

Noelex Telltales

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The Official Newsletter of



Yacht Association of Australia Inc

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Noelex Yacht Squadron Inc

ICN A0013620Z



GALLIPOLI

Photo from Graham Candy—see story inside

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PRESIDENTS REPORT

Dear Members,

I am happy to advise that it is now okay to put the winter woollies back into long-term storage. The warmer weather is a welcome relief.

I would also like to bring the following to everybody's attention:-

1. A Committee has been formed to review the details of our Statement of Purposes and Rules of Incorporation. The meeting is scheduled for Sunday, 29 September 2013. Once changes have been formalised, the details shall be presented to the Association at a Special General Meeting towards the end of October - date to be advised.
2. We are still chasing a few members for payment of their annual subscription. Our secretary and I would much rather prefer spending time, how little of it there is, working towards advancing the benefits of the Association rather than chasing people for money. If you haven't done so and still wish to remain a member of this wonderful Association please send your remittance to our treasurer as soon as possible.
3. There is a wonderful event happening at Docklands in Melbourne on the weekend of 19 and 20 October 2013. Please read the flyer in this edition of Telltales. We have not been associated with this event in the past but I think we should be. It's there to bring together like-minded people in the sailing community to share their stories and experiences. Unfortunately, due to other commitments, I cannot be there on this occasion. However I am happy to be the coordinator of those who would like to attend. Please send \$55 to our treasurer in the normal way and advise me via my email address shown below. I know it is already well attended by other clubs and associations and the Committee of Management would like to see a good representation by the NYAA.
4. Marg Goddard, our new Telltales editor would like to see an avalanche of material from you to be shared by the rest of us. C'mon scribes, how about putting pen to paper, or tablets (as the case may be these days), tell us about your experiences, disasters, recipes and recommendations. Send them to me or Marg for consideration.

That's all for now. The warmer weather has encouraged me out of hibernation and we are heading to the Gippsland Lakes for the first weekend in October. I can't wait!

Happy Sailing
Andrew Fedorowicz
President
fedora@ozemail.com.au
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FROM THE EDITOR...



Hello everyone,
Thank you to those who have already sent some contributions for the coming editions of Telltales.
As I pick up from where John left off, I would like to thank him for all the work he did while he was

editor, and remind everyone that it is your contribution that make the newsletter a good read.

Whether you have a sentence or two about another way to do something, or a page about a trip you have done, some technical advice, or an idea to make the boat more comfortable in some way, please let me have it, with photos if possible, and if I get too much material to use in one newsletter then I will use it over several...

If anyone who has written technical advice in the past could rewrite/resend it to be included in Telltales as we continue to build this archive, it would be appreciated. Please add your name to your piece so it can be acknowledged.

Pictures in jpeg format, and word files as attachments are a good way to send material, but any material in any format is acceptable. My contact details are in the front pages of the newsletter, and below. I look forward to hearing from you.

Fair sailing,

Marg Goddard

Editor

Email: marganddoug@bigpond.com
(preferred)

Ordinary mail:

9 Canterbury Court, Bayswater North, 3153.

Boats for Sale...

The up-to-date listing of Boats for Sale is on the website
<http://noalex.org.au/>

SECRETARY'S REPORT



Hi to all,
With the NX National Championships fast approaching please note that these Championships will be held at the Safety Beach Sailing Club, Dromana on the weekend of 15th and 16th February, 2014.

Keep a look out for the Notice of Race and let's see some NX30's entering these Championships. Although there were no entries last year but there were some enquiries as to whether any had entered, I believe that if the NX30 owners enter and not wait to see who their competition is, then they may surprise themselves with enough entries to hold a Championship.

You may remember that earlier this year (May), I underwent spinal surgery from which I am still recovering slowly. Thank you for your best wishes and the beautiful bouquet of flowers delivered to me at home. I thank you all.

The Committee of Management has been meeting regularly and a sub-committee has been formed to deal with the changes to the NYAA Inc and NYS Inc Statement of Purposes and Rules of Incorporation. You will be notified shortly via email of a Special General Meeting to adopt these changes which were brought about by the State government amending "the Act". The amended Association Incorporation Reform Act 2012 was passed by Parliament in November 2012.

