

Noelex Teltales

Volume 17

Issue 5

September/October 2012

The Official Newsletter of



Yacht Association of Australia Inc

ABN 81063080148 & ICN A0033794K

Noelex Yacht Squadron Inc

ICN A0013620Z



REFUGE COVE

WILSONS PROMONTORY

VICTORIA

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@yahooogroups.com Website: www.noelex.org.au



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NOELEX YACHT ASSOCIATION OF AUSTRALIA INC

COMMITTEE OF MANAGEMENT 2012 - 2013

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: 0428 393 465	mobilevet@pipeline.com.au
Ordinary Member	Peter Williams	H: (03) 93370876 M: 0409 002 120	pandlwilliams@bigpond.com



NOELEX YACHT SQUADRON INC

COMMITTEE OF MANAGEMENT 2012 - 2013

Commodore	Rob Rainsford	M: 0413748037	rob.rainsford@comshop.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	rwil624@bigpond.net.au
Ordinary Member	Ron Parker	M: 0419 002 946	tainui744@bigpond.com



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	Veronica Burgess	H: 03 9744 4669 M: 0409 198 443	vlburgess@optusnet.com.au



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: (02) 4441 2054	Drummond@shoalhaven.nsw.gov.au
Adelaide SA	David & Esme Leibbrandt	H: (08)8387 2248 M:0412 919 905	daveesme@bigpond.com
TASMANIA	Con Patrikopoulos	TBA	conpat05@dodo.com.au

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Noelex Teltales is the official newsletter of Noelex Yacht Association of Australia Inc

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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

In this edition of Teltales I have included the last instalment of a Tasmanian trip that Veronica and I did to the D'Entrecasteaux Channel. This chapter also takes into account the daily log of our cruise to some beautiful places in the Channel.

This edition is somewhat limited in content due to the fact that I suffered a heart attack in early September and have had my hands full dealing with this situation.

On my cardiologist's advice it is with regret that I advise that I have to throttle back on my many involvements, one of which is editor of Teltales, consequently this will be my last edition as editor.

If any member is able to step up and take my place it will be greatly appreciated.

Please send all applications for this very worthwhile position to President Andrew Fedorowicz.

Fair sailing,

John

John Burgess
Editor

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PRESIDENTS REPORT

Greetings to All Members

Well, the onset of warmer weather makes one think about sailing again. Accordingly the 2012-2013 summer sailing season is about to begin.

I was down at the Marina today applying some Deksal 2 to some of the timber work on 'Simply Magic' with a plan of applying two extra coats by the end of the week. This summer, 'Simply Magic' will reside on the banks of the Gippsland Lakes in Paynesville. It's been a while since we've been down there and I'm looking forward to seeing how the area has developed.



I do not have a lot to report to you at this stage other than advising that I have just spent a glorious two weeks sailing the Mediterranean in Turkey on a Beneteau 43.4 Cyclades sloop.

Kenton Lillecrapp was our skipper, and after having researched the trip for more than 12 months, I must complement him on his fine work. We experienced the entire gamut of Turkish life on land and on the sea and some great sailing as well.

We swam every day, the water was warm and unusually buoyant. Apparently the salt content makes you float almost on the surface of the water. It was uncanny. One of the most surprising facts was with the knowledge that Port Phillip Bay ranges in maximum depths of 16-22m. In comparison, on occasions, we found ourselves in water 1400m deep!

Apparently the submarines of the Turkish navy train in this area where the water was an amazing dark, dark, dark, dark blue, almost black in colour.

A lovely romantic story revolves around Cleopatra arranging an entire fleet of barges to bring sand from Egypt so a proper sandy beach could be created for her and her lover Mark Antony to enjoy. It was found close to ruins called Cleopatra's Baths in Hamam Bay, Dalaman. Fact or Fiction? When the sand in this area of Turkey was investigated geologically, it was found that similar sand did not exist anywhere else in Turkey but it is typical of sand found only in Egypt!

The Turkish people love us Australians. Despite language barriers, on the very few occasions when we had some dramas relating to our telecommunications, they just couldn't do enough to help us. I can't wait to go back.

Anyway, I hope to see you on the water sometime this summer.

