

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



Fun and Games in Gippsland...

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From the Editor

The end of the year is approaching quickly. Christmas festivities, the New Year, and holidays are very much in the forefront of planning for many of us as the weather is improving for the summer, at least in the southern states.

I managed to get *Special Edition* wet over the Victorian Trailable season opening weekend at Docklands in October, even though there was a strong wind warning for most of the weekend. There were 25 boats booked at the Melbourne City Marina for Saturday night, and a number on Friday or Sunday night as well, with a two nights for one offer. Around 90 people attended the dinner at James Squire Brewhouse on the Saturday night, and the annual Bob Couper Memorial Quiz provided entertainment. It was an enjoyable evening, with a number of Trailable Yacht Clubs and Associations represented.

On Sunday, for Discover Sailing Day, many boats were available for display and over 50 people were taken for a sail on various boats with on water activities restricted to the Docklands area.



As the day progressed the winds slowly abated and those who returned to St Kilda late in the afternoon had a wonderful sail. Some of those leaving earlier motorsailed back to St Kilda.

On our trip back to The Warmies, we had issues with the motor, so I have been investigating a new motor, and had it fitted in time to do some running in over Cup Weekend, in between the sailing, which was carried out when the wind moderated enough! Was a good weekend to read and relax in the boat.

With the sailing season getting underway, remember while you are out to take a few photos of your favourite activity on the water, or a good camping place, or something you have done to make your boat work for you. Write a few words about it and send it to me, and become a published author... Others with a Noelex are always wanting to hear about these things, and such information makes our newsletter interesting reading.

I look forward to hearing from many members about their sailing exploits, and tips.

Fair sailing,

Marg

PRESIDENTS REPORT

Hello Everyone,

Well it's that time of year again giving us the opportunity to look for the best & feel good about each other, reminding ourselves how lucky we are to be living in Australia and celebrating a special time of the year.

There are many opinions about Christmas and, because we are in Australia, we are allowed to have them. How lucky are we.

I saw this image about Santa the other day -



He really has to be more careful. And what *is* Jet-star going to tell the kids?

Let's summarise 2013

We had a very successful National Championship at Gippsland Lakes Yacht Club in March

The Committee of Management adopted a new Constitution to bring our Association in line with the requirements of Consumer Affairs Victoria.

We were successful in registering the Trade-mark 'Noelex' (No 1494379) from the Registrar of Trademarks on 10 December 2012. It is due for renewal on 3 June 2022. This means that no one can use the word Noelex in anything to do with any Telecommunications, Education, Provision of Training, Entertainment, Sporting or Cultural Activities without the permission of the Noelex Yacht Association of Australia Inc.

At this point, I regret to advise you that this will be the last sailing year our wonderful John Burgess will be acting as Vice-President. It took me a while but I finally got rid of the old bugger... Just joking and quite the contrary. To have such a wealth of experience at one's side, giving wise advice without question on all matters to do with sailing was a gift, one for which I am extremely grateful. John

has become a good mate and I will miss his involvement.

So, we need another 'step up to the plate' situation to be adopted by one of you at the appropriate time. We need you. Please don't leave it to the last minute though. I'm sure John would be more than happy to sensibly hand over the reins over a period of time and not at the Annual General Meeting. Anyway for the moment please do give it some serious thought.

I would like to wish you all the best for Christmas and may you all have a very prosperous New Year. And if you are on the water during this holiday season, please be safe.
Andrew Fedorowicz
President
NYAA Inc



Which side would you pass the dredge?

On the side showing the two diamonds—or two green lights at night!

Where was the Noelex below, sailing?



SECRETARY'S REPORT

Hi to all,

The NYAA Inc., & NYS Inc., Rules of Incorporation have now been approved by the members who attended the NYAA Inc., & NYS Inc., Special General Meeting held on 30th October, 2013.



These documents have since been lodged with Consumer Affairs Victoria.

One of the significant changes to the Rules has been the change of our financial year end to the 30th June, so members, in future you will not receive your membership renewal invoices until around the end of March of each year; a bonus of 3 extra months this financial year.

