

Noelex Teltales

Volume 18

Issue 1

March 2013

The Official Newsletter of



Yacht Association of Australia Inc

ABN 81063080148 & ICN A0033794K

Noelex Yacht Squadron Inc

ICN A0013620Z



***PRESIDENT ANDREW FEDOROWICZ
PRESENTS GLENN COLLINGS
WITH THE NOELEX CHAMPIONSHIP SHIELD 2013***

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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

G'day Members,

Well, the sailing season is all but over and what great weather we have had.

The Nationals have been conducted by the Gippsland Lakes Yacht Club and what a tremendous job they did. Our sponsors for the Nationals also deserve a big thank you for their generous support of the Championship regatta. The results of both scratch and handicap divisions are in the Noelex Yacht Squadron Inc section as well as the names of our sponsors.

In this edition of *Telltales* I have included an article written by Kenton Lillecrapp. This article covers his recent trip to Turkey sailing a yacht chartered from our member Brook Felsenthal of CharterWorld.

As the NYAA Inc and NYS Inc Annual General Meeting will be held at the Royal Yacht Club of Victoria towards the end of May 2013 now is the time to think about serving the Association in an official capacity.

Members, as some of the current team has been in office for over five years it is now time to consider turning some of the positions over. We do not want the Association to stagnate as it did not so long ago so please consider nominating for a position on either the NYAA Inc or the NYA Inc Committees of Management or volunteer to be appointed *Telltales* editor.

Notification of the AGM and Nominations Forms will be sent to members about mid April.

This offering is definitely my last effort as editor of *Telltales*. Unless somebody steps up to replace me our Association journal will, through lack of interest, go into recess.

Fair sailing,

John

John Burgess
Editor



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PRESIDENTS REPORT

To All Members

I start this report with an apology. The lateness of Telltales on this occasion is entirely my fault.

As many of you already know I am an Architect and work as a Sole Practitioner. For the first time in quite a while I have been swamped with some very exciting projects which I agreed to do without realising that the time to produce the documentation would coincide all at the same time.

Accordingly, in this world of Architecture that I live in, when the work is there, you do it. The alternative is not worth considering, especially in this unpredictable current economic phase of the Building Industry.

The National Championships held at the Gippsland Lakes on March 2 & 3 were a sensational success. Our host, the Gippsland Lakes Yacht Club, organised every aspect of the event admirably and are to be commended. In contrast to last years event the weather on this occasion was fantastic with a good range of winds to test the sailing skills of all. Yours truly spent the time aboard the organiser crafts taking videos of all of the races. Apart from getting the pin chain wrapped around the outboard prop in the last race, while the fleet was bearing down on the finish line, where there was none 'cos it hadn't been set yet, all races were successfully completed and, with no protests.

The results of the races have been posted on the Website and are shown elsewhere in this Newsletter. Again, I ask for your understanding about not having yet produced the video of the races. I shall advise you all when they have been produced and viewable on the Website.

I would also like to thank Russ & Di Kemp for sharing their house for the BBQ held on 16 February. It was a great function apart from me burning the sausages (I'm not used to cooking on a cast-iron plate) for which John has still not forgiven me –he likes a good snag! All we have to do now is to somehow get more of you to attend these functions – they are such good fun.

I would again like to remind you all that this will be the final issue produced by John Burgess as editor. He's hanging up his pen, his cut & paste tools and his razor sharp wit, to make way for somebody else to take over.

Telltales keeps us connected with each other, helps with providing technical advice, keeps us informed about sailing activities throughout the year and does in fact become an historic document which can be referred to for many years. It is important that we maintain it. But we do need somebody to 'step up to the plate' and take it on. Please consider it seriously.

And we still need more technical information about Noelex's for posting onto of our website. We have received a little but we need more.

Anyway, the AGM is coming up soon. I shall advise you of the arrangements in due course. If you want a say in how this Association is run, come along and have your say.

See you on the water.

Happy Sailing

Andrew Fedorowicz

President

P.S. I wonder who the new Telltales Editor will be?



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SECRETARY'S REPORT

Hi to all,



With the Noelex National Championships over for another year our congratulations go to Glenn Collings and his crew on their second consecutive win in Glenn's NX25 "Leewana". Unfortunately there were no NX30's entered again this year although there were several enquiries as to whether any entries had been received. I believe that if the NX30 owners enter and not wait to see who their competition is, they may surprise themselves with enough entries to hold an event. Remember, five (5) entries constitute a class.