Happy sailing & be safe
President
Andrew Fedorowicz

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SECRETARY'S REPORT

Hi to all,

Just a friendly reminder,



- The first 2012-2013 NX Social BBQ is to be held at the home of our President Andrew and, his lovely lady Amanda Fedorowicz
Venue: 47 Princess Street, Kew
When: Sunday - 9th December 2012 at 12 noon.
Cost to Members is \$10 per person.
BYO drinks. Meat, salads and desserts provided.
- The 2013 NX 30's & NX 25's National Championships will be held at the Gippsland Lakes Yacht Club on 2nd & 3rd of March, 2013 and a social BBQ will be held during the Nationals. Hope to see you all. It would be great to see some NX 30's enter this year!

Recently, correspondence was received from Consumer Affairs Victoria (CAV), advising new legislation that will affect Victorian Incorporated Associations.

The Associations Incorporation Act 1981 is being replaced by the Associations Incorporation Reform Act 2012, which comes into effect on 26 November, 2012.

As these changes may affect both the NYAA Inc., and the NYS Inc., the Committee of Management will be responsible for appointing a Rules Sub-Committee to review those Amendments, which in turn if applicable, will be presented to the membership for comment prior to ratification and adoption at the next Annual General Meeting in 2013.

Safety Note: If you have PFDs manufactured before 1996 they are no longer compliant with the Maritime Safety requirements, and must be replaced. For more information contact Transport Safety Victoria on 1800 223 022, or visit their website:

www.transportsafety.vic.gov.au or email: marinesafety@transportsafety.vic.gov.au for more information.

Veronica Burgess
Secretary

Noelex *Telltales*

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This article was submitted by John & Veronica Burgess.

CRUISING TASMANIA IN A TRAILER YACHT PART 4

D'ENTRECASTEAUX CHANNEL, DERWENT & HUON RIVER CRUISE



Day 10.

I snoozed fitfully. At 0700 hrs Veronica shook me into the world so I crawled out of bed and ate breakfast without my usual gusto. I eventually got organised, had a shower and we prepared to depart. I rang Hobart Port Control and requested permission to enter Constitution Dock. This was approved with a request to call Port Control on VHF Ch12 one hour out of Hobart. It was easy to estimate that to be about five nm out so, a quick check of the Chart indicated that I should call when approximately abeam the Shot Tower. I also had a quick look at the tide tables which indicated that the ebb tide, according to the rule of twelfths, would be running at its fastest at about the same time we would sail through the narrows at Pierson and Dennes Point. Add to this the wind against the tide and we could be in for a rough ride. Damm and blast! If it was too rough I planned to turn left and go into North West Bay and anchor at the head of Snug Bay.

I'm not a fast mover early in the morning so with a leaden, overcast sky and a hint of rain blowing in on the 10/15 knot south westerly we departed Little Oyster Cove at 0930 hrs. We hoisted full main and jib and after rounding Simmonds Point ran square to Snug Point. I

didn't reef the main as we had to make good miles if we were to out run the front. We needed all the ground speed we could get. In the event, we were making good time and the wind speed indicator was steady on 20 knots so I headed straight for the centre of the narrows.

The water was a bit choppy as I suspected it would be but we passed Tinderbox and sailed through the narrows without difficulty. Our average ground speed according to the GPS was 5.4 knots. A few spots of rain started to fall and it was getting very dark behind us but with a bit of luck we would win the race to Hobart.



We surged north past Blackmans Bay and at Kingston Beach the Shot Tower, perched high on the cliff just north of Taroona Beach came into view. Abeam the Tower I called Port Control, reported my position and gave an ETA for Constitution Dock of 1325 hrs. We whistled past the South Hobart beach suburbs all the time watching the black sky behind us. Wrest Point Hotel and Casino was abeam and the Sandy Bay beach looked deserted. We rounded Battery Point and sailed into Sullivans Cove at 1330 hrs. I called Port Control and was directed to the waiting area pontoon. The sky was ominously black and wisps of strata form cumulus cloud hurtled across the sky heralding the approaching front. We were anxious to enter the protection of the Dock so it was with more than a little relief that we observed the Gate Petty Officer preparing to raise the gate. We received the green lights and entered the dock at 1415 hrs.

There were three other yachts inside and I decided to berth between two large boats on the



south wall of the dock. I figured this was a good spot as the southerly would blow us off the steep dock wall. No sooner had we tied up between two keelboats to survey our handiwork than the heavens opened up. We scurried down below and inserted the storm boards and listening to the rain pelt down on the saloon roof.

We decided that this would be a good time to take lunch and a hot cup of coffee. I would have preferred if my coffee had have had a stiff shot of brandy in it.

Day 11, 12, 13.