The NX25 and NX 30 National Championships Notices of Race have been posted on the website for your information and action (www.noalex.org.au). The Committee of Management look forward to receiving your entries before the due date. Remember the Championships will be held at the Safety Beach Sailing Club, Dromana on the weekend of 15th and 16th February, 2014.

Although there were no entries last year for the NX 30's even though there were several enquiries as to who had entered, 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 a Championship event.

Since my last report on my recovery from spinal surgery I have had another major operation with my left hip being replaced. Again, thanks to all for your best wishes for my recovery.

I would like to take this opportunity of wishing you all a very Merry Christmas and a safe, healthy and happy New Year.

Finally, all newsworthy items and any contribution of articles of interest to our members should be sent to our Tell Tales Editor, Marg Goddard at the following email address:

marganddoug@bigpond.com

Until next time,

Veronica Burgess
Secretary
NYAA Inc. & NYS Inc.

Fun and Games in Gippsland...

Bayside Trailable Yacht Club had a successful opening weekend sailpast over Cup weekend... A number of Noelexes enjoyed playing with their owners, and scooped the prizes...



But where was the Noelex Association President hiding? Apparently he wasn't to be found!

Thanks to BTYC for these pictures...

Check those trailer wheel bearings

I have just spent this morning checking and replacing all the wheel bearings on my trailer. This is a job that should be done at least once a year and certainly before any long trip. I thought I'd pass on a little bit of this experience. When you have a failed wheel bearing on the way down to the Gippsland Lakes in the rain in the middle of the night, I hope this might help.

For those of you that regard this as a bit of a mystery – read on. Many of you know exactly what to do – stop reading now.

First of all, some stuff that will come in handy:

Jack & jack blocks
Hammer or mallet – to knock bearing buddies off & other stuff later
Big shifter – to undo the retaining nut on the end of the axle
Side cutters & pliers – to get the split pin out. And a new one in.
Socket set – to get the brake callipers off
String – to hold the callipers up so that the brake line does not fall & crack
A tarp to sit on because it is bound to be wet.
Multiple rags to clean up grease (Bunnings approx. \$5 per 1.5kg pack)
Petrol to clean hands, bearings etc – from the boat.
Gal bucket for petrol
Big punch – to punch out existing bearing races
Two short pieces of 3 by 2 - to rest the hub on when punching out the old races
Replacement bearings
Replacement split pins
Wheel bearing grease
Grease gun
Torch/fluoro light etc – you will almost certainly be doing this in the dark.

Go out and get yourself a decent hydraulic jack. Don't rely on the old car jack. And make sure you have some blocks for putting under the chassis once it is jacked up. It's no different to jacking up the vehicle. Safety first!

I also carry a complete hub and brake disk with

bearing races already inserted and ready to go. Also the new bearings to go in them.

Take the wheel off and knock off the bearing buddy (or the cap if sealed).

Tie a cord around the brake calliper to prevent it from falling when it is unbolted. Falling could crack the hydraulic line. If you have cable brakes, forget it.

Unbolt the brake callipers from behind. You will need a socket wrench to get at these. Keep track of which bolt is which as it is likely that one of the bolts is larger than the other.

Extract the split pin with pliers and if you don't have new split pins, keep in a safe place to reuse. Remove the big washer and unscrew the retaining nut.

Remove the front bearing. Lift the hub off the axle. The rubber seal at the back is likely to remain on the axle.

Using the punch, give a few light taps right through the hub to knock the backing plate out. This is holding the rear bearing in.

There will be masses of old grease. Use petrol soaked rags to clean this out.

Rest the hub on the two pieces of 3 by 2. Use the punch and a good heavy mash hammer to belt out the old races. Both sides. They are a very tight fit, but they come eventually.

Clean out the hub with a petrol soaked rag.

Insert the new races, one at a time. Make sure that they face the right way, ready to receive the bearings. Bash them in, using the punch and the mash hammer until they are seated perfectly. There is a special tool for doing this, but it seems to be very hard to find. I have not been able to get one.

Get the wheel bearings ready. Put a big glob of grease in the palm of your hand. Take the wheel bearings and force the grease into the bearing by squeezing it across your hand. Don't under-do this bit.

Put a liberal amount of grease into the hub & around the race where the rear bearing will go. Insert the bearing.