The next Committee of Management meeting is to be held on Wednesday 17th April 2013. If there is any matter that a member(s) may wish to raise please send your issues to the Secretary at least seven (7) days prior to the meeting date.

By now, all members should have received their Membership Renewal notices for the coming season commencing 1st April 2013 to 31st March 2014. Thank you to those members who have already paid their fees.

I would now like to ask a personal favour of the members who have not paid their membership dues at the time of writing this report. As I could possibly be out of action for a couple of months very soon due to surgery to my lower back, it would be extremely helpful to me if all members could meet their commitment of making sure they are financial as soon as possible. Thank you.

The Committee of Management has again organised for the NYAA Inc. & NYS Inc., forthcoming Annual General Meeting to be held at the Royal Yacht Club of Victoria on Wednesday 29th May 2013.

The AGM, which will commence at 8.00 pm, will be preceded by Dinner commencing at 6.00 pm. Any member wishing to partake of dinner please advise the Secretary as soon as possible as numbers may be restricted. The menu is very good and is reasonably priced so let me know if you intend to dine prior to the AGM and I will make a group booking.

Official documentation for the Annual General Meeting will be snail mailed/emailed shortly. As all positions for the Committee of Management of both the NYAA Inc and the NYS Inc will be declared vacant, please consider your availability to serve on either Committee.

As well, there are Association appointments to be made as well as confirmation of the various Interstate Regional Representatives. Members, your willingness to support the Associations is necessary if both Associations are to progress. We do not want the Association to become a one man band ever again.

Until next time,

Veronica

Veronica Burgess
Secretary



**PRELIMINARY NOTICE OF THE
FORTHCOMING ANNUAL GENERAL
MEETING**

**Of the
NYAA Inc & NYS Inc**

Date: 29th May, 2013.

Time: 8.00 p.m.

**The AGM will be preceded by *dinner at
6.00 pm.**

**Venue: Royal Yacht Club of Victoria
120 Nelson Place
Williamstown, Victoria.**

*** If you wish to attend the dinner please
advise the Secretary on 0409 198 443 at
least one week prior to the AGM.**

**Veronica Burgess,
Secretary.**

Squadron News

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Calendar of TY Events 2012-13

Date	Event	Venue
January 2013		
February 2013		
March 2013		
April 2013		
20th	Four Points Race	Melbourne Trailable YC
27th	Loch Sport Challenge	Loch Sport Sailing Club
May 2013		
	No Events Listed for May	

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

NYAA Inc & NYS Inc Official Events 2012-13

SOCIAL & RACING NEWS

RACING	EVENT	CLUB
	TBA	
CRUISING	EVENT	CLUB
	TBA	
SOCIAL	EVENT	VENUE
	TBA	
	TBA	
	TBA	

The results of the Noelex National Championships 2013 are over the page.

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RACING NEWS

NOELEX NATIONAL CHAMPIONSHIP 2013

For the second time in succession Glen Collings and his crew have taken out the Noelex National Championship. Glen was hotly pressed by the second and third place getters and the time margins reflect the keenness and closeness of the racing fleet.

This was without a doubt the hottest fleet we have seen for sometime at a Noelex Championship. The quality of boat handling of the entire fleet was exceptional as was the course setting by Gippsland Lakes Yacht Club P.R.O. James Frecheville and his team.

The Handicap Division was won by Jamie Felsenthal and his young crew. His father Brook was also on board and it was said that the combined ages of the three young fellows almost equalled Brook's age. Well done to all competitors.

