

Noelex Teltales

Volume 17

Issue 4

July/August 2012

The Official Newsletter of



Yacht Association of Australia Inc

ABN 81063080148 & ICN A0033794K

Noelex Yacht Squadron Inc

ICN A0013620Z



‘RUM RUNNER’

Running Square

**ANDREA & PHIL CLEMENTS
NOELEX NATIONALS 2012**

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 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

Noelex Teltales

Volume 17

Issue 4

July/August 2012

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

A0033794K

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Noelex Yacht Squadron Inc

A00013620Z

*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 Part 3 of a Tasmanian trip that Veronica and I did to the D'Entrecasteaux Channel and Macquarie Harbour. This chapter relates to the daily log of our cruise to some beautiful places in the Channel.



The Events Calendar has been finalised and is now ready for you to put the various social events and race meetings in your diary. For the first social event the NYAA Inc., and NYS Inc., will combine with Yachting Victoria Trailable Yacht Division for what is the "2012 – 2013 Season Opener Dinner" on the 20th October 2012 at Docklands. This dinner will be attended by members of the YV Affiliated TY Class Associations and should be a great occasion to greet old sailing adversaries and make new acquaintances. The flyer containing all the relevant details of this event is included in this edition of Teltales.

Recently, long time NX 25 and NYS Inc., stalwart John Robb resigned his position of Commodore of the NYS Inc. John has for many years been the driving force behind the NYS Inc., and has arranged many National Championships along the way. He will be missed by the respective Committee's of Management however; we will no doubt see John on the race track from time to time.

Rob Rainsford a NYS Inc., Committee of Management member has agreed to step up to the plate and fill this position and will be elected to this casual vacancy at the next combined meeting of the NYAA Inc., and the NYS Inc. This causes a casual vacancy for an Ordinary Member of the NYS Inc., Committee of Management so if there is a member who would like to contribute his/her service to the NYS Inc., please contact Secretary Veronica Burgess ASAP.

Finally, Peter Williams has sent an article on Cannon Balls and Brass Monkeys and Ron Parker has sent me a nautical book review. I thank both Peter and Ron for their contributions and trust that you enjoy both articles.

Fair sailing,

John

John Burgess
Editor

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PRESIDENTS REPORT

Dear Members,

Crikey, hasn't it been cold. Not particularly pleasant weather for sailing, but given the opportunity of sitting in front of the fireplace one can only dream of being out on the water again.

Well the Olympics have come and gone for another four years. Weren't our Aussie sailors absolutely sensational? There were a few bleary, teary eyes in the Fedorowicz household let me tell you. Teary because of the emotion caused and displayed by the individual and team efforts in bringing home medals and bleary because of the insane time of day you had to be up to watch the events live.



Let's start pitching for another Olympics here in Australia!

Our Committee work got off to a good start during our meeting of 15 August at RYCV where it was resolved after thorough examination of Expressions of Interest from a number of Yacht Clubs in Victoria and Interstate, that the next Noelex National Championships shall be held at Gippsland Lakes Yacht Club on the weekend of 2nd & 3rd March 2013.

It was felt that the Gippsland Lakes location would give yachts from NSW and ACT an opportunity to compete without travelling too far. We'll keep you posted about the finer detail in the near future.

Two social events were discussed, and the one at my house (47 Princess Street KEW Vic 3101,) was agreed to be held on 9 December 2012. The other event shall be down on the Mornington Peninsula at the Kemp (Di & Russell) residence early in the New Year, the details of which shall be advertised just prior to that time.

The important thing to note is; I would really like to throw a lamb on a spit but I need the numbers. To make it worthwhile I need at least 30 hungry participants - I'm developing a bit of a reputation with my lambs. There's never anything left and it's very common for guests to come back for seconds, thirds and sometimes fourths, the meat is so good!

Notices will go out just prior with RSVP's etc. Please come and join in.

