

# Noelex Telltales

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*The Official Newsletter of*

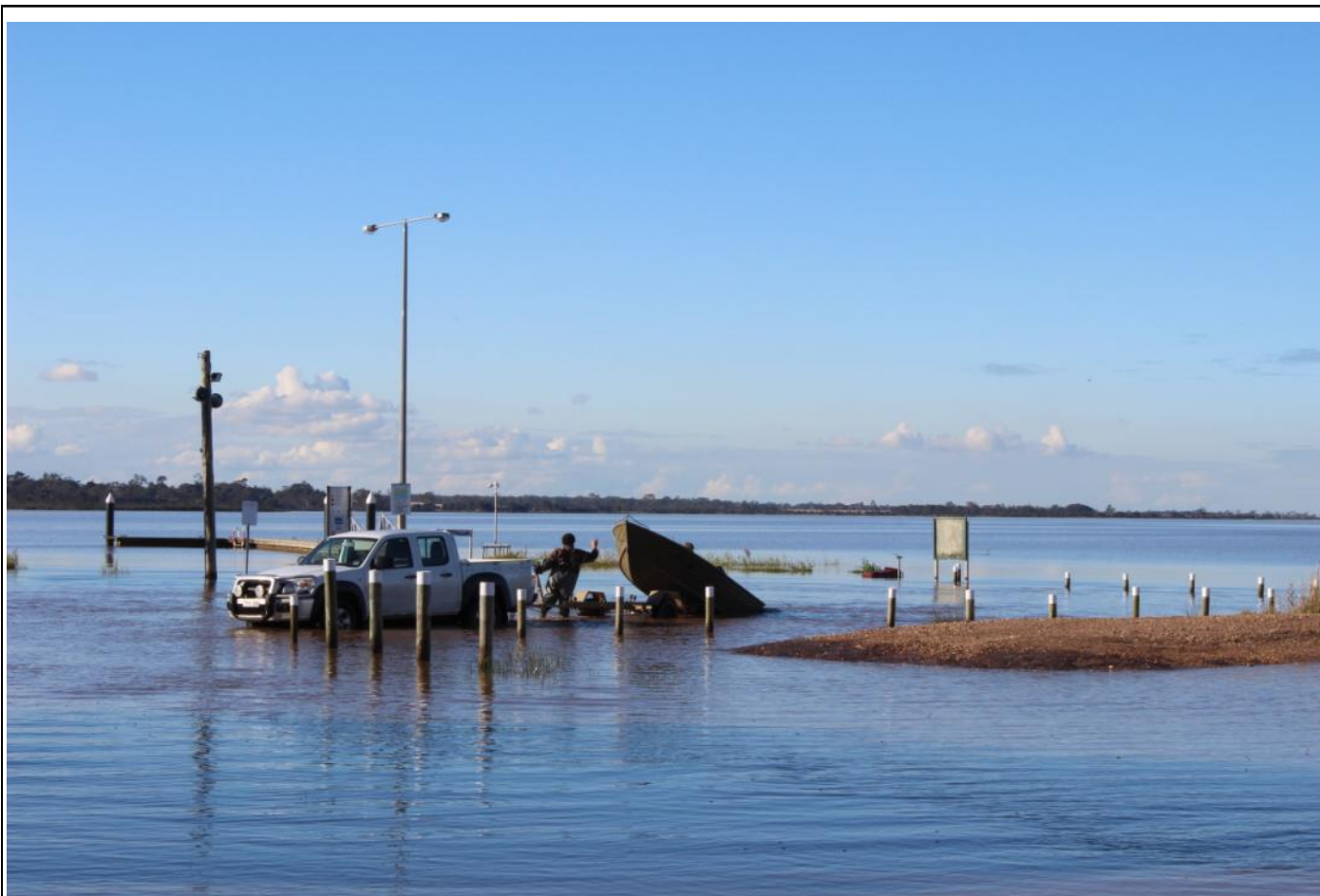


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ABN 81063080148 & ICN A0033794K

**Noelex Yacht Squadron Inc**

ICN A0013620Z



*Launching at Marlay Point... June 2012*

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## ***From the Editor***

Hi everyone,

Where is the year going? I have decided that the older I get, the faster time goes, or is it just that I try to do more and run out of puff more quickly!!!