SCRATCH RESULTS

PLACE	SAIL #	BOAT NAME	CLASS	SKIPPER	CLUB
1	821	Leewana	NX 25	Glenn Collings	SBSC
2	814	Rum Runner	NX 25	Phil Clements	AWYC
3	880	Running Free	NX 25	David Philipps	MTYC
4	761	Blue Valentine	NX 25	James Felsenthal	RBYC
5	963	Cocktail	NX 25	Rob Rainsford	MYC
6	740	Pisces	NX 25	Terry Caldwell	AWYC
7	744	Tainui	NX 25	Ron Parker	MTYC
8	894	Mondial	NX 25	Mark Harris	AWYC
9	971	Syrah	NX 25	Andrew Stocks	SBSC
10	925	Halcyon	NX 25	David Barker	NYS
11	696	Paradise City	NX 25	Dean Hansen	MTYC
12	965	Mystery Girl	NX 25	Jonathan Wood	GLYC
13	660	Silk Department	NX 25	Kenton Lillecrapp	HYC
14	1000	Two Way Street	NX 25	Michael Oxer	GLYC

HANDICAP RESULTS

PLACE	SAIL #	BOAT NAME	CLASS	SKIPPER	CLUB
1	761	Blue Valentine	NX 25	Jack Felsenthal	RBYC
2	963	Cocktail	NX 25	Rob Rainsford	MYC
3	894	Mondial	NX 25	Mark Harris	AWYC

CONGRATULATIONS TO ALL NX 25 SKIPPERS & CREW

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The Presentations of Prizes followed a BBQ luncheon at the GLYC. Most of the skippers, crew and pit crew remained for the prize giving making it a happy event. The Boathouse Pizza Bar & Grill of Paynesville generously donated a dinner for four people to the value of \$150:00 as a prize for the NYAA Inc raffle. This prize was won by Phillip Dubbin of Aspendale Victoria. Many photos were taken at the presentations and here are just a few to remind us of a great Noelex National Championship 2013.

SCRATCH



1st Place *Dale* Collings & Crew



2nd Place Phil Clements & Crew



3rd Place David Philipps & Crew

HANDICAP



1st Place Jack Felsenthal

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YACHTING VICTORIA - FOUR WINDS MARINE TRAILABLE YACHT & SPORTSBOAT CHAMPIONSHIP 2013

The YV Trailable Yacht & Sportsboat Championship was sailed at GLYC on the weekend of 23rd/24th March 2013.

The fleet consisted of 33 boat split into three Divisions. Unfortunately no entries were received from the sportsboat fraternity.

Four Noelex 25's, all NYAA INC member boats entered and gave a very good account of themselves and the Class.

The results below tell the story of the NX 25's domination of Division 2 and the combined championship fleet.

RESULTS SCORED ON CBH

PLACE	#	NAME	CLASS	DIV	CREW	CLUB	1 R	2 R	3 R	4 R	5 R	SCORE
1	821	Leewana	NX 25	2	Glenn Collings Dale Collings Warren Platter	SBSC	1	2	1	1	1	4.0
2	880	Running Free	NX 25	2	David Philipps Ted Philipps	MTYC	2	3	2	2	2	8.0
3	744	Tainui	NX 25	2	Ron Parker Doug Whitby Peter Gheller	MTYC	3	6	3	4	3	13.0
4	3113	Allegro	Timp 650	3	Peter Bulka Ross Martin	SBSC	5	4	5	3	4	16.0
5	31	Uptown Girl	Ult 23	3	Adam Erickson Jess Davidson John Erickson	UYA	8	1	4	5	0	18.0
6	740	Pisces	NX 25	2	Terry Caldwell Stuart Richardson	AWY C	4	7	6	6	5	21.0
7	600	Cosmic Sedso	RL 24 DK	2	Paul Corben John Knight D Snell	GLYC	9	8	9	7	6	30.0

WELL DONE TO THE NOELEX 25 SKIPPERS & CREWS MEMBERS, ESPECIALLY TO THE YV VICTORIAN TRAILABLE YACHT CHAMPION DALE COLLINGS & CREW.

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Sailing the South Coast of Turkey

Kenton Lillecrapp
Silk Department NX660

In September 2010 Anne and I, with two other couples, chartered a yacht for two weeks and sailed around the south coast of Turkey. We enjoyed it so much that within twelve months we had organised another charter for September 2012. On the first occasion we picked up our yacht, a Jeanneau 42i Performance, in Marmaris on the south west coast of Turkey and sailed for a week west and then a week east, returning the boat to Marmaris at the end of the two weeks. This time we arranged, for a small extra fee, to pick the boat up at Turgetreis, much further west than last time and to sail east, dropping it off two weeks later at the village of Gocek.

I was the skipper (a formal position in the charter documents) and the crew were friends of ours, Hugh and Meredith Bucknall and Andrew and Amanda Fedorowicz.