Not much more to report other than I'll be on a 43' Beneteau Cyclades cruising the Mediterranean for 2 weeks starting 15 September. Don't worry, Simply Magic and my love of Noelex's has not faltered. It's just that when you get the opportunity of holidaying in a War Zone (It's so cheap!) you grab it. Can you imagine waking up in the morning, looking up, and finding a 300mm burnt hole in the mainsail. "That was the shell that came in late last night". Dozenmatta – It's Cheap!

Happy Sailing

Andrew Fedorowicz
President.

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SECRETARY'S REPORT

Hi Members,



Firstly, don't forget the NX Country Championships at Albury/Wodonga Yacht Club on 8th & 9th September, 2012. The regatta details can be obtained from Terry Caldwell by email: Terry.Caldwell8@bigpond.com

A reminder that if you are selling your Noelex 25 or 30; recently the Committee of Management agreed to remove the \$100 fee charged to members to advertise their 'Boats for Sale' both on the website and in Teltales. The fee for non-members will remain at \$100.

At our last C of M meeting held in August, 2012 the following decisions were agreed to:

- The 2013 Noelex 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. The Marley Point O/N Race is the week after the Nationals so, if you are entered in the Marley you boat will be beautifully positioned for it.
- New updated NYAA Inc., & NYS Inc., banners are to be ordered and will be ready for display at the Championships.
- The first Social BBQ of this new season is to be held on Sunday 9th December 2012 at the home of the President, Andrew Fedorowicz, followed by a second Social BBQ at the home of Russell and Diane Kemp (Mornington) more details later.

Finally, I recently came across a Maritime Safety Bulletin advising of changes to Personal Flotation Device (PFD) requirements. In Victoria, PFDs manufactured before 1996 are no longer compliant 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

Veronica Burgess
Secretary
NYAA Inc & NYS Inc.

Noelex *Telltales*

Volume 17

Issue 4

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This article was submitted by John & Veronica Burgess.

CRUISING TASMANIA IN A TRAILER YACHT PART 3

D'ENTRECASTEAUX CHANNEL, DERWENT & HUON RIVER CRUISE



S P I R I T O F T A S M A N I A I A N D I I

Day 9.

We woke to a deathly silence about 0800 hrs feeling as if the yacht was floating inside a giant milk bottle. The fog was still with us and still of pea soup density. We had breakfast and armed with toilet bags we trekked up to the hotel. We let ourselves in as instructed and had a quick look in the bar. It must have been a smash hit with the patrons last night because it looked like bomb had hit it. I retreated from the bar and found the housemaid who promptly offered us a “cuppa”. She was well drilled and directed us to an unused room and handed us a towel each. I asked after the publican and was informed that he was in bed and wouldn’t surface until about mid day. It had definitely been a good night. A nice hot shower and a clean loin cloth set me up for whatever lay ahead. Veronica felt the same so we returned to Frontliner and waited for the fog to lift. The waiting game began but I became bored so we had a walk around Dover and down to the fisherman’s wharf. I spoke to a bloke on a fishing boat and asked about the fog and when it would lift. He told me that they usually come and go fairly quickly and it would be strange if it stayed around for more than a couple of days. Great news!

We returned to the yacht and I called Coast Radio Hobart and requested a weather report ending by saying we were in 8/8 of fog. CRH requested my position and when informed said that there was a probability of the fog lifting about noon as there was another strong northerly forecast for sometime later today. How much good news could one take on a cold, foggy, wet morning like this?

As we were now running behind schedule in respect to the places we wanted to visit we decided to forego our visit to Southport and Recherche Bay. Instead we planned to sail to Franklin recognising that there were many bolt holes we could drop into if the going got too tough in the forecast 20 to 25 knot northerly. As it turned out the fog began to drift south. The northerly was on its way and at 1100 hrs the fog had cleared sufficiently to provide a visual range of about 400 metres allowing us to cast off.

