

Noelex *Telltales*

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The Official Newsletter of



Yacht Association of Australia Inc

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Noelex Yacht Squadron Inc

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Noelex 744 Tainui practising MOB rescue techniques at an MTYC training event in 2011

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**NOELEX YACHT ASSOCIATION OF AUSTRALIA INC
COMMITTEE OF MANAGEMENT 2014 - 2015**

President Andrew Fedorowicz	
Vice President Ron Parker	
Secretary Veronica Burgess	
Treasurer Kenton Lillecrapp	
Ordinary Member Trevor Brown	
Ordinary Member Peter Williams	

APPOINTMENTS

Publicity/Media Andrew Fedorowicz	
Property Veronica Burgess	
Website Gil Webster	
NX 25 Representa- tive Rob Rainsford	
NX 30 Representa- tive Trevor Brown	
Public Officer Veronica Burgess	
Measurer; YV Representative John Burgess	
Telltales Editor Marg Goddard	

**NOELEX YACHT SQUADRON INC
COMMITTEE OF MANAGEMENT 2014 - 2015**

Commodore Rob Rainsford	
Vice Commodore Ron Parker	
Secretary Veronica Burgess	
Treasurer Kenton Lillecrapp	
Ordinary Member Marg Goddard	
Ordinary Member John Burgess	

REGIONAL REPRESENTATION

Albury-Wodonga VIC/NSW Terry Caldwell	
Hawkesbury NSW Chris & Briar Jensen	
Mallacoota VIC John & Liz McKay	
Paynesville VIC	
Port Stephens NSW Doug Cross	
ST Georges Basin Sussex Inlet Jervis Bay NSW John Drummond	
Adelaide SA David & Esme Leibbrandt	
Mt Gambier SA	
Tasmania Brian and Chris Bodger	
Brisbane Qld	

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From the Editor

Hi everyone,

It seems to have been a while since the last edition. As always, collecting enough interesting information pertaining to our boats takes time, so thank you to those who have contributed. This edition also contains much administrative material relating to the conduct of our Association, and some safety information which we want to disseminate for everyone's benefit.

I know that some of you have been to far flung places, or even sailed locally, so how about your impressions of those cruising locations, or the



tales of how you did in the various racing events that have taken place. All supported of course with the wonderful photos you have taken. I know my boat stays on the trailer far too much, and it has even been out a couple of times lately without me (my sons are quite competent!) which was annoying for me even if they had a great day.

And for some of us less experienced sailors, what about some racing hints and tips, including setting up the boat, from those who are more experienced.

It all makes for a much more interesting read, and who knows, even more newsletters...

I look forward to hearing from you all.

Fair sailing, Marg

PRESIDENTS REPORT

Dear Members.

Crikey! Isn't it cold, and, miserable. I visited Simply Magic the other day. She is currently residing with Trevor down at Bluewater Marine in Paynesville. She was sitting there, shaking, rattling and shivering to death.



All the other boats alongside were acting similarly, and not wanting to move.

She wouldn't even let me open the companion way hatch, for fear that I would want to take her out. I sympathised, rugged up, got back in my car, and drove home.

COME ON SUMMER!

Well, this sailing year is almost over and the 2015 AGM is quickly approaching.

We still have quite a substantial number of members that have not paid for their 2015-2016 Subscriptions. Come on guys & gals, help us out, get it done, send us your \$60.00, so we can cross you off our list.

We've had two significant events recently which I will summarise here because the majority of you have already been advised by email.

1. The Noelex Championships were carried out on the Gippsland Lakes in March, hosted by Gippsland Lakes Yacht Club (GLYC). It was organised professionally and efficiently and once again I give my personal thanks to GLYC for running the event.

2. At a recent Special General Meeting held at Royal Yacht Club of Victoria (RYVC) on 20 May 2015 it was decided to disaffiliate the Noelex Yacht Squadron Inc. from Yachting Victoria. The NYS Inc. shall remain as the racing arm of NYAA Inc. The four members who obtained their Silver Cards through NYS Inc. have been advised to obtain their cards from their own yacht clubs in future.