Unfortunately for me sailing has been on the back burner. The boat is safely resting in Paynesville, and opportunities to visit, and sail, have been few and far between, much less bring her home since I left her in January. But there is a window of opportunity approaching for a sail, so I just hope that the weather behaves. Winter months on the Gippsland Lakes can be beautiful, with either a land base, or lots of warm clothes and a boat heater. You just have to make sure the boat is well ventilated if you use a heater... So in the meantime, I am getting my sailing kick from reading about other people's adventures!

In this issue there are a couple of discussions of interest to those with a Noelex 25. One has to do with the perennial question of re-engining, while the other concerns preventative maintenance to

prevent the keel falling out of the boat. Anyone who has more to offer on either topic, please pass it on for inclusion in the next newsletter.

I am collecting a few items which I will collate over time for a Noelex hints and tips collection, so if you have something to contribute in this area, please forward it. We can put such items on the website also.

I have enjoyed reading about cruises overseas and in Queensland over the past issues. If you have done a trip and have some photos to go with it, please email it to me. Word documents, and jpeg pictures are the best formats to use. The next newsletter is looking very thin at the moment, as I have used up any backlog of items I had.

It would also be good to have some tales from those who race in the various events which have been on over the last season. Again, don't forget the photos.

I look forward to hearing from you all.

Fair sailing,

Marg

## ***PRESIDENTS REPORT***

Dear Members,

Crikey, where has the year gone? It's May already and winter is just around the corner. Doesn't matter! That means that Summer is also not too far off and guess what - we can go sailing.

This year has been a mixed bag for me, firstly selling our beloved house in Kew and then purchasing another in the country.

Yes, we've moved to MALDON which is part of the golden triangle including Bendigo and Castlemaine. It is a historic gold mining area with many historic buildings dating from the mid 1850's. In 2006, Maldon was awarded the 'Most Intact Heritage Streetscape' by the National Trust.

Our house was built in 1865, is double-storied, built of timber framing & weatherboards on the ground floor and solid castlemaine stone walls, 450mm thick at the basement level. The sloping site gives us access from the basement at the eastern end.

Amanda and I have fallen in love with 'Palm House'. It's our tree change. Simply Magic will continue to reside in Paynesville and will act as our holiday home on the water. Everything has fallen into place rather nicely.

On the sailing front we had another sensational Championship event at Safety Beach Sailing Club in February. The weather was very kind to us and the Committee has concluded that this time of the year is the preferred time for this event.

The camaraderie and fellowship exhibited between all competitors was great to see and be a part of.

I wish to now give everybody a reminder about upcoming subscriptions. Due to the new Rules of Incorporation adopted late last year the NYAA Sailing Year has been extended to June 2014. That means that all existing members get an extra 3 months membership for fees paid for the 2013-2014 year.

What we ask is that all members wishing to sub-

scribe for the 2014-2015 NYAA year do so promptly when asked. It really is a mind-numbing exercise keeping tabs on those who have paid and those who haven't. And then threatening with removal from the Association is a task not welcomed by anyone.

So this year how about getting payments out of the way quickly so we can concentrate on serving you, our members, with sailing goodies rather than 'rates notices'

Our AGM shall be held on 23 July 2014 at RYVC - official notices will be distributed towards the end of June 2014. If you would like to contribute to the running of this Association I would love to see you there.

Happy Sailing

Andrew Fedorowicz

President

[fedora@ozemail.com.au](mailto:fedora@ozemail.com.au)

0418-341-443



Where was the Noelex below, sailing?



The crew were heading for Refuge Cove at Wilson's Promontory, and passing through the area known as the Singapore Deep, on the charts... Hence the whirlpool effects! You can see Rabbit Island in the distance.



# SECRETARY'S REPORT

## SECRETARY'S REPORT – APRIL, 2014

Hi to all,  
I hope that all members have enjoyed their sailing and cruising over the past summer months.

**Annual Subscriptions due - 1st July, 2014**



Firstly, as previously advised the NYAA Inc. & NYS Inc. financial year changed with the adoption of our new Rules of Incorporation. Within the next few days an invoice, together with a Letter of Renewal, will be sent or emailed to all members for the new season commencing on 1<sup>st</sup> July, 2014 to 30<sup>th</sup> June, 2015.

On the subject of Annual subscriptions for 2014-2015, the Treasurer and I would greatly appreciate your early action in paying your annual dues on receipt of your Invoice or, alternatively at your earliest convenience.