We donned our wet weather gear while motoring out from the jetty then we hoisted our mainsail. We motor sailed for a while until we had 5 knots from the north when we stopped the motor, hoisted the jib and sailed between Charity and Faith Islands. It was quite beautiful sailing through the foggy air which soon drenched the sails and stuck the woollies to the jib. We ghosted around Esperance Point and tacked up the mainland coast in clear air until we made Huon Point at which stage we tacked onto starboard and freed to a reach into the Huon River.

The fog had been blown southward and the weather improved to the extent that we changed into "T" shirts and shorts once more. What strange and changeable weather we were experiencing. The wind gradually increased in strength and brought with it the smell of smoke and a rapidly increasing air temperature. We lunched on the run and made good time towards Port Huon which we could now see in the distance.



The wharf at Port Huon may be used by visiting yachts and fuel can be delivered to the wharf by prior arrangement. A shop at Geeveston, a couple of kilometres to the west provides groceries and, the hotel counter meals.

At the entrance to Hospital Bay, so named after the visit of the barque Castle Forbes in 1836 when a canvas hospital was set up for sick

Irish immigrant women, we sailed between two buoys marked "J" and "K" just off the end of the Port Huon Wharf. These buoys marked the entrance to the river channel so we passed Shipwrights Point and stayed close to the shore. We were close hauled and soon we would be headed in the narrow navigable water available. We started the motor once again and dropped the jib. I motor sailed with the mainsail traveller over centre and the sheet on tight. This gave us a good 5 knots and we were soon

into Crowther Bay and navigating through a series of port and starboard buoys. After passing Castle Forbes Bay we dropped the mainsail and continued under motor alone. Egg Islands came into view and as we left them to starboard we knew we were close to Franklin.

The wind was now piping in at 25/30 knots smack on the nose and the little Yamaha 8 was doing a great job. The wind was hot and we could smell burning gum leaves. We could see a huge plume of smoke somewhere north of Huonville and the some of it was blowing towards us. The fog had gone only to be replaced by smoke.

We motored into Franklin and were fortunate to find a berth close to the Shipwright's Point School of Wooden Boatbuilding. Franklin was founded in 1837 by Lady Franklin who reputedly planted the first apple tree grown in the Huon Valley. In those days it was a pioneer settlement and it still has an old world feeling to it. A small village with a few shops and



two hotels, its main claim to fame these days is the presence of the Shipwright's Point School of Wooden Boatbuilding. This School is world famous and caters for overseas students as well as students from all over Australia.

After mooring to the jetty Veronica had a look at the cabin thermometer and it was reading 36 C. In the space of five hours the weather had gone from the sublime to the bloody ridiculous.

Our ice required topping up so the first job was to find an ice machine. We walked up the main street and I couldn't resist popping into the pub for a cold beer. We walked on but before we found the General Store we had to pass another pub so we dropped in for one more cooling ale. Our thirst slaked temporarily, we pushed on. Finally, we purchased some block ice and placed it in a towel in a canvas bag but the lure of a cold beer proved too much so we stopped at both watering holes on the way back to the yacht. Somehow or other there was still ice remaining when we arrived back at the yacht. After refilling the icebox and making sure our fish and other perishables were OK we visited the Shipwright's Point School of Wooden Boatbuilding.

On this stifling hot day we were not surprised to find that we were the only visitors to the School. Because of this we were lucky enough to be introduced to the School's Principal who gave us a comprehensive guided tour of the workshops. He told us that the School was originally established in 1991 at Port Huon. It was then relocated to its present premises at Franklin in 1994. The Schools purpose is to preserve traditional boatbuilding knowledge and skills and to pass them on to new

generations of students. The main emphasis at the School is on the use of Tasmania's unique boatbuilding timber such as Huon Pine, King Billy Pine and Celery Top which are all ancient species endemic to Tasmania. In December 2000, the School was purchased by Southern Training, Employment and Placement Solutions (STEPS) Inc, a not-for-profit community training organisation. He said that Shipwright's Point School has produced over 40 new wooden boats ranging from 6 feet to 32 feet. The students are enrolled on a live-in basis at Franklin and pay big dollars to learn the traditional art of wooden boat building. On average they spend up to two years at the college before graduating.