Recently, I also sent out an email requesting for your thoughts about why we had such small numbers at the Championships. Thank you for those

that have responded in such a positive way.

All suggestions will be considered and discussed at our next Committee of Management meeting to be held at RYVC on 15 July 2015. If there are any other members still wanting to contribute to the discussions regarding this matter please advise me prior to this meeting.

That's about it from me.

RUG UP and STAY WARM.

It will be over soon.

Be Safe

With Warmest Regards

Andrew Fedorowicz

President

Keel Safety Rope

There has been some recent discussion about the safety rope, attached to the keel, inside the keel casing of a Noelex 25.

This rope is there for a special purpose. If you should ever have the misfortune of breaking your keel cable, the rope is there to ensure that your keel remains attached to the boat.

The Noelex does come with a keeper plate, usually at the very bottom of your keel casing, which is meant to prevent the keel from escaping, should the cable, or the winch fail. The rope is there as an added safety device and should be subject to your normal check and maintenance of all equipment.

Inspection is best carried out after the boat has been launched and the keel wound down. You will

need to remove the inspection plate at the side of your keel case and then make a thorough inspection.

Removal of the plate will not result in water streaming in.

See the further information on page 13 re this rope and its attachment.

SECRETARY'S REPORT

Hi to All,

I hope that all members have enjoyed their sailing and cruising over the past summer months and all have returned safely home.



Just a friendly reminder that Annual Subscriptions are due 1st July, 2015 and, a big thank you to all those members who have already paid their annual fees. It certainly makes the Treasurer's job and mine much easier.

Over the past few months there has been quite a lot going on.

Noelex NX25/NX30 National Championships:

This event was conducted at the Gippsland Lakes Yacht Club in March, and was poorly attended by members with only 5 yachts competing. Perhaps this was due to the event being held the week after the Marley Point Overnight Race and the week before the Yachting Victoria Trailable State Championships. However, our congratulations to Glenn Collings and his crew in once again being successful and taking out the Championship title, and David Philipps and crew in taking out the Handicap event.

Noelex NX25/NX30 NSW Inaugural Championships:

As our Association is a national organisation and because of a request from an interstate member to hold an event in NSW, the C of M decided to conduct the inaugural NSW Noelex Championships in conjunction with the YA National Trailable Yacht and Sportsboat championships at Lake Macquarie during the Easter break. Although ample notification of the Regatta was given to interstate member to make the necessary arrangements to attend, not one NSW Noelex member bothered to enter.

Noelex Traveller Series:

For those members interested in racing, the C of M is intending to introduce a Traveller Series which will consist of 5 races. It is the C of M's intention to hold this event in conjunction with the Yachting Victoria Traveller Series. Members will be advised via email when the event program is finalised.

Noelex 25 Decals:

Members are advised that the Secretary has on hand, Noelex decals at a cost of \$20 for a set of two (2) for members and \$30 a set for non-members, plus an extra \$6.00 for postage.

Urgent Safety Notice for Portable Gas Stoves – Please note attachment from Yachting Australia. (See p 20. Ed)

Insurance PIB/QBE:

Earlier this year our Noelex 25 which is kept in our machinery shed at home was broken into. As a consequence of the theft of several items from the boat we contacted our broker (PIB). The result of that contact was very disappointing to say the least, as the service that was once given by Andrew Johnston (retired), was non-existent.

The person that took over from Andrew Johnston was of no assistance whatsoever. We supplied a list of items stolen from the boat along with their replacement costs. These replacement costs were taken from retail suppliers and catalogues. QBE through PIB then wanted us to then supply written quote(s) and further, stated that the items would be depreciated by 25%.

Amongst the items stolen was a Honda i20 generator. Thank goodness this was covered in our home contents insurance with GIO who sent out an assessor immediately we contacted them. PIB/QBE were also requested to send an assessor to inspect the boat but failed to do so.

It is superfluous to say, we have found another insurer and will be negotiating a group deal with them. It is expected that a group venture may provide a lower cost, no fuss, efficient insurance company which members may wish to deal with in future, if and when required. If and when further details are available I will keep you informed.