The day is hot and sunny as we take a taxi for the long ride from Bodrum to Turgetreis on the far south west corner of Turkey. We finally pull into the huge marina at Turgetreis just as a second taxi slides in behind us. We know its Andrew and Amanda because there is Andrew's whole head and shoulders sticking out the window, waving and grinning. It's probably because there is no room left inside the taxi with the entire luggage sharing the back seat.



We have once again chartered through Brook Felsenthal's Charterworld at Sandringham and this time our boat is a Beneteau 43.4 Cyclades. The hand-over, briefing and provisioning of the boat takes most of the long, hot afternoon, but at least we have access to the huge swimming pool at the marina club facility. We cool off with plenty of swims and plenty of the excellent local Effes beer.

(Andrew and the Turkish Barber)

It is Sunday morning. The first day of our two weeks' sailing adventure one way from Turgetreis around to Gocek. It is a fine warm morning with a light north westerly wind, blue skies and clear blue water. Even though we can easily do it ourselves, we are obliged to radio the Harbourmaster to have a pilot boat come around to release our bow rope as if to set us free. We have been warned at the briefing to check our sails as soon as we are out of the

marina as the charter operator says that we will be held responsible for any sail damage if we report it to them later on. The mainsail is only halfway up the mast and I immediately call "Stop!" I can immediately see that one of the big sail slugs has come apart and the pin that connects the whole thing to the slug in the track is missing. We are on our way so there is no way we are going back to be held up while they try to find a sailmaker. We make a temporary fix by sliding an allen key in where the pin should have been and securing it with electrical tape. We advise them by phone and carry on. The temporary fix lasts for the whole two weeks. So much for the checks that they said they had done!



The first week of our charter is to cover all new ground to us. We are sailing east over several days to go deep into the Gokova Korfezi Gulf. We are looking forward to this area as it is more isolated than later on the southern coast. For about five hours we alternate between motor and sail as the wind changes between very light to slightly less light (up to about 6kts). Our destination is the small bay and tiny village of Cokertme (pronounced "Chocat-me"). There are three restaurants here, each with a small jetty and each with a Turkish boy out in a tinny waving to us to tie up at his jetty. We choose the yellow tinny as he was the first to race out to meet us. Unlike most Australian jetties where we are used to coming alongside, in Turkey and the Mediterranean, you drop an anchor or pick up a line back to the jetty, and then reverse in so that all the boats are parallel and right up against each other. Can be quite a challenge in a boat you are not used to, a cross wind and a gap between two boats that is just big enough to fit your boat with 10 centimetres to spare if you are lucky. (In fact on our last Turkey charter some Russians backed in next to us but could not force their boat any further than halfway in!)

We all dive in to the crystal clear water to cool off and afterwards make our way to "our" "Rose Mary Restaurant" with its huge pirate flag out in front. We are greeted by the head of the pirates himself; complete with black eye patch and Jacob the talking parrot on his shoulder.

Pretty soon Jacob is on Andrew's shoulder and then on Anne's head.



Calamari, grilled octopus, dips and great bread. Fantastic food and at the end of the meal the pirate presents me with a Rose Mary pirate flag.

Another clear warm morning and we buy three loaves of "village bread" from an old lady heating them on a fire in her shed facing onto the beach. Fresh bread, jam, honey and coffee in the cockpit and we are on our way in a light 6kt north westerly. Our destination is English

Harbour where the British Special Boat Squadron had a secret base during WW II. The pilot book says that there are two sunken Spitfires near the entrance to the harbour, but we don't see any trace of them.

The pilot says English Harbour is sheltered in almost all conditions. We pick our spot, drop anchor and reverse in towards the shore with Amanda swimming our long mooring line in to tie off on a boulder on the shore. A strong, gusty north westerly settles in right on our beam, proving the pilot wrong. There is nowhere else to move to so we put up with it and Andrew gets out his fishing gear. Somehow he has brought from Melbourne a fishing rod and big plastic box full of sinkers, hooks, jigs etc. We are settling into our second drink when he shouts and calls for a bucket. There is a lovely young octopus on the end of the line. Immediately the girls shout "Let it go". Andrew shouts "Quick, get the bucket. We are having grilled octopus tonight". The girls are not moving to get the bucket and the octopus, listening to Andrew's plans for him calls out "See you later mate" and let's go. Andrew insists that because of our tardiness, we have missed out on the world's greatest feast of grilled octopus cooked by the world's greatest seafood chef!