I would like to take this opportunity of thanking Marg Goddard for taking on the responsibility of Telltales Editor. Should any member wish to contribute articles on their social sailing experiences, technical data, trailable yacht events, both competitive and social, please send them direct to Marg's email address:

marganddoug@bigpond.com

Until next time,

Veronica Burgess
Secretary
NYAA Inc. & NYS Inc.

Something different

Lauren and Graham Candy (Noelex 25 Dash) have cruised extensively in Australia (covering almost the entire east coast from Thursday Island to Hobart), New Zealand and the Coral Sea, but had only once cruised in the Mediterranean, on a charter with Sunsail in Croatia in 2004. This is the story of their second foray into the Mediterranean, in June 2012.

In late 2011, we received an email from a couple of friends inviting us to join a group of Aussies and Kiwis on a two week charter in Turkey in June 2012. Having never been to those historic waters, we jumped at the chance.

The plan was to take two 54' Jeanneau 54DS yachts for the charter, each with eight people on board, and sail out of Marmaris, on the Turkish south west coast, not far from Rhodes.

We departed Melbourne on 26 May 2012 to spend four days in Istanbul, three nights on the road to Marmaris and 14 days on the water.

We were blown away by Istanbul. Our hotel window had an uninterrupted view of the Golden Horn, the opening to the Bosphorus, the Topkapi palace, the Hagia Sophia, the Blue Mosque, the



The Blue Mosque, outside our hotel window

ships anchored in the Sea of Marmara and the Asian mainland across the water!

Going to Istanbul had been a lifetime dream, and we were rewarded with a grandstand view! This great and ancient city was not only as fascinating as we hoped but quite lovely – tidy, well organised, the roads lined with flowers and the locals always hospitable and courteous. Once we learned how to greet and say please and thank



Lone Pine Cemetery

you in Turkish, the smiles were instant.

We got to know the group we were sailing with while in Istanbul and travelled with them by mini-bus to Marmaris.

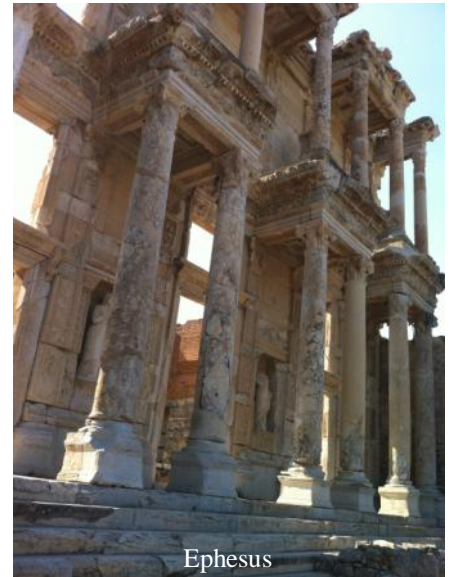
We were fortunate to stop at Gallipoli on the way

– a very moving moment – and also at the ruins of Ephesus, which are vast, with much more still to unearth from about 50 metres of soil and rubble.

On arrival at the marina in Marmaris, we found everything we needed – good

restaurants lining the waterfront, the charter staff helpful, the boats spotless and fitted out with everything we could need. So far, so good.

From then, it got better. Being early June, the weather was warm but not stinking hot. The winds were generally non-existent in the morning and evening (although, as it happened, we had a couple of quite windy nights on anchor) but there was nice sailing to be enjoyed every day between about 11 am and 3 pm. All the tavernas and marinas were just opening up for the new season and were freshly painted and uncrowded, with the staff happy to welcome us. Good prices could be negotiated for food and wine, particularly for a



Ephesus



Our boat – “Catch the Wind” (Jeanneau 54DS)

large group such as ours – we ate and drank very well! Free wi-fi was also on offer at every tavern, if you bought a drink. This wasn’t hard – we soon became quite addicted to Turkish chai.