Annual General Meeting:

At our last Committee of Management meeting a date was set for our forthcoming Annual General Meeting, which will be held on Wednesday 22nd July, 2015 at the Royal Yacht Club of Victoria, 120 Nelson Place Williamstown at 7.30 pm.

Those wishing to partake of dinner prior to the meeting may do so by booking with the Secretary

prior to the 17th July, 2015. Dinner costs are to be met by each member/s. Please note the above AGM details in your diaries as the Committee of Management would like to meet with you.

A very short Committee of Management Meeting will follow the AGM.

Members who, for whatever reason, cannot attend the AGM are invited to contact the Secretary with any issues or items of interest they wish to be discussed by the C of M at this meeting.

Welcome to New Members:

At this time I would like to extend a warm welcome to new members who have joined our Association in the past few months:

David & Di Comtesse	'Old Mac'
Scott & Sonia Jones	-
John & Caris Humphreys	Two Way Street'
Graham Douglas	- 'Wizard'
Graeme & Tonia Vertigan	- 'Jendah'
Peter & Christine Craig & Family	- 'Razzmatazz'
Warren & Christine Mathieson-	'Fast Forward'
Robert & Jane Armstrong	- 'Wind Quartet'

And, say a goodbye to those long time members who have sold their NX's and moved on to other activities: Brook and Jack Felsenthal

Michael and Sue Oxe

Robert Flew

Brad and Jenny Taylor

Colin Hobbs

Brian Enno

Stephen Brady

Nigel and Meredith Berry

Rob & Helen Skerman

Remember, all items of news and any contributions of sailing articles, cruise activities should be sent to our Tell Tales Editor, Marg Goddard at the following email address: '

marganddoug@bigpond.com

Until next time,

Veronica Burgess

Secretary

Alternate Engine Install

Regarding the article on outboard engine installation. When I purchased Winsome more than 10 years ago a couple of owners had the same problem and addressed it similar to the article. I copied their approach and it has worked well for me since. The difference is that our engines were 8hp Yamaha's. Probably similar size to that in the article. We were able to centre our engines on the mounting board making it easier to raise and lower the engine. To do this the big tiller arm was removed. I used a motor mower cable directly linked to the throttle control inside the engine cover. I purchased an older model gear lever that is attached directly to the gear shift linkages inside the engine cover. I checked with my Yamaha dealer about 12 months ago and he advised me the current engines can still accept the modification. I have attached a photo to demonstrate the changes I made.

Peter Williams
Winsome



An observation about brakes...

Regarding the brake maintenance article in the last issue. I note the brakes are mechanical over ride type. Even for a Sonata I think they may no longer satisfy RTA trailer requirements. I don't think that there would be many if any of our boats that would come in under 2 tonnes on the trailer (unless stripped out). To satisfy 2t+ I have had 4 wheel hydraulic discs fitted with electric operation and breakaway features. . I paid the Trailer Repair Centre to fit the upgrade, and continue to pay them to do maintenance every 18 months or so.

Peter Williams

Prevention is definitely better than cure...

Recently, when entering Hillary's Boat Harbour returning from a few glorious days at Rottneest Island, as I began winding up the keel..... bang! The cable snapped and luckily the keel came to rest on the "stopper plate". I'm guessing that if it drops from any height, there is a strong likelihood that the keel would smash through/past the plate. I was lucky.

My fault. Firstly, like most, my boat is not a youngster. It was not sailed much by the one and only previous owner, and I dare say that the keel cable has never been replaced. Since buying the boat quite recently, I was determined to change the cable but hadn't quite got around to it YET. It seems there is always a higher priority?????? Mmmmm. Secondly, in the usual rush, I had forgotten to remove the locking pin before winding! Double-Mmmmm with a Tut-Tut. In mitigation, on my previous boat (now called Lee-wana), I rarely inserted the pin (lazy), and so out of habit, forgot to take it out. Also, in my defence, I remembered the pin just as I started to wind and felt the resistance but alas, too late. I had hardly applied any pressure at all, and afterwards, looking at the frayed cable, I firmly believe that it was about to 'let go' anyway. I was just very lucky the keel only fell a centimetre or two.