### Annual General Meeting - 23<sup>rd</sup> July, 2014

At our last Committee of Management meeting a date was set for our forthcoming Annual General Meeting, which will be held on Wednesday 23<sup>rd</sup> July, 2014 at the Royal Yacht Club of Victoria, 120 Nelson Place, Williamstown Victoria at 7.30 pm. Those wishing to partake of dinner prior to the meeting can do so by lodging a booking with me by Friday, 18<sup>th</sup> July, 2014. Dinner costs are to be met by the member/s. Please place the details of the AGM in your diary as the Committee of Management would welcome your attendance at this important meeting.

### NX National Championships Results 2014

Congratulations are in order once again to Glenn Collings and crew sailing *Leewana* and taking out the NX 25 National Championships 2014. Andrew Stocks (*Syrah*) was 2<sup>nd</sup> and, Kirwin Robb (*Footloose*) 3<sup>rd</sup>.

### NX National Handicap Results 2014

Congratulations to the Handicap winner and crew. The place getters were David Barker (*Halcyon*) 1<sup>st</sup>, Ron Parker (*Tainui*) 2<sup>nd</sup> and Dean Hansen (Paradise City) 3<sup>rd</sup>.

### Next Committee of Management Meeting – 9<sup>th</sup> July, 2014

Members are invited to contact the Secretary with any issues or items of interest that need to be addressed by the Committee of Management at this meeting.

### NX 30 National Championships 2015

Dean Hansen has agreed to try and shake the NX 30 sailors out of their lethargy by arranging a NX 30 National Championships next year. NX30 sailors/owners may expect a phone call from Dean Hansen in the near future.

Remember, all news items and contributions of sailing/cruising articles should be sent direct to our Editor, Margaret Goddard at the following email address:

[marganddoug@bigpond.com](mailto:marganddoug@bigpond.com)

Until next time,

**Veronica Burgess**  
**Secretary**  
**NYAA Inc. & NYS Inc.**

### Is your centreboard winch causing problems?

#### Details of the Noelex centreboard winch supplier

James Nilsson Ltd

Email: [sales@jamesnilsson.co.nz](mailto:sales@jamesnilsson.co.nz)

Phone: +64-9-444-5219

Address: 69 Hillside Rd, Glenfield, Auckland  
0627, New Zealand

Website: <http://www.jamesnilsson.com/>

Full details of the Noelex winch:

[http://www.jamesnilsson.com/winches/centreboard\\_winch](http://www.jamesnilsson.com/winches/centreboard_winch)

Model No / Name: SH300 Self Holding Hand Winch

**The price back in 2003 was A\$240 + A\$36postage.**

Because of the discussion later in the newsletter, I have reprinted this information. Marg.

## Island hopping in North Queensland

As many of you would already know, last August we spent six weeks in Queensland, three weeks on the water, and three weeks doing the 'relly rally'!



Rigged and ready...  
Sunset in the marina

It was a magical three weeks on the water in August, island hopping up the coast from Mackay to Bowen, in Far North Queensland, on our Noelex 25, *Pisces*. We couldn't have asked for better weather and conditions, and August certainly was the best time of year to undertake a cruise in this area. We met up with all sorts of wildlife that we have rarely, if ever, seen before – whales nearly every day, a dugong, dolphins, turtles, myriads of little reef fish, batfish that leapt out of the water, flying fish, the list could go on and on....

We enjoyed beautiful beaches, sunny skies, swimming most days, long walks on the sand, sailing in 6 to 12 knots most days, and relaxing in the cockpit with a drink in hand. (I've never seen Terry read so many books in three weeks!) We stayed for longer in those bays that were suited to beaching the boat, and the chartplotter once again proved its value with tide information so that we didn't get stranded.

The autohelm also came into its own (now that we have a 40W solar panel to keep the battery topped up) with long legs on the same bearing.

Having been to the Whitsundays a few times before, we decided to concentrate more on the islands both north and south of the Whitsunday group this time. I think our new favourites would have to include Scawfell Island, Shaw Island,

Woodwark Bay (on the mainland) and Bona Bay (Gloucester Island).

Not having refrigeration on the boat is always a challenge for the catering, but we dined well on tinned and dried foods, with fresh bean sprouts to keep the scurvy at bay! Nevertheless, we appreciated the occasional marina berth where we could patronise the local restaurants and stock up on some fresh fruit for the next day or two.