We spent every night in a different bay, usually tied up stern to a jetty belonging to a restaurant in the bay. The water was clean and clear – lovely for swimming after a hot day’s sailing. Every bay had three or four, and the mooring was free (with toilets, and showers provided) if we agreed to eat at the attached restaurant. We bought food for lunches and snacks at the local supermarket but ate onshore most nights – it did not pay to do otherwise. The bread was fabulous and the wine not bad either.



Afloat on a wine dark sea

The two boats we were sailing were identical and typical of their type – big in the bum, with furling jib and fairly inefficient mast furled mainsails. Spinnakers were available at an extra cost, but we didn’t have them on these boats, as most in the group were not very agile or experienced.

We could have done little more than laze around from bay to bay, but we pushed the boundaries a bit. All of the offshore islands, in sight of the Turkish coastline, were in Greece, and technically we needed visas to visit them, but no-one seemed too bothered, so we headed towards Simi, swapped the Turkish courtesy flag for a Greek flag and tied up in a nice little picture postcard town for lunch. We had a Greek speaking Aussie on board (“maaate – don’t worry – itsa gunna be ok!”, and it was). The sun was shining, the food was great, the wine was almost (but not quite) undrinkable – everything we could wish for.



Yet another perfect harbour – Bozukkale (Turkey)

We went back a couple of days later (breaking out the Greek flag again) and dropped anchor in what looked like a sheltered bay in front of a large monastery. However, things got a little interesting when the wind kicked in, the anchorage got crowded and some anchors (not ours) started moving. One of our boats had to haul anchor and go looking for a better bay around the corner. They got quite a pasting on the way there but found a secure spot for the night – a good move. We had a nervous night while the wind howled but no boats came down on us during the night and the dawn revealed that we were still in the same spot.

All that made us quite bold, so the next day we pointed the bow towards Rhodes (after again quietly replacing the Turkish courtesy flag with the Greek) and sailed right into that most ancient of



Sailing into Rhodes (Greece)

harbours, through the entrance where the Colossus is supposed to have stood. Our resident expert in all things Greek soon sniffed out a little souvlakia place out the back, far from the tourist hoards, just a hole in the wall with a few chairs and tables out the front. The food was great, the beer was even better, and the whole family came out to talk with us. Perfect!

Another standout was our trip up the Dalyan River (after moseying back to Turkey without detection). We had tied up the night before at a quay meant for super yachts in the south east corner of Ekin-cik Bay (being early in the season had its advantages) and were picked up by a small (30') open "gullet" to motor around the craggy coast, meters from the cliffs, to the river entrance. Inside the calm but narrow entrance, the river widened into a "dune lake" full of large turtles (now rigorously protected), then wound its way through high reeds for an hour or so, with views of ancient tombs carved high in the lofty cliffs at the edge of



Gulet to Dalyan

the plain, to Dalyan – a pretty little town with restaurants lining the river bank under shady trees and little shops selling interesting, real and surpris-

ingly cheap silver and opal jewellery. We feasted on blue crabs on the way home, cooked fresh on boats close to the river mouth.

The locals had a chance to show that they were not living in a third world country (in fact, we never, after arrival, had that illusion) when one of our party (smoker, weak bones) fell down the companionway into the cabin and fractured her shoulder and ribs. After an uncomfortable night for her, heavily strapped, we moved as quickly as we could the next morning to the nearest marina, where the doctor took one look and despatched her to the nearest hospital. After x-rays, an MRI (try getting that here for a suspected fracture!)



Relaxing – Ekin-cik

and a long session with an orthopaedic surgeon, she was offered an operation the next day to pin the shoulder, an evac to Australia or strapping and painkillers to enable her to continue her travels. She opted to tough it out and arrived back on the boat bound up with the most modern slings and stabilisers. All that cost her about \$200 Aust dollars. I also had to seek medical help, in Istanbul, for a persistent stomach bug I had picked up in Australia. An afternoon at a medical centre, two long consultations and a string of blood tests set me back about \$100 Aust, and I could not fault the care I was given.