We returned to the yacht and rested in the shade of the boom tent. The OAT was now 40 degrees C and the hot, smoke filled air made us drowsy so we both had a little nap. It also made it too hot to BBQ or cook on the boat so as the sun set we lethargically wandered up the street to buy fish and chips. While they were cooking we popped into the pub for a couple of icy cold pots. We discovered two major points about Franklin. The good news was - they have beautiful icy cold Cascade draught and the bad news - the pubs are not air conditioned.

We spent a very hot, restless night onboard which was in stark contrast to the conditions we experienced last night at Dover.

Day 10.

It was fortunate that we only had five nautical miles to cover today as we overslept this morning. It was a hot and sticky night and I spent most of it dozing in the cockpit. Fortunately the mosquitoes stayed away otherwise I may have had to get in the river. We stirred at 1000 hrs and instead of breakfast we had a substantial brunch of BBQ'd salmon and flathead. A nice fresh garden salad and a glass of orange juice to go with the fish set us up for the day ahead.

The morning was heating up rapidly and the smell of smoke though not as strong as last night, still permeated the air. At noon when we cast off from Franklin the air temperature was 34 C and increasing. We reached mid stream and started motoring up river as smoke from a big fire north -west of Huonville came into view. Veronica suggested that it might be better to remain at Franklin as the fire seemed close to our destination but I reckoned that the fire was a long way north and would not present a problem to us.

The passage up the Huon River was quite scenic and presented a completely different scenario to that of the last few days. The river past Franklin is split by Egg Islands. The islands are mainly mud and were formed by silt and debris washed downstream during times of flooding. The main plant life is reeds and grass with small trees interspersed and it is said that the islands are infested with snakes. They certainly look inhospitable but are none-the-less quite picturesque.

As we turned a left hand bend in the river the Huonville Bridge came into view. It marks the last of the navigable water as there are many shallows further on. Care should be taken below the bridge as there are shallow areas other than the one that

is marked. Anchoring is possible in mud below the shallows in mid stream but it is mostly scoured rock past there. Fuel is available within easy walking distance of the bridge as are many other services.

As previously arranged we rafted up alongside the Fish and Chip punt. I manoeuvred along side with the bow pointing up river and when tied fore and aft applied fore and aft springers so as to keep the Noelex parallel to the punt. It is still tidal up to the bridge although the flood stream is fairly weak. Dinner at the Oasis Hotel was good then we relaxed on the Noelex and waited for the temperature to fall a little before retiring for the night.



Day 11.

We both slept well last night and after washing ash and pieces of burnt gum leaves from the decks we went shopping. Veronica bought some nick-nacks for the grand children and I bought fuel. The plan for today is to voyage to Port Cygnet so I rang the Port Cygnet Yacht Club Commodore, Phil Jeffs, and requested permission to berth at the Club. Phil said that not only were we welcome to use the club facilities and also, we were invited to attend the Club BBQ dinner this evening. We were looking forward to the evening at Port Cygnet but 18nm is a long way with no wind and 30 C temperatures.

We cast off the Fish and Chip punt at 1030 hrs after thanking the owner for allowing us to raft up and we proceeded down river toward Franklin.

There was no wind so the little Yamaha 8 did the work for us. It took two hours to reach Port Huon and as a puff of wind came across the water from the north we hoisted the main and drifted along at two knots. The northerly was quite fitful, one minute five knots the next zero, so we motor sailed once more. We kept to the southern shore so as to get of much of the fickle northerly as we could and eventually the sea breeze kicked in which allowed us to free off and head towards Beaupre Point.