Tap the backing plate in, or alternatively, the new rubber seal with an internal spring which takes the place of the backing plate. If you have this, then

remove the old rubber seal from the back of the axle. If you have the new rubber seal type, tap it in with the hammer until it is flush with the hub. Wipe any grease away from the rubber. Carefully fit the hub with the new rear bearing onto the axle.

Pack more grease into the hole at the front and then fit the new bearing.

Insert the big washer and then the retaining nut. Tighten the nut with the shifting spanner several times. Tighten then back off. Tighten then back off. Un-tighten enough so that the new split pin can go through the hole in the axle. Using the side cutters, bend the long side of the split pin outwards and right up to the centre of the axle. Using the side cutters again, cut off any excess on the other side of the split pin (leave about 3mm). Re-bolt the brake callipers, ensuring that the brake pads are seated correctly. Undo and keep the cord that supported the callipers.

Check the rotation of the hub. It is likely to be "stiffish" but not too stiff. You may hear a sort of scraping sound. This will be the brake pads on the rotor and is normal.

Knock the bearing buddies back in with a mallet or block of wood.

Use the grease gun to get some grease into the bearing buddies.

Replace the wheel.

Pack all the stuff away, ready for next time.

Of course, you would use this same procedure to give the wheel bearings their annual check, and certainly before a big trip. If there is any sign of burning of the bearings at all, throw them out and replace them. And don't just get the cheap Chinese bearings from the discount auto places. These are not hardened sufficiently. Use quality bearings such as SKF, particularly for the larger boats such as ours where the bearings are carrying quite a load.

So if you are halfway down to the Gippsland Lakes on a Friday night and the rain is pouring down, you can now confidently tackle this knowing that you will be back on the road in about 30 minutes!!

**Kenton Lillecrapp
Silk Department NX660**



Yacht Association of Australia Inc

ABN 81 063 080 148 & A0033794K

Incorporating **Noelex Yacht Squadron Inc**

Australian NX 25 & NX 30 Championships 2014

**15 & 16 February 2014
Safety Beach Sailing Club
Safety Beach
Victoria**

Notice of Race and Entry form available on the Noelex website www.noelex.org.au

Entries close at 1700 hours, Monday 3rd February 2014. Late entries will be accepted up until the close of registration and will incur a late entry fee of \$10.00. Entry forms together with the entry fee of \$90.00 shall be lodged with:

The Race Director – Rob Rainsford
Noelex Yacht Association of Australia,
30 Harrisons Road Dromana VIC 3936.

Plan to enter now... For boats entering the Victorian Championships the following weekend, boat storage arrangements are being made.

Is your centreboard winch causing problems?

Details of the Noelex centreboard winch supplier

James Nilsson Ltd

Email: 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.**

2013 Australian Yachting Volunteer of the Year...



John and Veronica Burgess, with David Gotze, President YA immediately after the YA Awards presentation..

Congratulations to John Burgess who on 18th October in Sydney was awarded the highest honour as the 2013 Volunteer of the Year. He was nominated by the Vice Commodore of the Royal Yacht Club of Victoria who acknowledged John's volunteering years associated with yachting. Rather than try and summarise all that John has done, I have included the Nomination and Citation. John has indeed given many hours to his chosen sport, including his time with the Noelex Association and Squadron. Congratulations, John.

AUSTRALIAN YACHTING AWARDS

NOMINEE CITATION

INVOLVEMENT, CONTRIBUTION OR PERFORMANCE DETAILS

Overview

Outstanding involvement, contribution or performances. (Please list in order of merit)

Date	Event	Involvement, Contribution or Performance
2011	YACHTING VICTORIA	LIFE MEMBER AWARD
2003	YACHTING VICTORIA	SERVICES TO YACHTING AWARD
2000 - 07	YACHTING VICTORIA	EXECUTIVE BOARD MEMBER
2004 - 06	YACHTING VICTORIA	PRESIDENT
2005- 06	CHAIRMAN OF EVENTS YACHTING VICTORIA	VOLVO OCEAN RACE MELBOURNE STOP OVER 2006
2007	YACHTING VICTORIA	SERVICES TO YACHTING AWARD

AUSTRALIAN YACHTING AWARDS
NOMINEE CITATION
41 YEARS CONTRIBUTION TO SAILING

1972-1979 VICTORIAN SOLO ASSOCIATION

Member, Secretary, & Co-ordinator of State & National Championships. (8 years)

1991-2003 CASTLE YACHT OWNERS ASSOCIATION INC.