Another highlight was the night tied up in an inlet on an island south of Gocek (not named on Google maps) where the family that owned the restaurant and attached jetty also owned and farmed the entire island. The chicken, goat, pork and fetta we ate at the restaurant that night were all grown or produced on the island.

The weather for our entire stay was generally mild to warm, with light winds and clear or partly cloudy skies. Towards the end, it was heating up

quickly and our last night and day, back at Marmaris, were very hot, making packing up and moving our gear back on land quite a chore.

After Turkey, we flew to Milan and took a train to Bergamo, on the edge of the Lombardy plain, where we caught up with an Italian friend, Nicole Donato and her new(ish) husband Marco. I had taught Nicole how to sail in my club's adult sail training program a few years ago and we had kept in touch.

After a week there, we went by train and ferry to Bellagio on Lake Como – a beautiful little picture postcard town, where we had booked a room in a little hotel right by the lake.

Our next journey, again by train, to Dijon via Switzerland, was interrupted by a landslide below the St Gotthard Pass, so we stopped in Zurich for the night and caught up with Claudia Wallmer and her two lovely children before heading on to Dijon. Claudia and her husband Sascha had been on a camper van journey around Australia last year when they stopped at McCrae Yacht Club in March so Sascha (who was then the European Tornado champion) could borrow a boat to compete in the Victorian A Class Championships.

After sampling Dijon and the wines of the Burgogne, we headed north by train to Belgium, where we joined friends Phil and Deb Bunce on their canal boat in Bruges. We travelled with them for a week, to Nieuwport, Diksmuide and Ypres, immersing ourselves in World War I history before heading for Paris (again by train) and the UK (ditto) to visit my brother and assorted relatives. In Ypres, we went to the Mennen Gate for the playing of the Last Post – a fitting thing to do since we had been in Gallipoli the previous month. It



Erjoh – our home for a week (Bruges)

was an incredibly moving experience – not only to read a few of the 57,000 names of the missing (to which the memorial is dedicated) and to hear the Last Post ringing through the gate, but to be amongst so many people, young and old (about 500 that night – the same every night) who were also honouring those young men who had died so long ago. We have kept the promise that our fathers made – we have not forgotten.

We then joined my brother and his partner Alison in Paris. By chance, we were there for Bastille Day, but in the mood of austerity prevailing throughout Europe post GFC, the pomp and ceremony were somewhat subdued (all the generals arrived at and left the reviewing stand on foot!) and there was no



Flying the flag

dancing in the streets. However, the Bastille Day fireworks around the Eiffel Tower were fantastic.

The finale to our trip was a week spent in Finland, a few days in Helsinki and the rest at the “summer place” of Pekka Lopmeri, the manager of the Merenkavijat Yacht Club, which has its clubhouse in a 17th century fort. We had met Pekka on our previous visit in 2010. Pekka's summer place was on a little island in the Finnish Archipelago about four hours by bus west of Helsinki. The location was idyllic, the sauna stinking hot, the water surprisingly warm and the music (in a summer festival in a nearby town) quite delightful. An ideal way to wind down before returning home to finish off our renovations, move back in, buy furniture and welcome a stream of visitors.

Graham Candy

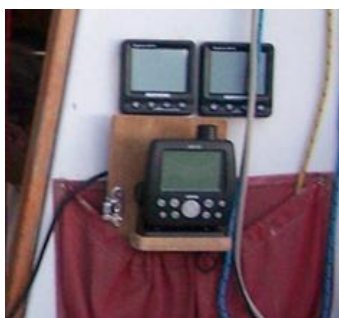
SORTING THE NEW BOAT... An ongoing experience

So you have a new boat. That's nice. Is it all ready to go?

The answer to that question should be yes, but isn't there always something we want to do to make it ours! We crawl all over the boat and decide to buy it, thinking we know all the bits we want to change, or need to do, then we get the boat home...

Special Edition is in pretty good condition, so we haven't had to do very much, but there are some things which were needed.

