULE:**

4.1 **Registration:**

Safety Beach Sailing Club

Saturday 5th May 2012

0800 hrs to 0850 hrs.

4.2 **Information Session:**

Safety Beach Sailing Club

Saturday 5th May 2012

0900 hrs

4.3 Racing:

During back to back heats of each Division the starting sequence for the next scheduled Division heat will not commence less than 10 minutes from the recorded finish time of the last boat finishing in the previous Division heat.

<i>Day & Date</i>	<i>Class</i>	<i>Time of first Warning Signal</i>	<i>Number of Races</i>
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Sat 5 th May	Div 1 NX30	1025 hrs	Heat 1 & 2
	Div 2 NX 25	1030 hrs	Heat 1 & 2

Lunch Break

Sat 5 th May	Div 1 NX 30	TBA	Heat 3 & 4
	Div 2 NX 25	TBA	Heat 3 & 4

Sun 6 th May	Div 1 NX 30	1025 hrs	Heat 5 & 6
	Div 2 NX 25	1030 hrs	Heat 5 & 6

5 SAILING INSTRUCTIONS:

The Sailing Instructions will be available from the Noelex Yacht Association of Australia Inc., web site – noelex.org.au from Monday 30th April 2012, and at registration at SBSC.

6 VENUE:

Racing will be conducted on Port Phillip, adjacent to Safety Beach Sailing Club.

7 COURSES:

The courses will be Triangle-Windward-Leeward and/or Windward-Leeward courses around laid marks, as per the Sailing Instructions.

8 SCORING:

8.1 Six (6) races are scheduled of which three (3) races are required to be completed to constitute a series.

8.2 (a) When fewer than 4 races have been completed, a boat's series score will be the total of her race scores. This changes rule A2.

(b) When 4 or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

9 BERTHING:

Boats may be berthed at Martha Cove Marina. The berthing fee for Friday, Saturday and Sunday night is \$30:00 which is included in the Entry Fee.

10 RADIO COMMUNICATION:

Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

Race communications will be via VHF Channel 69.

11 PRIZES:

Prizes will be awarded to 1st, 2nd and 3rd place for each Division.

12 DISCLAIMER OF LIABILITY:

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organising authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

13 INSURANCE:

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of Aus. \$5,000,000 per event or the equivalent.

14 FURTHER INFORMATION:

For further information please contact the following people.

Noelex Yacht Association of Australia - web site home - noelex.org.au

President	Andrew Fedorowicz	0418 341 443
Vice President	John Burgess	0408 372 768
Race Director	Rob Rainsford	0413 748 037

ACCOMODATION:

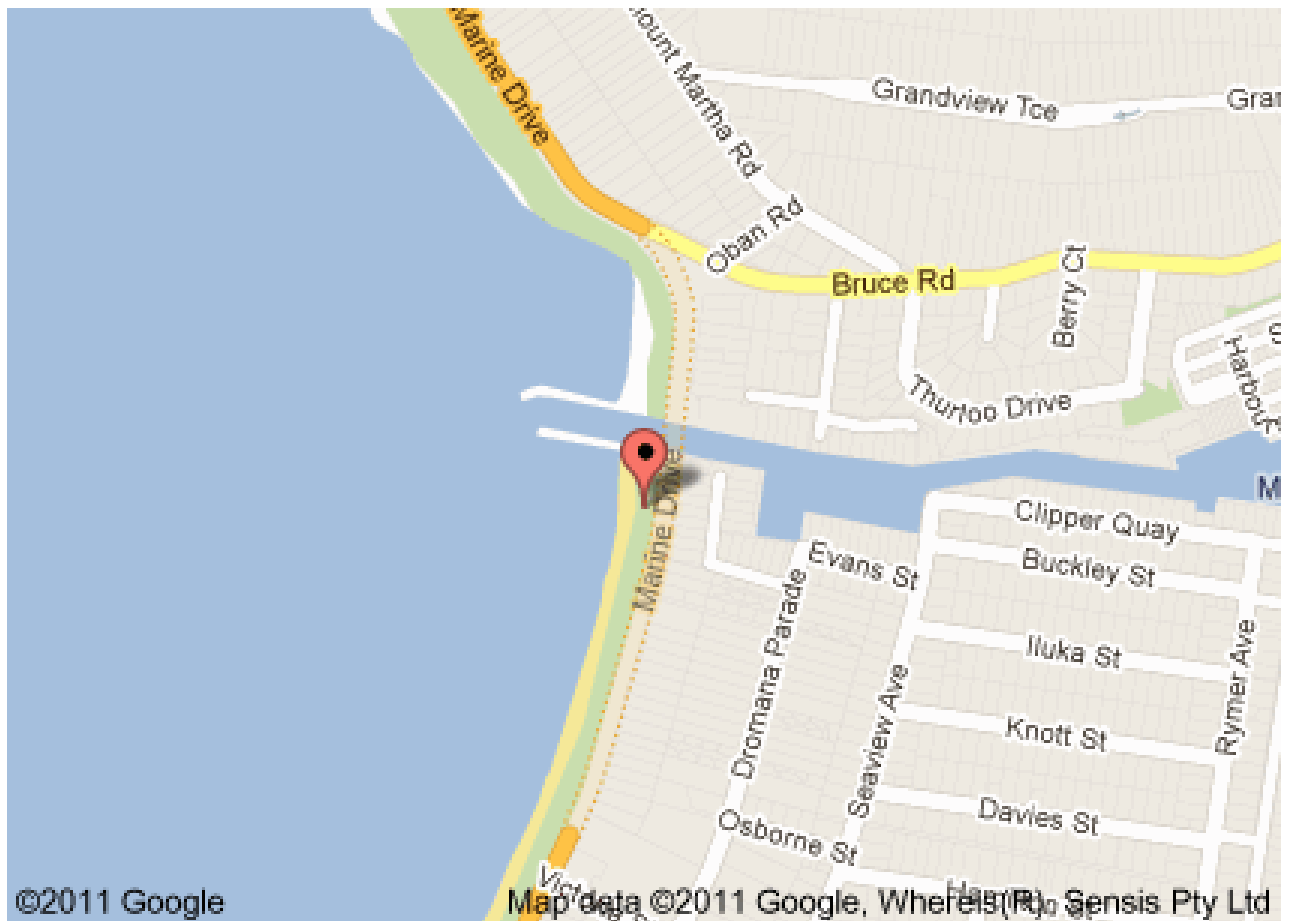
Boats berthed at Martha Cove Marina may be used as accommodation for the duration of the regatta.

CATERING & FACILITIES:

- A canteen will operate over the weekend providing lunch and snacks.
- Breakfast (Saturday and Sunday) and Dinner (Saturday) will also be available.
- Free BBQ facilities on site.
- The SBSC is fully licensed for the consumption and sale of alcohol. **No BYO permitted on club premises or grounds.**
- Shopping facilities and a hotel are located in the vicinity of Safety Beach.

LOCATION:

Safety Beach Sailing Club
Marine Parade
Safety Beach
VICTORIA 3936



Entry Form

Noelex Yacht Association of Australia Championships

5th – 6th May 2012, Safety Beach Sailing Club, Safety Beach Victoria 3936

Please Print Clearly

Yacht Details

Name of Yacht		
Class		Sail No.
CBH (Class Based Hcp)		Keel Drop
		Swing
RTA Reg. No.		Length Overall
Hull Colour		Deck Colour
Yacht Club/Association		
Insurance Company		Policy No.