President, Secretary, Member, Newsletter Editor & Publisher, Trophy Officer (13 years)

1987-2013 BENDIGO YACHT CLUB INC.

Member 1987 - 2013

Rear Commodore, Club Captain, Chairman of Sailing Committee, Member of General Committee,

Delegate to Yachting Victoria TYD 1987 - 2002, Delegate to Victorian T/Y Passage Racing Series

Co-ordinator & Race Management State & National Championships, Sailing for Starters

Principal Race Officer, Rescue Boat Duties, Safety Officer, Co - Organiser Open Days and Come Try Sailing Events.

1999-2013 ROYAL YACHT CLUB OF VICTORIA

2006 -2013 Chairman – Lipton Cup Regatta Organising Committee

2006 -2013 Regatta Director –Lipton Cup Regatta

1987-2012 VICTORIAN YACHTING COUNCIL/YACHTING VICTORIA

2011 Awarded Life Membership

2003 & 07 YV Volunteer Awards (x2) for “Services to Yachting”

1999 - 07 Executive Board Member, Vice President, President, Past President (9 years)

2003 - 13 Executive Board Representative to Trailable Yacht Division (11 years)

1994 - 13 Chairman & Member-Trailable Yacht Division (20 years)

1994 - 13 Chairman & Member-CBH & Measurement Committee (20 years)

2002 – 06 Member-YV Constitution Committee, Member-Sailability, Member-Safe Boating Policy Committee, Member-Teams & Match Racing Committee, Member-YV - Marine Safety Victoria-Power Boat Operating Licensing Committee. YV Representative to Goulburn Murray Water (5 Years)

1999-2013 YACHTING AUSTRALIA

2006 Originator of Yachting Australia- National Trailable Yacht & Sportsboat Policy Committee (NTYSBPC).

2006 - 13 Foundation Member & YV Delegate to YA NTYSBPC (8 years)

2006 - 13 Foundation Chairman. Member of YA NTYSB Technical Committee (8 years)

2004 - 6 YA/YV Delegate (3 years)

2006-2013 NOELEX YACHT ASSOCIATION OF AUSTRALIA INC

2001 - 13 Member, Secretary, Vice President (13 years)

2011-2013 NOELEX YACHT SQUADRON INC

2006 - 13 Member, Vice Commodore (8 years)

Diary of two sailors

What Lauren and Graham Candy did between May and July 2013 (apart from gardening etc.)

Aurora Kiss is a Jarkan 39 centre cockpit masthead sloop, built in Australia in 2001 and owned by the Melbourne Cruising Yacht Club, which has twelve (and only twelve) memberships, of which Lauren and Graham have one. They joined the club (by invitation) in 2007.



Aurora Kiss in Keppel Bay

Aurora Kiss (or “AK”) is officially based at Brighton, Victoria but is almost never there. She spends her days (when not on a slip or in a marina somewhere) wandering the east coast of Australia and the Southern Pacific. She spent 18 months in Auckland and the Hauraki Gulf and six months in New Caledonia in 2011/12 before she came back to Australia in October 2012. Lauren and Graham were in the crew that sailed her from Noumea to Bundaberg.

She rested for the summer in the Burnett River Marina, downstream from Bundaberg, out of the official cyclone zone but right in the firing line for the record Bundaberg floods of last summer, with associated torrential rain, tornadoes and river loaded with boats and debris that was running past the marina at up to 12 knots (25 kmh). After the cyclone season passed, she was due to be moved to Mackay for the winter, to allow members to take it in turn to cruise the southern Whitsundays]

Sunday 5 May Crew meeting to plan for the move of Aurora Kiss from Bundaberg to Mackay (departing 21 May). Skipper: Des, crew Graham, Lauren & Peter.

Wednesday 13 May Des drops out (mother

dies) – Graham tapped to be skipper.