The wiring had some redundancy built in, and the charging coil on the motor was disconnected, so



the electrics needed some attention. I knew the instruments were not working and replaced them so needed to install the new instruments. We were considering whether to go with the ST40 system like we

had on the previous boat, or to try the Northstar 3100 series instruments. One advantage of using Northstar is that the transducers appeared to be the same as the old Silva ones. Since the holes in the hull are close together, the bigger (50mm) ST40 ones would have to be placed carefully and may not even fit. After deliberation we went with the Northstar, and then found one of the through-hull holes had been enlarged anyway. However, some fibreglass work has reduced the larger hole, and the fittings have been installed with no problems – or leaks! The cabin bulkhead also had to be repaired as the old fitting required a 100mm hole, while the new instruments only need 50mm. The rest of the wiring has been traced, and redundant cable removed. I still want to make sure that all works well and will replace small diameter wire. Another wiring task was to add my GPS, and a suitable mount. The mount was hinged on the starboard side of the companionway and it can be easily removed for security. Wiring was taken back to the new 6 gang switchboard. The old one worked, but was only 3 gang so was upgraded.

We got a water pump kit to repair the galley pump. That fixed the non-working pump – almost. One of the plastic bushes which holds the lever arm was disintegrating. I attempted to glue the bit back together and emailed the manufacturer in NZ to see what can be done. Eventually, I managed to get a new fitting which has fixed the problem and saved me having to buy a new pump. This fitting is stainless and incorporates two fastenings into one.



The main long term task is the upholstery – we knew that – and I am sure that other things will come to light as we use the boat more. I have been looking for suitable upholstery fabric in both acceptable colour and durability, so this is on the way.

Most of the lines have been removed and put through the washing machine. (I am allowed to do that in our house!) Failing the machine, a good soak in a bucket, and a rinse, will get rid of a lot of gunk and salt. After the last sail, I decided to install the new shrouds and forestay which came with the boat, so spent an afternoon doing that, and threading the cable for the windspeed down the

(Continued on page 11)



(Continued from page 10)

mast. The old ones are OK but have a kink or two evident, so they are in the store in case they are needed for some other task. While the mast was off the boat it was convenient to mouse the hal-yards and give them the washing machine treatment, and replace a couple.

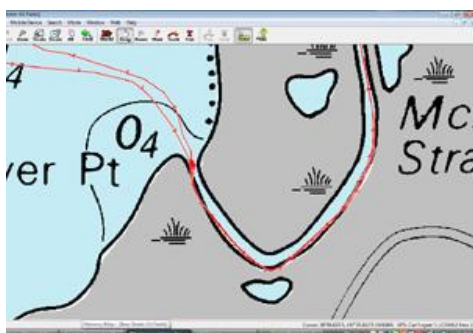
Another 'to do' was the anchor gear. We had an enormous sand anchor at the bow, so we replaced it with a Manson plough. I have 14 metres of chain, and there is a new silver rode, but it is a bit short. As for the stern anchor, it was good for a dinghy, so the old bow anchor is the new stern anchor! Part of this process was to attend to the bow roller fitting for the anchor. I purchased a nose piece from Discount Seamart, took five minutes to fit it and all is fixed.

For some planned trips, an EPIRB and parachute flare will be acquired, but we don't need them just yet!

So is the boat ready to sail? Well, yes it is! Most of the jobs we still want to do can be done progressively. After all to sail is the objective, even if some of the other tasks are enjoyable! Just have to make sure ALL the tools don't stay on board when we go sailing!

PS After I wrote this we had an accident and couldn't sail for a while! When I emptied the boat for repair I was amazed at the amount of gear I had accumulated on board in just six months. I have been trying to keep the amount of gear/stuff on board down since then, but it is a losing battle. Still, each time I race I manage to take some of the cruising gear off for a bit... Till I go cruising again!!!

Marg Goddard



Did you know we sail on land as well as water... Certainly seems like it in the Straits sometimes!!! (McLennan Strait, Gippsland Lakes, Vic)

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Marlay Point Sunrise...