Once again the weather upset our plans to cruise up the Derwent River to New Norfolk. The Rain and wind persisted for three days so we contacted an old sailing friend of ours and he came to our rescue. We were driven all over Hobart and its environs visiting many fine eating places and even finer watering holes including the Customs House Hotel, made

famous by the Sydney/Hobart sailors as the home of the Q.L.D. We also crossed the Tasman Bridge, the Bowen Bridge and the Bridgewater Causeway. We saw Bowens Monument; the wreck of Joseph Conrad's Otago and many other historical points of interest. Once again we found that it is an ill wind that blows no good.

During the spare minutes that we were left alone we visited the Tasmanian Maritime Museum which is almost adjacent to Constitution Dock and took a bus to Wrest Point and the Royal Yacht Club of Tasmania. On arriving back at the T/Y we were surprised to find a business card belonging to Fred Viergiver, President of the Noelex Yacht Association of Australia in the storm boards. Apparently Fred and his wife Pauline were on holidays in Hobart and saw the NX in the dock and paid us a visit.

I have visited Hobart many, many times and I can say without fear of contradiction; Hobart is a beautiful city. It is also said to fit Aristotle's criterion for the ideal city/state: small enough to be friendly and large enough to accommodate the finer things of life.

Day 14.

The forecast was favourable for our return to Kettering so at the scheduled gate opening time of 0730 hrs, (another bloody early morning), we departed Constitution dock. We set sail after rounding Battery Point and tacked down the Derwent River in 10 knots of wind on an ebb tide. We would be able to hold the tide nearly all the way to Kettering and hopefully the wind as well.

Everything was clean and fresh and the sailing was good. We had a ground speed of 6 knots and we were at peace with the world. After an hour close hauled on port tack we were a beam of Ralphs Bay and approaching the little village of Opossum Bay. This is a popular place for holiday makers and the shore is dotted with little shacks. I wonder how long this little peaceful fishing village would remain like this. We managed to hold port tack past Cape Deliverance and abeam the Iron Pot we tacked onto starboard to pass through the narrows and enter the D'Entrecasteaux Channel once again.



Once in the Channel and almost into North West Bay we tacked back onto port and almost paralleled the shore line of Bruny Island North until it was time to tack into Little Oyster Cove. We entered the Cove and made for the Marina wharf where we tied up at midday.

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I spoke to Ian and he gave me approval to lie alongside the fuel wharf while Veronica and I went to Coningham to collect the car and trailer. If necessary he would move the yacht.

Jacques came to collect us and we recounted our travels to him. He was amazed that we been to so many places since we had last spoken to he and Cathy. After arranging to meet

them for dinner in three days time we drove back to Kettering. It began to rain so rather than retrieve the Noelex in the rain we motored our yacht into a berth Brian had made available to us.

As it was only 1300 hrs we decided to drive to Southport and Recherché Bay. We were determined to see these places and there was no time like the present. On our way through Dover we called in to the pub to see our friend and after a beer or two we drove on. Southport was a nice place but my disappointment at not stopping here was somewhat tempered by what I saw. Maybe it was the weather that put a damper on this place.

We drove on to Recherche Bay. What a beautiful place. A couple of yachts were anchored in Pigsties Bay and even though it was raining it presented a great picture. We visited D'Entrecasteaux's Watering Place and while it was pleasant I definitely preferred my watering place at Dover.



After visiting Catamaran and Cockle Creek we returned to Cygnet for dinner. Another busy day ended at 2200 hrs.



Day 15.

The weather was fine and clear and the forecast was for it to improve further. We still had a couple of days to go before we picked up our son Cameron who was to join us for the trip to Macquarie Harbour and Strahan so rather than retrieve the Noelex today we decided to spend the day fishing at Barnes Bay. We motored out and hoisted sail at the ferry terminal and took off. We quarter reached out of the Cove and with 25 knots from the south west we touched 9 knots quite a few times.

A tour of Simpsons Bay North then a sail to the Duckpond put us in the mood for a spot of fishing. We anchored in 2 metres of water and payed out all of our cable so that we drifted back into 4 metres of water. Baited lines and away we went. Half a dozen flathead later we called it quits so I reduced the amount of scope and pulled Frontliner into 2 metres of water. I prepared the fish for dinner. Recently caught, gutted, headed and scaled I wrapped them in oiled foil and after a happy hour I BBQ'd them. Veronica prepared a garden salad and I must ask; what is better than fresh BBQ'd flathead to end a lovely, picture postcard day?