Thursday – Sunday Graham prepares passage plan (possible routes, safe overnight anchorages (all wind directions), tides, depths, weather forecasts etc.). Surprisingly, there are very few anchorages on that stretch of coast at that time of year that are safe and comfortable and have all tide access. Most island anchorages (including the Keppels) are affected by swell in developed trade winds. Weather, tides and timing are all critical when making and adjusting a passage plan.

Monday 20 May Fly to Bundaberg – bus to Burnett River Marina. AK looks well washed (after summer storms) but undamaged by floods, flood debris, tornadoes etc. The Gold Coast might have been a safer harbour! Shop for everything (no corner stores out at sea!). Windy and cold.

Wednesday 22 May Weather settling – sailed out of Burnett River before dawn (4.30 am) to make our next anchorage (Pancake Creek – 12 hours sail) by sunset. Graham, Lauren and Peter on board. Still a bit windy and cold.

Arrived Pancake Creek after a pleasant downwind sail in fresh winds under jib alone. Shallow and narrow entrance had to be handled with care but very sheltered anchorage. Dropped anchor and spent a comfortable night.

Thursday 23 May Dawn. Anchor windlass motor seized (might have been damaged during the storms in Bundaberg). Peter wound up 45 metres of chain and anchor by hand to get us on our way!

Decision made to head straight to the marina at Rosslyn Bay, without an overnight stop, to find someone to fix anchor winch. Long sail – 12 hours; arrived in darkness, but harbour entrance well lit. Found our way into a pen.

Friday 24 May Anchor windlass not repairable. Could wait for a new one to be installed (very expensive), make a dash for Mackay (48 hours) or make an overnight stop and pull the anchor up by hand again. Okay in fine conditions but not in the middle of the night after a sudden wind change. With weather forecast ominous and timing of tides not helpful, skipper’s decision was to stay put.

Saturday 25 May Flew back to Melbourne from Rockhampton

Wed 5 June Flew back to Rockhampton with

new crew. Graham to be skipper again. Ready to go with updated passage plan to Mackay. Stocked up on provisions and went down to Rosslyn Bay.

Thurs 6 June Checked out everything, refuelled and topped up water tanks.

Friday 7 June Departed Rosslyn Bay at dawn (6.30 am). Five on board this time – Graham, Lauren, Anita, Brian and Margaret). Not too squeezey – AK can sleep up to six. Destination: Island Head Creek (10 hours sailing). Cold but sunny – lovely morning.

Arrived at Island Head Creek at 4.30 pm. The entrance is narrow and tricky to navigate but the creek is a safe and very pretty anchorage. It is popular with cruisers but is inside the Shoalwater Bay Military Training Area, so if the military is active, bullets and bombs can be flying not too far away. Anchoring in the creek is banned at those times, for good reason. Fortunately, we could go in that night, as nothing was happening that week.

Saturday 8 June Good forecast – departed Island Head Creek on a favourable tide at 7.55 am, after a safe but cool and windy night at anchor. Next stop, Hexham Island (7 hours sail).

Arrived at Hexham Island at 3.00 pm. Narrow, deep cove open to the north but with serious rocks to the west and cliffs and reefs to the east. Anchor dragged twice before gripping. With strong winds forecast, a nervous night ahead.

Sunday 9 June AK stayed put during the night, in blasting winds, but we woke frequently to check she was holding. Very glad to hoist anchor and depart before dawn, as soon as there was enough light to find our way out of the cove.



Lauren at the wheel at sunrise (after leaving Hexham Island)

Sailed to Curlew Island (7 hours). Lovely sailing despite occasional cold rain showers with strong gusts. Approached the island amongst

showers and entered through the eastern passage. A remote but lovely and sheltered anchorage between an island and a sandbar, made even better when the weather cleared to a warm and sunny afternoon.

Had sundowners (for once) in the cockpit and toasted the sunset. Slept better that night! *Monday 10 June* Time to depart (8.15 am). Motor would not start (batteries weak – draining somehow). With no engine or power for the anchor winch (RACQ does not deliver batteries out here), Graham and Lauren hauled up the anchor and 50 metres of chain by hand (didn't this happen once before?). As soon as the anchor was off the bottom, the sails were unfurled and AK made her way out to sea under sail alone through the narrow western channel, with all instruments turned off to conserve power for the radio, in case we needed to call for assistance once back in range of a shore station.