The sea breeze gave us the opportunity to enjoy a good sail and it kept the temperature down to a respectable 28 C. As usual, it steadily built to a full blooded 25 knot south westerly and we charged into Port Cygnet on a port reach under main and jib doing seven knots. We didn't over press the Noelex and just enjoyed a good sail after almost two days on the motor. It finished all too quickly and after a tour of the head of the bay we made our way to the PCYC where we berthed at the pontoon jetty.

Cygnet is a quaint little place nestled in the hills among apple orchids at the head of Port Cygnet. The first settler was William Nicholls who arrived in 1834 in his long boat. He applied for and was granted a parcel of land on the eastern side of the bay so after building a house, in 1835, he was joined by his wife and eight children. His eldest daughter married Richard Wilson who started the districts first boat building yard. Richard's first boat "Annie Walt" was built in 1879. This yard is still operated by his descendants and a more recent yacht from that ship yard is the famous Sydney Hobart racer "Caprice of Huon".



It was only 1500 hrs so we walked to the little town of Cygnet and had a look around. A colleague of mine owned one of the two pubs at Cygnet so we had to visit the establishment and test the beer refrigeration system. Obviously one beer was not sufficient to give a proper appraisal so we had a few pots, which we both rated very highly, then returned to the yacht club. Soon people began to arrive for the BBQ and without exception they made us welcome. We had a very enjoyable evening with our new friends from the PCYC. Their hospitality and fellowship was exceptional.

Day 12.

We rose early this morning and now that we were back in the Channel area I called for a weather forecast. I was delighted to hear that we could expect more of the same, that is, a light northerly followed by a sea breeze. As well, the temperature would top at 25 C. We planned for Kettering and would follow the mainland coast for 18.5 nm to Little Oyster Cove.

We had a leisurely breakfast and readied the Noelex for another days sailing. The sky was over cast, the wind light and variable tending north. I didn't feel like motoring so we decided to hang around in this beautiful little place until the wind came up a bit. At 0900 hrs we motored out of the PCYC and hoisted main and jib, pointed the bow downwind and sailed off. It was slow going but if the sea breeze did its usual trick it would come in with a rush after lunch and give us a good ride to Kettering.

Port Huon is approximately 3 nm long and we welcomed the opportunity to quietly glide along taking in the best scenery you could ever wish to see. High hills either side of us with apple orchids and little farms dotted on their sides and the sun breaking through created a kaleidoscope of colour. How good does it get? We slid past Green Point followed by Deep Bay Point and then aimed fair and square for the centre of the heads. Gybing onto port we passed Minnie Point then Egg and Bacon Bay.

The water was like glass but we had enough wind to propel us at a tranquil 2-3 knots. Garden Island Point was our next target and as we slowly advanced we watched a tug boat towing a line of salmon pens about 400 metres long up river

towards Port Huon. There was a fair distance between the tug and the first pen and I thought how easy it would be to sail between them and foul the tow line.



We passed between Huon Island and the mainland and we began to lose the northerly as we were blanketed by the hills at Verona Sands. What to do? Wait for the sea breeze or start the Yamaha. I gave in to impatience and started the motor but not before climbing on to the boom at the gooseneck and looking south towards Partridge Island. There it was; a grey line on the water a couple of nautical miles or so distant and I reckon it would take maybe an hour to reach us. We headed towards Gordon on a glassy sea, the sea breeze advancing slowly, teasing us.

We came abeam Middleton and in it came, almost on cue. Kitten's paws at first, as gentle as a mothers touch then whoosh, the full Monty. Twenty knots from the south west over our port quarter squirted us past Middleton but by Flower Pot it has backed off to a terrain disturbed 10/15 knots. With our boat speed hovering around 5 knots we made good time to Kettering. The sky was blue and as promised, we had 25 clicks on the Centigrade scale.



We turned west into Little Oyster Cove and sailed up the narrow channel. The sea breeze blew over the top creating little waves and the Cove with its multitudes of boats sleeping at their moorings, sparkled in the afternoon sun. It was positively beautiful. We started the motor, dropped the sails and berthed at the Marina

jetty at 1430 hrs. Another wonderful days sailing completed on one of the best sailing grounds you could wish to sail on.