The only sad note of the trip was the number of resorts which have closed since we were last in the area. Brampton Island, Lindeman Island, South Molle Island and Earlando Beach have all shut their doors. Cyclone Yasi seems to have been the last straw for some. What a sad loss for the local area!

There are many people who helped us in our



High and dry in Woodwark Bay, with today's laundry hanging out to dry.

preparations for this, and in particular we would like to thank the following people for their input and practical help: Donald Thomson who gave Leigh some good advice on chartplotters when she was looking for a Christmas present for Terry; our son Ben for his advice on a flexible solar panel, regulator and connectors; John Carlé for his help with long overdue trailer maintenance and repairs; Rob Minato for his assistance with setting up the solar panel and other electrical work; Ross Wilson who shared his favourite beaching sites and the design of the beaching 'bean bags' we made to take with us; and Terry's sister Odette and her husband Brian, residents of Mackay, who

helped us get our car and trailer from Mackay to Bowen, where Terry's mother lives.

If you are interested in checking out our journey in more detail and with photos, here is the link to our holiday blog <http://thetrek2013.blogspot.com.au>

Terry and Leigh Caldwell  
Noelx 25, *Pisces*.

## Bean bags for beaching...



For the "bean bags", we used the dimensions that Ross Wilson told me. They were 450mm x 450mm x 350mm. However the construction is probably quite different from Ross's supports. Leigh used vinyl for five faces and shade cloth on the sixth and filled them with three bags polystyrene beads from Spotlight. The shade cloth face faced the side of the boat while the opposite side was hard against the stern end of the skeg. The face against the skeg has two loops for tying ropes and the shade cloth face should have handles to pull the "bean bag" from under the boat once it is floating. The ropes were pulled up to the opposite side and were

Terry Caldwell

## Am I allowed to brag???

My fabulous crew and I won the Saturday aggregate, second division at the RGYC. There were 17 races for the season each averaging about 15 boats per race. For the last 5 races we were truly a keel boat as I had to remove the badly rusted hydraulic ram in February. Bad timing as I needed the retractable keel last Saturday when I ran aground on the Inner Governor Reef near St. Leonards. Another Geelong yacht towed me to safety and luckily there appears to be no leaks near the keel housing. I'll slip her after Easter and inspect / repair the damage.

The keel pin hole in the housing is a bit chewed on the companion way side 'cos I didn't remove the pin quickly enough. Does anyone know how easy it is to inspect the housing on the other (port) side and are they easy to patch???

Trevor Brown  
Proud owner of Fleurieu Warrior.



Fleurieu Warrior

Well done Trevor and crew! Those bragging rights were certainly earned.



Have you checked your shroud u-bolts for crevice corrosion lately? Mine were refitted but will need to be checked regularly and are on the list for replacement when I can source the correct fitting and have the boat at home! Ed.



## **Four Winds Marine**

### **2014 Victorian Trailable Yacht Championships**

### **and**

### **Castle Class Association State Titles and**

### **Australian Timpenny Championships**

Twenty five trailable yachts competed over the weekend 22 & 23 February on Port Phillip at Safety Beach. The weekend provided a range of sailing conditions with four races Saturday afternoon in light to moderate conditions and two light wind races Sunday morning. The overall event included the Castle Class Association State Championships and the Australian Timpenny Class Championships.

Safety Beach Sailing Club hosted a successful regatta and the adjoining Martha Cove Marina provides very good overnight berthing and boat ramp facilities. Safety Beach SC had arranged a very good deal with Martha Cove to incorporate boat ramp fees and overnight berthing to be included in the regatta entry fee.

The fleet was split into two divisions based on Class Based Handicap and whilst the divisions raced different numbers of laps of a windward / return course, overall results have been established by calculating an average lap time for boats in each race.

The fleet was made up of seven Timpenny 670, six Castle 650, five Noelex 25, and sundry other classes. As predicted the Castle class dominated in the lighter winds and the Noelex class dominated in the stronger winds. The last race in about 10knots of wind saw the two classes evenly matched.

The racing was close on the short courses and the variable winds on Saturday saw some classes doing a number of headsail changes either between or during the races. Tactics were vital on both the upwind and downwind legs and there were gains to be made by determining early the preferred side of the course, particularly for the downwind legs.