Had a great sail to Mackay, without using electronic navigation aids (doing it the old fashioned way, with compass, paper charts and bearings from coast and islands to plot our course)

Arrived off Mackay. Called Mackay Marine Rescue for a boat to escort AK into the harbour and help us berth. VMR1 came out to greet us. Entered Mackay Harbour under sail. Dropped sail once inside the main harbour and VMR 1 came alongside to nudge AK into her pen. Tied up and relaxed, after rather a long day.

Tuesday 11 June Flew back to Melbourne. AK went off with the remaining crew for a couple of weeks of cruising.

Cruising the Whitsundays

Lauren and Graham continue their tales of cruising the Queensland coast. They have brought Aurora Kiss up from Bundaberg to Mackay for others in the club that owners her to take their turn cruising in the Whitsundays, before AK returns south for the summer. Winds have been too strong (50+ knots at times) for the previous crew to bash south to Mackay, so AK is waiting for them at Airlie Beach...

Saturday 13 July Lauren and Graham flew to Mackay and transferred to Abell Point Marina at Airlie Beach to go on board AK. Stocked up on provisions. Graham to be skipper (again) for next two weeks. New batteries fitted.

Sunday 14 July Refuelled, made up battery clamp, checked motor, sails, rigging, gear, elec-

trics, instruments (a full day's work). The rest of our crew (Lee and Penny) arrived from Melbourne.

Monday 15 July Sailed out of Airlie Beach at 11.00 am (we are now officially off delivery duties and on holiday!) for Cid Harbour on Whitsunday Island. Graham, Lauren, Lee and Penny on board. Cloudy and cool with showers but a nice south easterly wind. Easy motor sailing while everyone gets their sea legs.

Anchored in Cid Harbour (one of our favourites) at 2.00 pm. Swam off the back of the boat. Windy that night but anchor remained secure, in good holding ground. Thirty odd other yachts and power boats anchored nearby.



Swimming in Cid Harbour (Lauren and her brother Lee)

Tuesday 16 July Moved AK to Stonehaven Bay and picked up a public mooring. Saw our first whales on the way there. Too windy to take the dinghy ashore but wonderful views of Hayman Island and Langford Reef.

Wednesday 17 July Moved AK to Butterfly Bay (a famous spot!) and picked up a mooring. Took the dinghy ashore to a tiny beach to have a look at the pristine forest (with ancient cycads) that surrounds the bay. Lee went snorkelling.

Thursday 18 July SE winds, 20-25 knots. Lee on the helm. Moved AK under motor around the northern tip of Hook Island and south to Tongue Bay, beside Whitehaven Beach. Pretty bumpy getting around the north east point of Hook Island – seas short and steep. Picked up the only unoccupied public mooring in

the bay – guaranteed that we would be secure, but the sideways swell normal in Tongue Bay meant the boat was rolling quietly all night.

Cloudy with sunny breaks and occasional showers – cool. Took the dinghy to the beach in Tongue Bay, climbed to the lookout to enjoy the fabulous view over Hill Inlet and Whitehaven Beach, then took the track down to the beach itself. The sand was like talcum powder and brilliantly white – just wonderful!

Friday 19 July Sunny day with a gentle breeze. Left Tongue Bay at 10 30 am and sailed past Whitehaven Beach. Beautiful sailing. Lee again had the helm. Saw more whales, including a calf quite close. Made our way through the notorious Solway Passage at slack water and on to Hamilton Island. More whales in the distance. Tied up in the Hamilton Island Marina

Lee's friend had offered us his penthouse apartment for the weekend, so we had somewhere to stay off the boat, with a shower and a laundry – a chance to wash hair and remove a little of the salt and other odours. Had dinner at the resort at Cat's Eye Bay – very pleasant and not expensive. Slept well, but the room was rocking.

Saturday 20 July Time for a taste of resort life. Lazed by the pool. Picked up Lauren's son Liam (our crew for next week) from the airport.

Sunday 21 July Took everyone out on AK for the day. Sunny and calm in the morning. Motored up to Cid Harbour for lunch and a swim and snorkel.