By returning to Kettering we had actually completed a clockwise circumnavigation of the southern part of the D'Entrecasteaux Channel. It was disappointing not to have sailed into Recherche Bay and Southport so we promised ourselves that we would at least visit these places by road before we set off to cruise Macquarie Harbour and the Gordon River in about ten days time.

We had a talk to Ian and his staff and mentioned that we were sailing to Hobart tomorrow. He promptly dampened our enthusiasm when he mentioned that a cold front was expected to cross the South Eastern coast of Tasmania some time

tomorrow. On return to the Noalex I tuned the VHF to Ch16 and waited for Coast Radio Hobart to broadcast the four day forecast. It was not good news as the front was expected to arrive early afternoon and would be quite severe with lots of rain and wind.

Veronica and I discussed the situation and it was decided that we depart early in the morning. I reminded Veronica that I am not the best of early risers but would do my best to get away as early as possible. We BBQ'd a porterhouse steak on the boat and washed it down with a Hunter Valley Rothbury Estate Shiraz, read a book for a while and retired to bed.

You guessed it; I was awake at midnight in anticipation of our early start.



Huon Estuary looking south with Bruny Island in the left background



Little Oyster Cove Kettering

TO BE CONTINUED

Squadron News

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Issue 4

July/August 2012

CONFORMITY TO NOELEX 25 CLASS RULES & YA SPECIAL REGULATIONS PART 1

Editors Note. As the following is important regarding retaining the value of our investment I have reprinted this article on Noelex 25 Class Rules.

Following the recent successful Noelex National Championship held at Safety Beach, the Committee of Management has received correspondence from a Noelex 25 owner who competed in the championship alleging that he had observed some breaches of the Rules.

The alleged infringements relate to departures from Noelex 25 Class Rules and YA Special Regulations Part 1. The examples cited have to do with equipment such as, incomplete and incorrectly tensioned life lines, over width jib travellers, and an outboard engine not mounted in the correct position.

As no protests were lodged and committee members did not personally notice any transgressions, no further action will be taken in this instance.

The purpose of this note is to remind members that it is the owner's responsibility to ensure that their boat conforms to Class Rules when racing in Association regattas. In future it is intended that the Noelex Championship entry form will include a declaration page stating that the boat conforms to Noelex Class Rules and the YA Special Regulations Part 1.

This declaration shall be signed by the owner/skipper of the boat and will be a condition of entry. Owners and skippers are also reminded that boats racing in NYAA Inc. titles may be inspected at any time by the Class Measurer or his/her deputy. Boats found not to comply with class rules may be penalised or eliminated from racing.

We have a great class of boat and we encourage as many members as possible to participate in racing in a competitive but fair manner. We would also strongly encourage competitors who believe either class or racing rules have been breached to lodge a protest at the time the alleged breach for the consideration of the race committee.

Fair winds and good sailing to all.



**John Burgess
On behalf of the
Committee of Managements
NYAA Inc. & NYS Inc.**

Squadron News

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YV Trailable Yacht Division Calendar of Events 2012-13

Date	Event	Venue
October 2012		
20th	YV Season Opening Dinner	Docklands @ James Squire
November 2012		
3 rd /4th	Rose Festival Regatta	Albury Wodonga YC
3 rd	Around Sunday Island Race	Port Albert YC
17 th /18th	Lipton Cup Regatta including TY's & SB's	Royal Yacht Club of Victoria
24 th /25th	Queenscliff Cruise	Queenscliff Music festival
December 2012		
1 st	Tallangatta Cruise	Albury Wodonga YC
January 2013		
24 th to 28th	Festival of Sails 2013 - TY's 25 th Nov	Royal Geelong Yacht Club
February 2013		
9 th	Around Mud Island Passage Race	Queenscliff/Lonsdale YC
9 th	Sail Peninsular Regatta Martha Cove	Blairgowrie Yacht Squadron
23 rd	Around French Island Passage Race	
March 2013		
2 nd /3 rd	Noelex National Championship 2013	Gippsland Lakes Yacht Club
9 th /10 th	APC Logistics Marlay Point O/N Race	Lake Wellington YC
9 th /10th	Passage Racing	Albury Wodonga YC
23/24 th	YV Trailable Yacht Championships 2013	Gippsland Lakes Yacht Club
April 2013		
20 th	Four Points Race	Race Melbourne Trailable YC
27 th	Loch Sport Challenge	Loch Sport Sailing Club
May 2013		
	No Events Listed for May	