The variable winds of Saturday had stirred up some sloppy seas which were tricky to handle when the wind pressure dropped at times in between the fresher winds that prevailed at other times. Well done to all who competed and congratulations to Safety Beach Sailing Club for hosting another great event for trailable yachts.

Below is an extract of the results and the full results are on the Safety Beach SC website: [http://safetybeachsailingclub.com.au/wp ... race-6.htm](http://safetybeachsailingclub.com.au/wp...race-6.htm)

Thanks to Rob Ballard for providing a great collection of photos available for viewing on the following website: [http://www.flickr.com/photos/118564333@ ... 449569714/](http://www.flickr.com/photos/118564333@...449569714/)

Finally, thanks to Four Winds Marine for their continued support of trailable yacht racing, sponsoring the event and providing great prizes and donated goods for spot prizes and fund raising.



# Overall Series Results

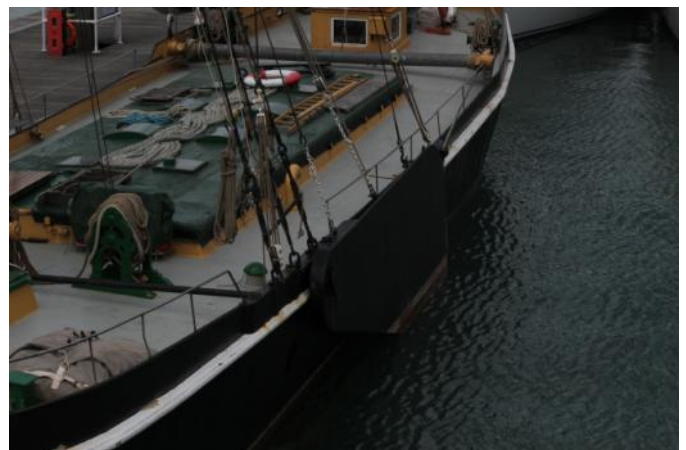
Place	Class	Boat Name	Skipper	Club
1	Noelex 25	Leewana	Glenn Collings	SBSC
2	Noelex 25	Running Free	David Phillipps	MTYC
3	Noelex 25	Pisces	Terry Caldwell	AWYC
4	Castle 650	Pipalini	Keith Bayliss	MYC & GLYC
5	Castle 650	NA1	Stuart Skeggs	
6	Noelex 25	Tainui	Ron Parker	MTYC
7	Castle 650	Dark Knight	Toby Leppin	NYS
8	Timpenny 670	UOME	Doug Carswell	BYC
9	Zeemin 6.5	Magic Pudding	Phil Mannes	MYC
10	Castle 650	No Excuses	Mark McLellan	MTYC
11	Noelex 25	Cocktail	Rob Rainsford	MYC
12	Castle 650	Mad Mouse	Stephen Reardon	MTYC
13	Hartley 18	Tarquin	Colin Theodore	Hartley Assoc
14	Timpenny 670	Aussie Action	Robert Milner	BYS
15	Castle 650	Piggy Malone	Simon Robbins	MTYC
16	Spider 22	Mr Blue Sky	Jim Scott	AYC
17	Timpenny 770	Sparkling Burgundy	Trevor Turnbull	YYC
18	Timpenny 670	Nartanda	James Mahoney	BYC
19	Timpenny 670	Bea Jay	David Marshall	PSC
20	Ultimate 18	Laros	Len Hatfield	GTYC
21	Timpenny 670	Sixpenny Bit	Carlie Gulinan	BYC
22	Timpenny 670	Poseidon	Peter Legge	BYS
23	Sunmaid 20	Saltpetre	Peter Shepard	MTYC
24	Adams 21	Double Dutch	Colin Forster	MTYC
25	Timpenny 670	Halcyon	Carey Fordyce	St Leonards

## A timely reminder...

Transport Safety Victoria have recently reported that during the 2012/13 boating season 1,123 vessels became disabled and needed assistance. A common cause of these disablements is poor vessel maintenance.

Now that we are in the cooler months it's a good time to start your post-season maintenance.

Of course we wouldn't need assistance would we? Let's make sure we don't by checking the boat out before we sail again.



Do you know what the attachment on the side of this boat is for? Of course you do... See next issue...