In the morning Amanda swims in and releases the stern line while we winch in the anchor. Suddenly we see a mass of old rotten fishing net come up on the chain. The only way we can get it off is by launching the dinghy and tackling it with a sharp knife from the water.

We are still heading east, deep into the gulf. We anchor in the lee of Castle Island for lunch. There are old ruins and, just around the corner a small beach. Cleopatra is reputed to have had shiploads of sand brought here from Egypt to create the beach. The funny thing is that modern analysis of the sand shows that there is no sand like this in Turkey but that it is identical to sand found in Egypt. The wind is up to 20kts now and we motor the short distance into the little village of Karacasogut and find a spot in the small private marina called Global Sailing.

It's fine and warm with a 6kt north westerly as we leave the marina and begin our trip westwards along the southern side of the gulf. The wind, now on the nose as we head west, is rapidly strengthening through the morning. We have waves of about a metre and a half and the Beneteau thumps its way through them. Certainly the Jeanneau we had two years earlier seemed to enjoy these conditions more. By middle of the day we have a reef in the main and winds of 30kts as we enter the very sheltered inlet of Bozuk Cati. We drop anchor at the very end in only three metres of water and Amanda swims in and ties off the stern rope. We apprehensively eye what looks like a gypsy camp about a hundred metres away on

shore with their fishing boats and old cars. I mumble that it will be a miracle if the little outboard engine for the dinghy is still sitting on the transom in the morning. Anyway, it's too beautiful here to worry so in we go for a swim. Andrew nearly jumps out of his skin as a friendly turtle bumps into him as it checks us out!

Off we go the next morning with dinghy motor still in place and conditions similar to yesterday. We have three days of strong winds right on the nose until we round the south



western corner of Turkey and enter the ancient harbour of Knidos. We drop anchor on the north side of the small harbour but we pretty soon realise that the anchor is dragging as the wind gusts over the low saddle. We move the short distance to the southern side and immediately feel more secure. The girls go for a swim and then we all take the dinghy in to the shore for a walk through the ancient ruins and the huge old amphitheatre.

By bed time the wind is strengthening and by midnight we are being buffeted so much that I get up to check the anchor. There are several boats anchored to windward. Are they moving in the dark? I am sure one in particular was further away earlier. We are anchored in about 5 metres and I have over 25 metres of chain out. I wish I could put out more but if the wind veers more to the north our stern will be too close to the cliff face. I decide to sit up and watch. I end up watching until 4.00am in a freezing westerly gusting to about 30kts. And then finally give up as the big boat I am worried about seems to be holding even though it is swinging perilously close to a couple of other yachts. I check again at 0445 and it is still in the same position and we have not dragged at all. I am up again at 0615 and there, almost on top of us is the boat that I thought had been moving right at the beginning!

A big heavy old twin mast Formosa 52. Luckily they have woken up too and after a long time sorting themselves out they up anchor and motor out of the harbour. I notice that they have a for sale sign on the side! We have a leisurely breakfast and sail east towards Datca a couple of hours later.

Datca is quite a large town with big yachts, big luxury cruisers and many gulets all reversed



in at the quay. We go out to dinner at one of the many restaurants looking over the boats and Andrew takes his camera! The next morning we hear "has anyone seen my camera?" No. *(This is the chart table and the camera was on the top shelf).*

He searches the boat and then in desperation returns to the restaurant where one of the staff has just arrived. No, it's not there either. Andrew returns to the

boat and announces that he will have to buy another camera, but perhaps he will check with the restaurant again as more staff arrive. In the meantime I sit at the chart table to check out our next destination.

What's this on the shelf above? It's a camera plugged in and charging up! We took a lot of pleasure in catching up with Andrew to let him know – and so was born the story of the village idiot.

But Andrew had been busy too, buying more fishing gear. He has tried fishing already and complains that the seas here are completely dead. He buys a sharp new fishing knife and a new lure that the fishing shop man said is exactly what he needs to catch palumat, the fish of this area. More of that later.