Aurora Kiss nestling in a superyacht berth at Hammo Harbour, looking very small (centre, first berth, just above the white mast in bottom centre) photo taken from penthouse balcony

Saw several whales on the way and a couple of turtles in the harbour

In the afternoon, a gentle breeze came in, so we were able to raise full sail on the way back to Hamilton Island and give everyone a taste of what sailing is like on a perfect day. Spent another night onshore – had a meal at the pub.

Monday 22 July Time to move on. Refuelled and topped up water. Ran an engine and battery check – all ok. Departed Hamilton Island at 11.00 am – Graham, Lauren and Liam on board. Forecast was for strong winds to the south for a couple of days so went around to Cid Harbour again to ride it out. Lazy day.

Tuesday 23 July Forecast has got worse. Strong winds and adverse tides will make it very hard work sailing south to Mackay in big seas. The big tides (highest and lowest of the year – up to 6 metres) made all southern island anchorages dicey. The wind was against those huge tides every morning, kicking up large, short, sharp seas. Time

maintained on her mooring. All moorings in the bay have boats hooked on, as we all waited for the winds to settle.



Snorkelling, Butterfly Bay (Lauren and son Liam)

Thursday 25 July Still windy. A Marine Parks patrol vessel came alongside and asked us to move off our mooring so they could repair it. Perhaps we were not so safe after all! They guided us to a mooring deeper into Butterfly Bay, from where the coral was only about 20 metres away. Lauren and Liam happily snorkelled off the back of the boat for an hour or so.

Friday 26 July Time to head back to the coast to meet the next crew coming up. Mackay was still not an option in the prevailing conditions (at least two days sailing to windward, mostly wind against tide), so Airlie Beach was our destination, west across the Whitsunday Passage.

The winds were brisk out there (20 – 25 knots), the waves had white caps and the water was breaking occasionally over the deck but we had delayed our departure until the wind was with the ebbing tide. AK handled it all very calmly (with



Butterfly Bay: appearances are deceptive – the bullets were coming down that hillside, at times up to 40 knots

to shelter on the northern side for a while.

Motored around to Butterfly Bay and hooked on to a mooring. Winds starting to gust strongly, but we are secure.

Wednesday 24 July Charter boat base stations are forecasting strong southerly winds and rough seas. They are warning all charter boats to stay away from the eastern side of Hook Island and Whitsunday Island (including Whitehaven Beach) and from all southern islands. Also advising them to approach Hamilton Island with caution and not to cross to Airlie Beach until the afternoon. We listened carefully! Hamilton Island Airport was reporting winds of 40+ knots (80 kmh). AK re-



Lauren relaxing in the cockpit, Butterfly Bay. The large, solid dodger is a blessing in heavy seas and wind!

shortened sail and motor ticking over to help her punch through) and we made Airlie Beach in three hours.

Refuelled AK on arrival, put her in a marina pen, showered and went out to dinner (fish and chips at the sailing club). Met a big crowd from the legendary Shag Islet Cruising Yacht Club (look it up online if you haven't heard of it) and came under heavy pressure to join up, until they found they had run out of membership forms, flags and t-shirts. Maybe next week.

Saturday 27 July Cleaned the boat from top to bottom ready for the next crew to arrive. Dinner at the pub. A band was playing, so Lauren was dancing.

Sunday 28 July Locked up AK, took the ferry out to Hamilton Island to connect with our flight and flew home from there.

Monday 29 July Back in Melbourne.

Graham Candy
Dash NX 970



Dash looking tiny on the travel lift...

Q: What do you call a crate of ducks?

A: **A box of quackers**

Replacing the wicks in a meths stove

You don't have to do this task often, but it crops up occasionally. This meths stove is Ravia brand but it is similar to the Maxi. It was not burning well and boiling the kettle took much longer than normal.



The first thing to try was to check the wicks and the feed tubes. I found that I had to replace the wicks. For good measure I cleaned the tubes, removing a lot of sandy sludge.