## New Engine for Noelex 25

Dear Fellow Members

When I had my previous boat, "What's Up Doc" but now called Leewana (821), it already had a good Mercury 8HP crow-barred in. I recall many forum letters on this subject. Having recently purchased "Serenity" (767), I set about researching, and sure enough, it is quite hard to find a new four-stroke that fits! Ideally, one would like all the bits, like electric start, high thrust propulsion, high battery charge rates etc..

I found out by chance that a new model Yamaha had just been released. I got my hands on dimensions and it looked like it would fit! Being a Yamaha (and Honda) fan, I took a chance and bought one. At least I thought I had. After paying a deposit, the following day the dealer phoned and said that Yamaha Oz would not release the new model until old stock had been sold!!! Fortunately, being the biggest Yamaha dealer in WA (I'm told), and blah, blah, blah, (salesman yawn, talk, yawn),.....he persuaded Yamaha to release just one – and so, I was probably the first in WA, if not Oz to get my hands on the new Yamaha F9.9J.

Well, not only does it fit, but it fits quite well. It is not dead centre but the very limited steering allows one to trim out the rudder forces. It does not have electric start on this model which would have been great but so far, touch wood, it starts quite easily. The older model 8HP had a longer tiller arm which tends to get in the way a bit. This one's tiller is shorter and fits in to the "well". The tiller arm still stands a little proud of the well edge but rests against it's own stops as opposed to rubbing the throttle grip on the well edge. The motor comes fitted with the electronic bits to charge batteries however, you will have to buy the power cable to the battery, or your dealer could probably make one up. I fitted a Yamaha high-thrust propeller and am very happy with the results. Yamaha recommend two sizes for the 9.9 HP, and I decided on the larger being the 9 x 7 –N.

I believe my transom is close to original but had been slightly "thickened" and a little chopped off across the top. The motor actually fitted in first time, but I have raised it by 7mm (spacers). I lost

the dead-bolt on the right hand side but have fitted a customized locking/release system. I glued a thin bit of reinforced rubber mat (approx. 3mm thick) in to the yacht tiller arm "saddle" to ensure that the motor does not touch the tiller arm as it is tilted forward.

The only tiny issue I have is that, if the propeller stops with one blade exactly vertically downwards, it may touch on the rear of the well as I tilt the motor forward. However, that said, I have found I can simply turn (steer) the motor slightly to the one side and the prop then misses. I dare say that simply "thinning" my transom will move the motor forward the couple of millimeters required for the prop to clear without compromising the ability for the tiller to fit in the well. Such a small issue that for me, that can be a future project!!!

So..... if you don't mind having to pull-start, the Yamaha F9.9J short-shaft is a good option. If you need any transom measurements etc. please feel free to call me on 0428 655 002. Merry Christmas and a Happy Few Beers, Peter Frestel.



I don't have any pics of Peter's motor install, but this is the Bluewater Marine rudder stock extension on Special Edition. I needed it with the Yamaha 9.9 4 stroke and now with the Tohatsu 9.8 4 stroke I recently installed. More details next time if there is interest....

## How healthy is your keel rope/wire?

The following discussion was taken from the Yahoo discussion site after several recent incidents with keel ropes.

Hi all, we recently returned from a couple of weeks cruising the Gippsland Lakes. We launched in Paynesville and spent the night at the town pontoons near the YC. Returning to our car the following morning we noticed a NX 25 at the ramp. After saying good morning to the owners they told us their keel cable had failed and the keel dropped from the fully retracted position.

It was hanging on the safety strop and could not be pulled up to allow the boat to be drawn on to the trailer. I remember some years ago there was the theory that if this occurred you were to bump the boat up the ramp pushing the keel back into the keel case. The owner was trying to do this without much success.

When the keel cable broke the keel had dropped from the fully retracted position and crashed thru the bottom of the keel case taking out the retention plate at the bottom of the case. The strop had stopped the keel completely leaving the case. But the short horn at the rear of the keel had exited the case and the keel was pushing back against the rear of the case against the bottom of the hull. There was no way it could be pulled back into the case.

Fortunately Gippsland Ports were open and their large travel lift available. I assisted the owner to move the boat to the travel lift where it was removed from the water for inspection and repair. Although the strop stopped the loss of the keel it did not stop it dropping partially out of the keel case hence it could not be pushed back at the ramp.