We set off sailing east up the big Hisaronu Korfezi Gulf to the village of Selimiye. And there on the pier is the harbourmaster waving and guiding us in. Osman with the gold teeth. We had met Osman on our 2010 trip and had dinner in his restaurant. He is still wearing the same red singlet that he wore two years ago. Every tooth in his mouth is gold, and he has the biggest shiny smile. Osman's mother cooks the calamari in the restaurant and it is the best we have had.

We sail around the coast to the little harbour of Bozburun and its wonderful market. Mooring here is by dropping the anchor about two thirds of the way across the little harbour and then backing up to the quay. Boats on the other side do exactly the same thing. Of course the inevitable happens and one of the big tourist gulets weighs anchor and lifts ours as well. Chaos!



We visit the market and buy fresh bread and supplies and then set off in a good breeze around the southernmost corner of Turkey to the little isolated pirate cove of Bozuk Buku.

Here we are no sooner moored with a line back to the shore when a couple of young girls in tinnies come along side to sell necklaces, shirts, scarves etc. Our girls cannot resist.



We complete the day with dinner in the little restaurant nestled in the rocks below the huge old ruined fortress.

Today is a long sail right across to the village of Ekincik. We are sailing nicely at about 6kts and Andrew tosses a line in with his new lure.

Five minutes later the reel screams and Andrew brings in a beautiful big palumat (a kind of tuna). He sets the line again and goes below to clean the unlucky fish. The reel screams again and Andrew races up to reel in another unlucky customer. This time the new knife is in the bucket and as the thrashing fish goes in Anne warns "Don't let it hurt itself on the knife!!" After the fourth fish Andrew was heard mumbling something about a "fisherman's paradise".



We spend a night in the very upmarket marina at Ekincik and there moored just one boat away is our previous boat the Jeanneau 42i "Nazli Deniz", this time with a Russian crew. I feel quite envious.

We spend the next day sailing in light winds eastwards to the Fethiye Islands and drop anchor and tie up to the shore in the cove known as Cleopatra's Baths or Ruin Bay.



Yes this is where Cleopatra came to swim and we swim the 100 metres or so along to the actual ruins of her baths. It must have been quite a grand building built right in the water and we are able to swim through the stone arches and into the roofless rooms. We follow the goat track around the coastline until we reach the huge old stone wall in Wall Bay.

It is our final night on the boat and we make the most of it with a big dinner. Gocek is only a few

miles away and in the morning we reluctantly motor around the coastline, taking in Tomb Bay, where there are old tombs cut into the sides of the cliffs and arriving at the big marina for our final handover. We reverse in and tie up, go through our debrief with the charter operator and then head into Gocek. Hugh has a Turkish shave and massage (and falls asleep), the girls go shopping (and Anne loses her new glasses) and Andrew and I sit on the waterfront for our last Effes beer and calamari.

Just marvellous! I could happily do another charter in this wonderful area.

This narrative was made from the log book of our charter yacht "Eternity" 15 September 2012 to 29 September 2012.

Kenton Lillecrapp
Skipper

EDITORS NOTE:

Many thanks Kenton for a bright and breezy article. If any other member has an article of any type that will be of interest to the membership please send it to the new Editor C/O Secretary Veronica.

Noelex *Telltales*

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TECHNICAL TIPS

The Editor acknowledges the author of this article, Mr. Des Ryan.

The humble fender doesn't rate much as a news item, but the difference between the using a well-placed, right-sized fender and the wrong one can mean the difference between a damaged boat or a clean shiny hull. Here are some tips that I found invaluable in many thousands of miles of sailing.

Docking Tips:

Tip 1.

Make sure that each fender you attach is attached to something more solid than a life line. Examples are at the base of the rigging or sometimes a deck cleat. If you must attach it to a stanchion, make sure it is attached to the bottom end, and not the top, where it can put too much strain on the line and the stanchion.

Tip 2.

Make sure that the knot you use to attach the fender is secure, but simple to do and undo. There are a number of reasons for this. First, if the dock you are heading for turns out to be at a slightly different height than you were expecting, you



Slippy Hitch - ...

might need to change the positions of the fenders quickly. Secondly, sometimes you are asked to change from docking port-to to starboard-to or vice versa at the last moment because of changing conditions.