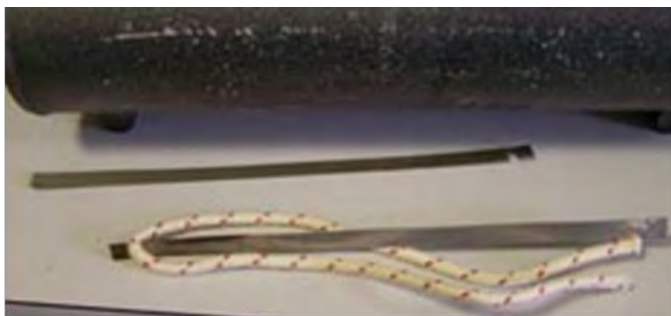
I took pictures as I went along to make a record for reference. The Ravia stove is assembled slightly differently to the Maxi - if I remember correctly the Maxi pulls apart from the front, where the Ravia wicks come out at the back. Either way, if you need, make a diagram so you remember how it goes back together.



When I removed the wicks they looked like old string. They were too fine.

The proper wick material is obtainable from T W Sands & Co, 508 Swanston St Melbourne VIC 3000
ph: (03) 9347 2804

First task is to empty the meths tank. Drain any meths into a suitable wide-mouthed container. Undo the nuts which connect the burner tubes to the tank, and remove the wicks and their supports – those long pieces of thin stainless with a notch in one end to hold the wick material.



Unscrew the knob by turning it until it comes out, and take the nut off to gain access to the burner tube. Make sure it is clean. Clean the needle valve and seat as well as you can without damaging either.



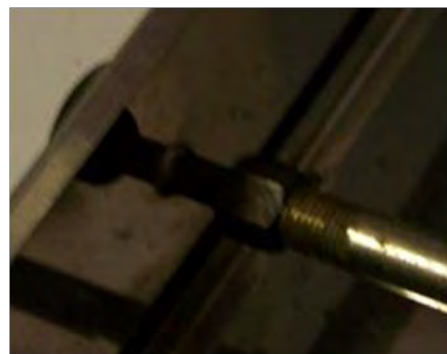
I also washed the tank out with meths as there seemed to be more sandy type material in it, along with fine sludge!



When all is clean, reassemble the stove, taking care with the flare joint onto the tank. If you get a thread caught in the flare, the joint WILL leak. I know!!! Even a little weep is too much.

Replace the nut and the needle valve/knob. When everything is tight again, try the stove, especially watching for any leaks or weeps from the joints. Ravia stoves seem to have a gal tank under the

stainless trim where the Maxi appears to be all stainless!



Finished job – now boils the kettle.



Since I wrote this in 2009, (and had a modified version published in Cruising Helmsman in 2011) the stove has worked well until recently when it has been flaring on one burner. Consequently it has been removed from the boat for further attention, and replaced with a two burner Origo stove. I intend to check the burner that is flaring to see if the needle valve is damaged or if the wick needs to be replaced again.

The Origo works on a different system, not requiring priming, and is therefore less likely to cause hassles when being lit. I will be interested to see how it performs this summer when we go cruising... Comparison coming up!

Marg Goddard
Special Edition
NX 708

Q: What do you call a penguin in the Sahara desert?

A: **Lost**



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 Noelex 25 Country Championships
2.	Sun 03 November 2013 <i>Postponed to Nov 17 due to weather</i>	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.





Four Winds Marine Victorian Trailable Yacht Championships 2014

REMINDER NOTICE

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

This event is being held the weekend after the **Noelex National Championships on 15 & 16 February at Safety Beach** on the picturesque Mornington Peninsula.

Safety Beach Sailing Club and the Martha Cove Marina Management are finalising details on the opportunity for trailable yachts to be left on trailers for the week in-between.

This is a great opportunity for Noelex owners and crews to enjoy great racing over two weekends in both mixed and class events.

The Victorian Trailable Championships regatta is the third event of the five event Victorian Trailable Travellers Series.

Further details will be available during January on the following websites:

Noelex Yacht Association of Australia Inc. website: noelex.org.au

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

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

- Craftsman Made Sails
- Sail Repairs & Alterations
- Sail & Boat Covers
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- All Computer Designed
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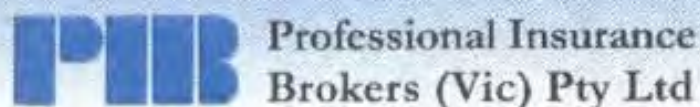
Peter Green Sails

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