I've written this note to let NX 25 owners know that there is a travel lift at Paynesville if they are ever unfortunate enough to have a keel cable failure.

Also to ask the question do any of you have a secondary cable attached to the keel cable pin in the event of the failure of the primary cable? If the

cable fails I don't believe you can use the strop to pull the keel up. And rocking the boat up the ramp doesn't seem feasible either.

It seems that if the keel cable fails you are in deep trouble. Any thoughts????????????

Peter Williams  
Winsome

Hi everyone,  
The keel can be a real worry! I had a bad experience when in Wathumba Creek (Fraser Island, Qld) when my keel winch failed. Luckily it was in the raised position at the time and wouldn't go all the way up. I was worried that if I lowered it while in the inlet I would not have been able to raise it in order to leave by the shallow channel.  
To make sure the keel would not drop and crash through the bottom of the keel case, I opened the inspection plate, pulled a big loop of the safety line out through the opening and wound several turns of it around a short, strong wooden boathook which then stayed across the opening. This shortened the safety rope enough to let me lower the keel part way down and leave it hanging on the safety rope when we left the inlet.  
This wasn't the end of my problems as I was not able to have a new winch sent up to me at Harvey Bay. The next step was to make several trips into town (using taxis and another Noelex owner who happened to call in at the marina) to buy a trailer winch, timber and assorted tools. I managed to mount the winch over the keel case and attach the spectra cable and this worked well enough to get us home.

Some years ago I heard of someone using two spectra lines, one slightly longer than the other, so that if the one taking the weight broke, the other would be already set up to take over. I'd like to find out if he continued with this system and whether there were any problems with it.

Ian  
Crème Caramel

Continued next page

Continued from previous page...

Hi Ian & Terry.

Ian's last paragraph is exactly what I was thinking of. Hopefully some other members read this thread and can provide further information. In the case I witnessed Terry's use of the strop would not work as the back of the keel was completely out of the case and pushing against the bottom of the hull. The strop was bar tight and possibly in danger of breaking also.

The keel cable was Spectra and parted just above the keel so there was no tail to try to attach an extra cable to. I think the owner may have been towing with the keel off the rollers with the weight hanging on the cable that may have contributed to the failure also. I have thought of using Spectra but so far stuck with stainless steel cable. It feels better to me and doesn't fray the way rope can.

Regards, Peter, Winsome NX 748.

Hi Noelexians,

I believe that if you look back over your old "Telltales" newsletters you will note the recommendation to replace your winch wire about as often as you would replace your rigging. As both tasks will take the boat off the water for a little while, might as well do them together. Both tasks involve stainless steel wire, and ferules which rot out.

I also understood that the strop, being elastic, should lose its slack just before the keel locking pin is inserted in the front of the keel case, so that the weight reduction, (felt while turning the winch handle), will help identify when to start looking for the keel retaining pin hole. The elastic in the strop should allow a few millimetres of movement down past the retaining pin hole. Food for thought,

Thanks Tracey Brewer

Hi Marg

Further to our brief chat re keel cables, attached link to some technical literature: <http://www.marlowropes.com/dyneema.html>

Another website to refer to: <http://www.ropemelbourne.com.au/dyneema-sk75?gclid=CMiEolrC4r0CFY5cpQod5ngA7w>

It has a good table illustrating breaking strains of dyneema.

I reckon i paid about \$30 for Discount Seamart to splice a SS thimble onto a 2m length of 8mm dyneema.

The dyneema runs very smoothly on the winch, and as the literature highlights, isn't susceptible to being weakened by being crushed on the winch drum, probably the greatest wear factor with wire cable.

Cheers Ron Parker Tai Nui

Hi everyone,

When my boat was repaired 4 years ago, I took some photos of the keel area for reference, which I have put below. At that time I had the cable replaced, and the safety strop checked. The strop does not seem overly long so as to stop the keel short of exiting the hull. The middle picture shows where the retaining plate should sit. Any fairing is, I believe, designed to break out if the keel hits it forcefully. I am considering replacing the cable again as it is not liking being crushed, and considering the dyneema option. I will also check the winch carefully for wear, and any sharp edges

which could cause damage to the dyneema.

Marg Goddard  
Special Edition







# 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

postponed to Nov 17 due to weather

postponed to May 10 due to weather

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



Do we have some reports of some of these events please???? Editor

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