Skipper Details

Name		
Address		
		Postcode
Date of Birth		YA Member No
Phone No.(s)		
Email		

Crew Details

Name		
Phone		YA Member No
Name		
Phone		YA Member No
Name		
Phone		YA Member No

Skippers Declaration

Competitors participate in the regatta entirely at their own risk. See RRS Rule 4, Decision to Race. The organising authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

Signature Date

Entries together with the entry fee of \$90.00 shall be lodged with:

The Secretary, Veronica Burgess, PO Box 380 Sunbury Victoria 3429 or by,
Email to vlburgess@optusnet.com.au by the Closing Date, **1700 hours, Friday 20th April 2012.**

Late entries will be taken up until the close of registration, 0850 hours Saturday 5th May 2012 and will incur a late entry fee of \$10.00.

The NOR is also available from the NYAA Inc., website - www.noelex.org.au

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SOCIAL NEWS

NYAA Inc & NYS Inc Official Events 2011-12

RACING	EVENT	CLUB
19/20 th Nov 2011	Lipton Cup Regatta	RYCV
5/6 th May 2012	NX 25/30 National Championships	SBSC
CRUISING	EVENT	CLUB
6 th Nov	Hosted by Kenton Lillecrapp	Westernport
24/25 th Mar	Hosted by Andrew Fedorowicz	Docklands
SOCIAL	EVENT	VENUE
11 th Sep 2011	BBQ	Andrew & Amanda
26 th Feb 2012	BBQ	John & Veronica

The items in red type are the upcoming social events. All Noelexians are invited to attend.

- President Andrew Fedorowicz is hosting the Docklands cruise. It will be a two day event. Further details will be made available after the Committee of Management meeting on the 26th February 2012.
- The Marlay Point O/N Race will be held on the 10th/11th March and interstate members who will be participating in that regatta and require a break in Melbourne before proceeding to the Gippsland Lakes are welcome to park their boats at the Burgess's. They have facilities to accommodate up to 12 NX's on trailers with cars attached so if you are intending to make use of this offer please ring John (m.0408 372 768) to make arrangements.

REMINDER

The BBQ at the Burgess residence will take place on Sunday 26th February 2012

271 Reservoir Road Sunbury

At 12:30 for 1:00 pm
Melway Ref: Map 381 – G2

The BBQ shall consist of meats and salads

BYO Drinks, chairs, glasses, cutlery and crockery

Cost of BBQ: \$10:00 per person

CONTACT: Veronica Burgess
Phone: 03 9744 4669
Mobile: 0409 198 443

E-Mail:

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BOATS FOR SALE

The following boats remain for sale and were featured with full description in previous issues of Teltales:

Noelex 25

NX698 'Take No Prisoners' - asking price **now \$32,500.00 o.n.o.** – location Victoria

NX857 'Exelon' – asking price **\$39,500.00 (negotiable)** – location Tasmania.

Noelex 30

NX1519 'Solitaire' – asking price **\$87,500.00** location Victoria.

NEW LISTINGS:

NX 747 'Plane Sailing'

New Zealand built 1983 - white hull with red stripes

Sails and Rigging:

2 Main Sails (1 new 2010), 3 Jib's,(1 new 2010), 1 Storm Jib,
1 Genoa , 1 Spinnaker , Boom Sail Cover , New Rigging 2010.

Communication:

2 Radios UHF, and, 27 MHz / Stereo Radio/ CD;

Engine :

Yamaha 8 HP 4 stroke low hours;

Instruments

Compass, Raymarine Depth, Tacktick Race Master;

Trailer:



Tandem Trailer, good light truck tyres.

Standard Fit out, Cockpit Cushions, Boom Tent, Power Winch, Boat Cover.

Other Features:

Category 5 Safety Equipment.

2011 National TY Champion!!

Boat sailed mostly in fresh water. Well kept and looked after boat.

Asking Price:

\$36,000.00 o.n.o.

Location:

Albury/Wodonga.

Contact owner PH. 0408 237 342 or NYAA Inc Secretary

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"Flat White # 806"

New Zealand built 1984 – white hull blue stripes.