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NYAA Inc & NYS Inc Official Events 2012-13

SOCIAL & RACING NEWS

2nd/3rd Mar 2013	NX 25/30 National Championships	GLYC
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This kind invitation was received from John & Liz McKay who reside at Mallacoota Victoria

Hi Veronica

Next year when the Nationals are on, John and I would like to extend a welcome to any who might be coming down from Sydney/Brisbane or returning to same to use our facilities here, Jetty etc. As it is a big distance towing, they perhaps might like to sail around the Lakes here in Mallacoota and surrounding Croajingalong NP, to relax.

*Kind regards,
John and Liz McKay.*

Thanks John & Liz. We hope that Interstate members avail themselves of your kind offer.

Members watch this space for further info re the Nationals in 2103

RACING	EVENT	CLUB
8 th /9 th Sep 2012	Noelex Country Championships	AWYC
17 th /18 th Nov 2012	Lipton Cup Regatta	RYCV
2 nd /3 rd Mar 2013	NX 25/30 National Championships	GLYC
CRUISING	EVENT	CLUB
20 th Oct 2012	YV Season Opening Dinner	Docklands
SOCIAL	EVENT	VENUE
9 th Dec 2012	BBQ	Andrew & Amanda
TBA	BBQ	Russel & Di Kemp
2 nd Mar 2013	BBQ	GLYC

NOTE:

- The BBQ Social at Andrew & Amanda Fedorowicz's residence at 47 Princess Street Kew on Sunday 9th December 2012 will take format the same as the previous BBQ. An reminder invitation with the BBQ details will be sent nearer to the date.
- The BBQ Social at Russell & Di Kemp's residence at 26 Summerfield Drive Mornington will take place in the New Year at a date TBA. An invitation and details re the BBQ will also be sent.

- The BBQ at GLYC will take place on Saturday 2nd March 2013 at the Noelex National Championships. The Gippsland Lakes Yacht Club was chosen as the venue for the Championship hoping that Interstate NX's from NSW and the ACT will participate.

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BOATS FOR SALE

Noelex 30/Farr 940 `WHY KNOT`

This Noelex 30 was built by Sea Nymph New Zealand, the company owned by the designer Bruce Farr.

The date of manufacture is 1989 and the builder's number is 178804. The hull was hard anti-fouled in 2012 and the yacht is ready for trailering.

The yacht is presently laying at the Gippsland lakes Yacht Club, Victoria



INVENTORY:

Sails: A full set of North Sails which includes the following.

3Dr No 1 Genoa

3DR No 2 Headsail

3DR Working Jib

A fully battened Dacron Mainsail

No 1 Spinnaker

No 2 Spinnaker

Rigging:

The standing and running rigging was replaced in 2005.

The wire halyards were replaced with fully colour coded Spectra lines.

There are two (2) Harken self tailing winches for the headsails plus two (2) cabin top winches for halyards etc.

Engine:

Mariner 15 HP two stroke.

Electrics & Instruments:

Twin batteries (new 2012)

Solar panel

Navman Auto helm

Navman wind instruments and log

Interior:

The timber work is NX Kauri giving a visually lighter interior than the traditional dark teak.

Gas stove & oven (safety gas detector installed)

Ice box with refrigerator compressor

Porta Potti and shower

Perspex storm boards and Fly screens

Other:

A large cockpit canopy (new 2012)

Trailer:

Tri-axle trailer (stainless steel disc brakes to two (2) axles

Vacuum over hydraulic brakes

Electric retrieval winch

Location:

Gippsland Lakes Yacht Club, Paynesville

Price:

\$58,000:00

Contact:

Owner Peter Sutton

0409 120 513



Telltales V



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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 Oxe 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

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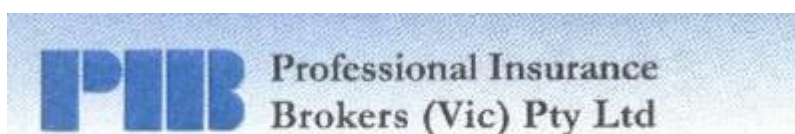
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**For the best premium rates members are invited to take advantage of the
 special package applying to Noelex owners.**

**Contact Andrew JOHNSTON on
 mobile**

**(03) 9756 6399 e-mail andrewj@profin.com.au -
 040 836 9607**

**Member rates available only on production of
 membership certification**