For attaching fenders over the side of a yacht, use a slippy clove hitch. If routing the line through a padeye or similar piece of hardware, change to a slippy half hitch with a long tail. There are some clever inventions on the market for quick tying and untying, the best of which are good quality hangers, which are very fast to attach and re-attach.

Tip 3.

When positioning a fender in preparation for docking, the ideal level is just scraping the water. This is important so that it can't be pushed up by the movement of the boat against the dock, exposing your topsides to unwelcome damage.

Tip 4.

Fenders should be positioned to protect the widest beam of the boat. Fenders up near the bow or down near the stern can be useless unless you happen to have a helmsman who can't dock correctly.

Tip 5.

Once the fenders are in place, an extra 'floating' fender, preferably a large flat one, can be used for inadvertent possible collisions during docking.

Tip 6.

Don't depend on fenders on the dock. While it may be of assistance while docking that there are protective fenders along a dock, the fenders of most use to your boat are those that you place in strategic positions along your boat and that will ride up and down in the tide with you.

Tip 7.

Don't use Polypropylene lines on fenders - they are slippery and innately insecure.

Tip 8.

When rafting with another boat, the stationary boat should be treated as the dock. It will have its fenders out, but it is up to the rafting boat to ensure a smooth arrival.

Tip 9.

Fenders are prone to rapid deterioration from UV. Covers are worth their weight on gold. It takes gold to buy the professional ones, but if there's someone handy on the boat, they are easy to make with stretchy material. The cover is also the first rubbing point, and will make your fenders last longer.

Tip 10.

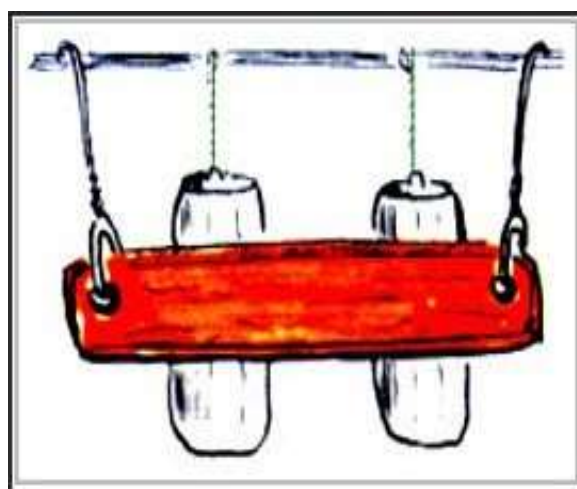
After docking it's good idea to tie both ends of the fender in place so that the bottom end is not now touching the water.

Finally, what kind of fenders are best?

Certainly you will need several cylindrical fenders suitable to the size of your boat. These are best for general docking, as their length is the most forgiving of discrepancies between the dock and your boat level. However, in addition, flat fenders are great as 'floating' fenders, which are excellent for warding off misbehaving or dragging boats. A big round fender (they are usually red) comes in extremely handy to protect your stern (dependent on its shape) if you are med mooring to a dock.... and don't forget the greatest of them all, the fender board (pictured, and very easy to make), for when you want to keep that barnacle encrusted dock a long way from your precious topsides.



Fender hanger - ...



by Des Ryan

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BOATS FOR SALE

Members,

The Committee of Management took a decision in respect to advertising member's boats that are offered for sale.

From now on the Boats for Sale section of Teltales will be a listing of available boats only.

The web page will be the vehicle for a comprehensive inventory listing.

This page is accessed by typing www.noelix.org.au in your web browser.

Boats currently for sale are:

Noelix 25s

- `Zam` #584
- `Serenity` #767
- `Two Way Street` #1000
- `Flat White` #806
- `Plane Sailing` #747
- `Exelon` #857
- `Take No Prisoners` #698

Noelix 30s

- `Why Not`

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

Contact the NYAA Inc Secretary:

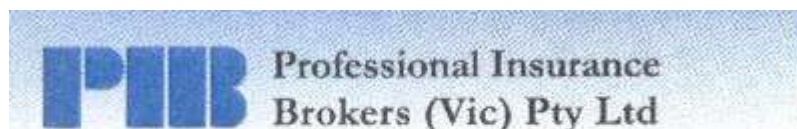
Veronica Burgess Ph. 0409 198 443 or Email: vlburgess@optusnet.com.au

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