- **Sails and Rigging:**
 - 3 Main Sails (1 new)
 - 1 Self Tacking Jib
 - 1 Genoa
 - 1 Spinnaker
- **Communication:**
 - 2 Radios VHF and, 27 MHz & AM/FM Radio
- **Engine:**
 - Johnson 8 HP 2 stroke
- **Instruments:**
 - Depth, Log/Speed with Countdown Display,
 - 2 x 12v batteries
 - Auto helm 1000 and accessories
- **Trailer:**
 - Tandem Trailer, registered & in very good condition with electrical and manual winches
- **Fit Out:**
 - Standard fit out
 - Pop Top with clear curtain
 - New upholstered cushions
 - Gas stove and two gas bottles
 - Porta Potti
- **Other Features:**
 - Targa Tower with 2 x 80Watt Solar Panels, 2 x Barlow Winches
 - 4 PFD's, 4 fenders 2 water bladders.
 - All control lines lead aft through 2 banks of jammers.
 - Standing & running rigging is in excellent condition.



This NX 25 is ready to sail with nothing to spend.

- **Asking Price:**
 - **\$35,000 o.n.o.**
- **Location:**
 - **Airlie Beach QLD.**
- **Contact Owner PH. 0408 029 721 or NYAA Inc Secretary**

To advertise a boat for sale or, to buy a boat listed for sale

Contact the NYAA Inc Secretary:

Veronica Burgess Ph. 0409 198 443 or Email: vlburgess@optusnet.com.au

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'Two Way Street' #1000

The Boat:

NX 1000, 'Two Way Street', built by Noelex Yachts Australia P/L, South Australia, 1990. White hull and deck with Light Blue stripe. Internal lining to gunwale. Hull anti-fouled October 2010. New front hatch.

Sails and Rigging:

Includes: main and self-tacking jib (Thomson Sails 2009), 3 sets of earlier mains/jibs, 3 spinnakers various sizes, and storm jib. New spinnaker and genoa lines. 2 spinnaker poles. 4 deck winches. Standing rigging in good condition. Running rigging replaced in 2009/10 with Spectra lines. Many other items replaced or upgraded.

Engine:

Suzuki 8 hp motor, new 2010. Full service record.

Comms and Navigation:

Uniden VHF Radio and GME Electrophone 27 MHZ Radio. Fully integrated instrumentation including: Stowe speed/log and depth sounder, Navman Wind 3100 masthead wind instrument, Garmin GPS, Cockpit GPS Display, Plastimo compass.



Trailer:

Mackay tandem, tube suspension, 4 wheel disk brakes (rebuilt 2008), light truck tyres with 2 spares, removable power winch, padded rollers, rear light board.

Other Features and Equipment:

Full canvas fitted boat cover. All Cat 5 Safety gear. 2 anchors, chains etc, 4 life jackets. Navigation lights, heavy duty battery with PVC solar trickle charge panel. New main switch board. 2 Fenders, several berthing lines, first aid kit, spare tools & fittings, equipment manuals including *original NX production manual*, NX 'hints & tips' hard copy, other information. Boom cover. Canvas tiller and rudder cover. Boom tent. Cockpit cushions. NX cool box, and demountable table. Water proof internal carpet throughout.

2 sets of pop-top companionway and front hatch screens in both heavy-duty plastic clear and canvas with fly screens. Pioneer Stereo System. Stainless steel metho stove. Porta Potti toilet.

General:

This boat has everything needed for racing and cruising. Easy to rig. Most deck top control lines are two sided. Very comfortable sleeping 2-up camping, can accommodate 4. Internal timber work and cushions all in excellent condition.

Asking Price: \$49,250

Location: Paynesville, Victoria

Owner: Michael Oxer Mob: 0419 583 482 03 5156 8228 E:Mail treeline@wideband.net.au

Enquiries: Contact the NYAA Inc Secretary:

Veronica Burgess Ph. 0409 198 443 or Email: vlburgess@optusnet.com.au