The Marlay Point is the one race I manage to enter most consistently, and have now been in 10 or 11. This year's race was amongst the more frustrating! We arrived at Lake Wellington on Friday night, and slept on the boat, then rigged and launched on Saturday morning. After the early mists had burned off, Saturday was fine and hot—so hot! While Marty took the rig to Paynesville, Robyn and I sat in the lake to cool off, in between making sure the boat was ready to go. Phil arrived, Marty got back, we attended briefing, ate and readied ourselves for the start and the sun was setting. The Lake Wellington leg wasn't too bad, but we managed to find a hole at Plover Point—seems to be my nemesis—and sat for an hour before we got moving again.

The Straits were in our favour, but that hour had been crucial, and when sunrise came we were still only halfway through!

Past Holland's Landing we got the kite up and steamed along at 4 knots for a bit. When the wind dropped yet again, with no one picking anything up, and needing more breeze than was likely to even think about finishing we started the motor and decided to DNF. It was going to be another scorcher, and we had had enough! It was the first Marlay I have done overnight in a t-shirt and shorts! That is the magic of Marlay... Always different (although the last three races have all been light!)

Marg Goddard



Which side would you pass the dredge?

Answer next issue...

Calender of Events 2013 - 2014.

Date	Event	Venue
29-May	NYAA & NYS AGM	RYCV
03-Jul	NYAA & NYS Committee Meeting	RYCV
August	No Event Planned	
7 - 8 Sept	Travellers Series - Country Championships	Albury Wodonga YC
25-Sep	NYAA& NYS Committee Meeting	Fedorowicz Home
19 - 20 Oct	2013 - 2014 Season Opening Weekend For Trailable Yachts.	Melbourne Dock-lands
http://www.mtyc.yachting.org.au/site/yachting/mtyc/downloads/Notices/2013/Trailable%20Yachts%20Season%20Opening		
1 - 4 Nov	Melbourne Cup DIY Cruise and Informal Get Together.	Gippsland Lakes.
03-Nov	Travellers Series - Queenscliff to Geelong	Geelong Trailable YC
10-Dec	NYAA& NYS Committee Meeting	Fedorowicz Home
Jan	Festival of Sails	Royal Geelong YC
15 - 16 Feb	Noelex National Championship	Safety Beach SC
22 - 23 Feb	Travellers Series - Vic Trailable Yacht & Sports Boat Champs	Safety Beach SC
TBC	2014 BBQ and Get Together	RYCV
8 - 9 Mar	Travellers Series - Marley Point Overnight Race	Lake Wellington YC
8 - 9 Mar	Passage Racing	Albury Wodonga YC
18 - 21 April	Easter DIY Cruise and Informal Get Together	Gippsland Lakes
19-Apr	Travellers Series - Easter Regatta - 30 mile race	Gippsland Lakes YC
03-May	Travellers Series - MTYC Four Points Race	Melbourne Trailable YC
June	NYAA & NYS AGM	TBC



Trailable Yacht Division Notice of Race Trailable Yacht & Sports Boats 2013-2014 Travellers Series

Conducted at the following events

	Date	Club	Event
1.	Sat 07 Sun 08 September 2013	Albury Wodonga Yacht Club	Open Regatta and Noelx 25 Country Championships
2.	Sun 03 November 2013	Geelong Trailable Yacht Club	Queenscliff to Geelong Race
3.	Sat 22 Sun 23 February 2014	Safety Beach Sailing Club	Victorian Trailable Yacht and Sports Boats State Championships
4.	Sat 08 – Sun 09 March 2014	Lake Wellington Yacht Club	Marlay Point Overnight Race
5.	Sat 19 April 2014	Gippsland Lakes Yacht Club	Easter Regatta – 30 mile race
6.	Sat 03 May 2014	Melbourne Trailable Yacht Club	MTYC Four Points Yacht Race

On behalf of the organising body, the Trailable Yacht Division of Yachting Victoria.



Did anyone attend the Open Regatta and Noelx Country Championships? Write a report for us, please...

Note that the NOR for the Queenscliff to Geelong Race has been emailed—available from GTYC if you need to access it again!