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

The AWYC Rose Festival Regatta is to be conducted on the 3rd/4th November and most of the hotshot NX 25's will be at this regatta. This is a "must enter" event for NX 25 owners who wish to pit their skills against a top class fleet

Special attention is directed to the Noelex 25/30 National Championships to be conducted by the Gippsland Lakes Yacht Club 2nd/3rd March 2013.

YV Trailable Yacht Division

2012-13 Season Opening Dinner

Docklands Saturday 20 October 2012



Yachting Victoria's Trailable Yacht Division is arranging a dinner to celebrate the opening of the 2012-13 season and the annual Bob Couper Memorial Nautical Trivia Quiz.

Pick and choose whatever is of interest to you and your family and friends – come by land or come by sea and book a table for dinner

	Activities
Sat 20 Oct	Launch at St Kilda Marina, Warmies or other locations.
1200/1400	Rendezvous at Fergusson Street Jetty Williamstown for lunch.
1800	Drinks at James Squires Brewhouse (overlooking Waterfront City Marina)
1900	Dinner at James Squires Brewhouse Bob Couper Memorial Nautical Trivia Quiz
Sun 21 Oct	Cruise home

Further Information:

Marina berth bookings: Waterfront City Marina: 03 9658 8738 (*Mention you're part of this event*). Email: berthing@melbourne.vic.gov.au or weblink: [Waterfront City Marina](http://www.waterfrontcitymarina.com.au)

Dinner table bookings: Colin Orchard: colin.orchard@optusnet.com.au

Further details: YV Trailable Division website: <http://www.trailableyacht.com.au/>



Victorian Trailable Yacht Championships 2013

PRELIMINARY NOTICE

**To be conducted on Gippsland Lakes by
Gippsland Lakes Yacht Club
23 & 24 March 2013**



This Trailable Championship Event is another great opportunity for all Victorian trailable yacht owners to get together for a weekend of good fun and racing on the fabulous Gippsland Lakes.

- The Event is two weeks after the *Marlay Point Overnight Yacht Race* and participants may arrange to leave boats at GLYC and other Paynesville or nearby locations for the fortnight between events.

Further details in coming months:

Gippsland Lakes Yacht Club web site: <http://www.sailglyc.com/> **Yachting Victoria**

Trailable Yacht Division: - www.trailableyacht.com.au **Book Review**

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NYAA Inc & NYS Inc Official Events 2012-13

SOCIAL & RACING NEWS

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 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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Team Spirit

Life and Leadership On The World's Toughest Yacht Races

By Brendan Hall

Published by Adlard Coles Nautical

RRP \$29.99

What is the Clipper Round the World Yacht Race

The Clipper Round the World Yacht Race starts every two years in the UK for a 40,000 miles circumnavigation of the globe – the world's longest ocean race. The event was established by Sir Robin Knox-Johnston to give everyone, regardless of sailing experience, the opportunity to experience the exhilaration of ocean racing. Individuals can sign up for the whole circumnavigation or one or more of eight legs. The only qualification for the race is the minimum age of 18 – there is no upper age limit. The overall race is divided into individual stages and points are accumulated in a Formula 1-style scoring system. The yacht with the highest total at the finish wins the Clipper Trophy.

After 51 weeks of ocean racing *Gold Coast Australia* skippered by Tasmanian Richard Hewson took first place in the Clipper 11-12 Round the World Yacht Race on 22 July 2012.

Check out the Clipper Round The World Yacht Race website for a whole lot more information and background to this famous classic ocean race: <http://www.clipperroundtheworld.com/>

The Book

Team Spirit is a gripping account of a race on the edge, and a young skipper's determined journey to victory. The Clipper Round the World Yacht Race is the ultimate long distance challenge - a 35,000-mile circumnavigation of the globe, contested by amateur crews in identical racing yachts - and the winners are those who keep their focus the longest. The 2010 winner was 28-year-old Brendan Hall and his crew in Spirit of Australia .

Although Brendan was the youngest and least experienced skipper in the race, the win was no accident - It was the culmination of years of training, skilled navigation and a leadership style way beyond his years. His leadership skills were soon put to the test - in the middle of a North Pacific hurricane, Brendan went to the rescue of an injured skipper on a competing yacht and skippered both boats across one of the most feared oceans in the world. Brendan's brutally honest, no-holds-barred account is revealing and instructive, with valuable lessons in leadership and management - and never giving up. Thrown in quite literally at the deep end, he is pushed to the limit, and learns lessons you can only learn the hard way.

The above description is from ABC Bookshop website: <http://shop.abc.net.au/products/team-spirit-life-and-leader-tp> This book is a gripping story of an amazing sailing experience together with an insight into great leadership style and team building. Anyone (sailor or not) would be most impressed with the determination, understanding and respect for others that the author demonstrated on this intrepid race around the globe. A 'must read' for anyone in any form of leadership role. There are some great lessons in the book for anyone leading a crew in any form of racing, short or long, large or small. Don't wait to borrow a copy – get on line and order your book today.

Submitted by Ron Parker –Tainui NX 744

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CANNON BALLS!!! DID YOU KNOW THIS?



It was necessary to keep a good supply of cannon balls near the cannon on old war ships. But how to prevent them from rolling about the deck was the problem. The storage method devised was to stack them as a square based pyramid, with one ball on top, resting on four, resting on nine, which rested on sixteen.

Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon. There was only one problem -- how to prevent the bottom layer from sliding/rolling from under the others.

The solution was a metal plate with 16 round indentations, called, for reasons unknown, a Monkey. But if this plate were made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make them of brass - hence, Brass Monkeys.



Few landlubbers realize that brass contracts much more and much faster than iron when chilled. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannon balls would come right off the monkey.



Thus, it was quite literally, cold enough to freeze the balls off a brass monkey.
And all this time, folks you thought that was just a vulgar expression!!!



You must share this fabulous bit of historical nautical knowledge with a few intellectual friends.

Submitted by Peter Williams – Winsome NX 748

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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:

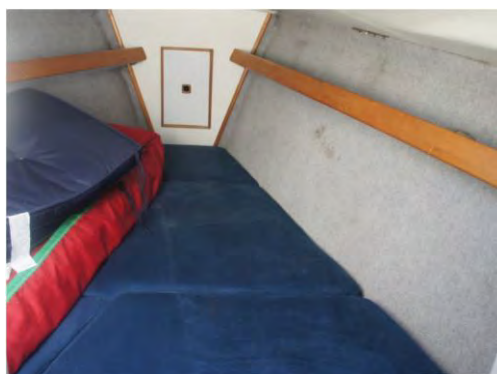
Gippsland Lakes Yacht Club, Paynesville

Price:

\$58,000:00

Contact:

Owner Peter Sutton
0409 120 513



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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, solar trickle 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 Ozer 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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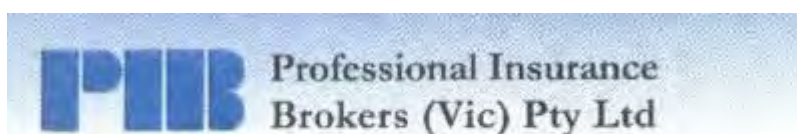
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