Four Winds Marine
Victorian Trailable Yacht Championships 2014
PRELIMINARY NOTICE

To be conducted by
Safety Beach Sailing Club
22 & 23 February 2014



This event is being held in the picturesque Port Phillip Bay and offers all trailable yacht sailers the opportunity to experience the great sailing conditions of the Mornington Peninsula, and the many features of Safety Beach Sailing Club and the Martha Cove Marina complex.

The event is one week after the Noelex Championships and participants will be offered the opportunity to store boats on trailers for the week in-between.

Martha Cove Marina is an in-land complex offering the safest known wet berths on Port Phillip Bay and direct mast-up access to the sailing area.

Further details in coming months:

Safety Beach Sailing Club website: www.safetybeachsailingclub.com.au

Yachting Victoria Trailable Yacht Division: www.trailableyacht.com.au

2013-14 Season Opening Weekend For Trailable Yachts - Melbourne Docklands Saturday 19 & Sunday 20 October 2013




Yachting Victoria's Trailable Yacht Division, with support from Trailable Yacht Associations and Clubs, is coordinating a weekend to celebrate the opening of the 2013-14 sailing season.

What do I need to do?

Book your berth for Sat night. Click on: [Melbourne City Marina Bookings](#) or telephone 9658 8738. Special Deal: ****Two nights for the price of one – when you mention this event.**

Contact **Andrew Fedorowicz** to book seats for the Saturday night dinner at **James Squire Brewhouse**. \$55/head, lashings of sumptuous platters, drinks at bar prices.

Pick and choose whatever interests you, family and friends and come by land or by sea for a day, a night or the whole weekend!

<i>What's on</i>		
Friday 18 Oct	For those with time on their hands, spend Friday night at Docklands with the special deal of 2 nights for the price of one deal.	
Saturday 19 Oct	Launch at St Kilda Marina, Warmies or other locations and sail to Docklands, in the company of your fellow sailors. (eg Sonata members are sailing from Werribee)	
Morning	Free time for whatever you need to do or sailing up to Docklands.	
1300 – 1700hrs	Join the arranged activities at nearby sites.	
1700hrs	“Happy – hour” on the dock	
1900hrs	Dinner at James Squire Brewhouse – Bookings via Andrew Fedorowicz , as above “Cruising Helmsman” Bob Couper Memorial Nautical Trivia Quiz	
Sunday 20 Oct 1000 – 1600hrs	<i>Discover Sailing</i> – Trailable Yachts – Promotion and ‘demo’ day for associations and clubs to promote trailable yachts to the general public, including on-water static displays and ‘discover sailing’ activities.	

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

AMSA & YACHTING AUSTRALIA VESSELS

A Guidance Notice from the Australian Maritime Safety Authority (AMSA), has been sent to all YA affiliated yacht and sailing clubs regarding commercial vessels.

So as each member of the NYAA Inc., and NYS Inc., may fully understand the effect of the Notice, it is attached to this article. (See next page)

This Guidance Notice provides clarification to Yachting Australia affiliated bodies on how they can satisfy the operational safety outcomes required under Part E of the National Standard for Commercial Vessels (NSCV), which are required for the issue of a Certificate of Operation.

As the NYS Inc., is affiliated with YA through YV and is a club that only offers normal sailing activities and services to members (a `not for profit` or commercial organisation), we only need to **ensure** that the following items are in place.

Our Safety and Risk Management plans are up to date and widely understood by our members.

All our relevant activities are run under the Racing Rules of Sailing and Yachting Australia Special Regulations.

That we meet the definition of a Prescribed Community Group (not for profit).

That our club and its members fully comply with State Recreational Boating Legislation and Regulations.

John Burgess
Vice President
NYS Inc., & NYAA Inc.



Refuge Cove from Kersops Peak Walking Track PAYC Cruise June 2008



GUIDANCE NOTICE

Yachting Australia Vessels

Purpose

This Guidance Notice provides clarification to Yachting Australia affiliated bodies on how they can satisfy the operational safety outcomes required under Part E of the National Standard for Commercial Vessels (NSCV), which are required for the issue of a Certificate of Operation.

Background

The NSCV Part E specifies minimum requirements for the safe operation of domestic commercial vessels in Australia. Development of a safety management system for a vessel and its operation, as outlined in this Part, demonstrates compliance with the requirements of the Standard. This compliance is also a requirement for the issue of a Certificate of Operation.

Subject to AMSA approval, Clause 3.4 of the NSCV Part E allows alternative arrangements to be adopted where these demonstrate compliance with the requirements of the Standard.

Current Yachting Australia operational practices already meet, and in many cases exceed, the necessary safety outcomes required under the NSCV Part E. This includes through the use of the Yachting Australia 'Blue Book', comprehensive Operating Standards and Guidelines, qualification requirements for staff conducting training and compliance with relevant local regulations.

On this basis, AMSA believes that existing Yachting Australia operational practices are sufficient to demonstrate compliance with the operational safety outcomes of the NSCV Part E.

What can I expect?

AMSA will approve the adoption of existing Yachting Australia operational practices by Yachting Australia affiliated bodies as an alternative arrangement under Clause 3.4 of the NSCV Part E, subject to the following conditions:

1. Yachting Australia vessels operating in class D or E waters will not require a Certificate of Survey. However, existing vessel operations will require a Certificate of Operation by 1 July 2013 at the latest, in accordance with the National Law. New vessel operations will require a Certificate of Operation from commencement of the National System on 1 July 2013.
2. The existence of Yachting Australia standards and systems to manage safety at affiliated member clubs and Yachting Australia training centres, including those applicable to the delivery of courses to the public/non-

members for a fee, will comply with Clause 3.4 of the NSCV Part E providing:

- a) the course is being delivered by a club or training centre that is accredited by Yachting Australia to do so and that the delivery of the training and operations are conducted in accordance with the published Yachting Australia Operating Standards and Guidelines;
- b) that vessels being used comply with the relevant marine regulations, the relevant Yachting Australia Special Regulations (the 'Blue Book') and any other Operating Standards and Guidelines approved by Yachting Australia for the use of vessels and the delivery of training for power boating and/or sail training; and
- c) the training is delivered by a person holding the relevant Yachting Australia qualifications.

To ensure that the requirements and conditions are being met, this arrangement will be subject to audit by the National Regulator and its delegates in state and territory marine safety agencies.

What do I need to do?

If you meet the above conditions, AMSA will acknowledge that the requirements of the NSCV Part E for a safety management system are met, allowing for the issue of a Certificate of Operation.

When submitting your completed application for a Certificate of Operation, you will need to:

- complete and sign the declaration of capability and capacity (at either 1A or 1B);
- attach details of the Yachting Australia Safety Management System (outlined above); and
- attach details explaining how you meet the above conditions.

You can submit your completed application form at any state or territory marine safety office.

Contact for more information

If you have any questions about the contents of this Guidance Notice, please contact the local office of your state or territory marine safety agency.

You can also contact AMSA at:
Online: www.amsa.gov.au
Email: nationalsystem@amsa.gov.au
Info line: 1300 517 246

- Craftsman Made Sails
- Sail Repairs & Alterations
- Sail & Boat Covers
- Weather Protect Covers
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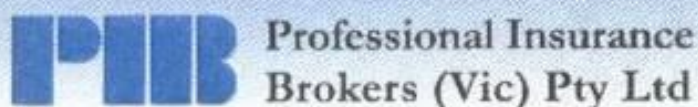
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PETER GREEN SAILS & PIB PROUDLY SUPPORT THE NYAA INC & NYS INC



YACHT INSURANCE

For yacht insurance
we recommend that
you contact

PROFESSIONAL INSURANCE BROKERS (incorporating Monash Insurance Brokers)

(Member of Insurance Brokers Network Australia and National Insurance Brokers Association)

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

Contact Andrew JOHNSTON on (03) 9756 6399 e-mail andrewj@profin.com.au - mobile 040 836 9607

Member rates available only on production of membership certification