Have you ever thought how you might deal with such a situation? I had thought about it but sort of adopted the attitude that "it shouldn't happen to me".

What do I do now! Firstly, tie up to a jetty and phone my brother-in-law (also an owner and guilty of introducing me to the N25). He kindly took me home to fetch bits of wire and extra tools etc.. After removing the keel winch, I was able to thread some dyneema rope (swiped from my trailer winch) down and around the keel "cross-pin" to which the cable is normally attached. I replaced the old cable on the winch with the doubled-over dyneema and successfully winched up the keel, trailered and went home. By the way, a handy tip - the flexible stretchy white plastic-coated curtain wire used to hang lace curtains has a couple of handy uses. I also use it for threading ropes down the inside of the mast, and can be bought by the metre (Spotlight).

So.... the fix. Firstly, I removed the winch again and gave it a clean as best I could without dismantling, since I don't believe it has been overworked. I fitted a new grease nipple which was missing and then greased well, while turning the gears. On the cable spool (drum), I drilled a second anchoring hole further out and next to the existing hole and filed any sharp edges. Now, I anchored (with knots) two lengths of new Dyneema rope through the holes. I used the rope from a trailer winch rope rated at around 3,500kg, which I bought at a local boating shop (country-wide chain) and comes as a length of blue Dyneema with a hook attached. Be aware that the product is sold in two different sizes (both length and strength) and I chose the larger. Of course, there are alternative ropes that can be bought by the metre. I measured out the lengths so that I was assured of at least a couple of turns around the drum (spool), plus a drop of approximately 1 metre and then enough to attach to the keel. I worried a bit about how best to attach to the keel - it is quite awkward to get at when in place. I ended up pre-tying a simple loop knot in each with a second 'safety knot'. I lightly taped (insulation tape) the two ropes together with the knot openings aligned and 'teased' open. The end of the tape extending up around the ropes for removal later. I then, manipulated the knotted ends through the top whole of the keel until aligned so that the cross-rod could be inserted through from the outside and through the two knot openings. It took a couple of attempts. I was then able to remove the insulation tape from above. I refitted the winch and wound up the ropes in parallel as tightly as I could. And Bob's Yer Uncle.





A couple of considerations. I see it has been suggested to use two different lengths of rope – the longer one as a “back-up”. My thoughts..... with the Dyneema winding up around the spool, as it overlays on the spool, the diameter will vary inconsistently and

hence the wind-up length will also vary. I have set both my ropes to the same length. At stages, I am sure one rope may well be loaded more than the other but they both seem to even out as the spooled rope thickens on the spool. Furthermore, they both seem to roll up quite neatly side-by-side and fit comfortably on the spool. Keep in mind that each rope has a 3,500kg rating - combined that is 7 metric tons! I am still a teeny bit concerned about a), the knots holding and b), any chafing. Fortunately there is the access cover on the side and a simple inspection can be made when lowering the keel. My confidence grows after each inspection. So far so good. Another advantage using dyneema-type is, with steel, as you wind up the keel, occasionally you hear and feel a knock as the steel cable slips off the side of the layer of cable below itself on the spool - if that makes sense? This doesn't seem to happen with the dyneema.

Lessons learned. If you haven't ever replaced the keel rope or have, and it's been a while, then I strongly suggest you do it, rather sooner than later. I was lucky but others haven't been, with dam-



age, possible keel loss, and a lot of frustration and heartache! Also, I have now attached a piece of string to the keel locking pin with a loop at the end. Once I have inserted the pin, I loop the end over the keel winch handle to serve as a reminder. Lastly, it is probably a good idea to have a few bits 'n pieces and tools on the boat specifically for this eventuality.

Prevention is definitely better than cure – believe me.

Peter Frestel
767 Serenity

SAFETY TIP

Following the **total failure** of the bow towing eye on “Take It Easy” whilst travelling at speed on the Calder Highway on the way to the Murray River, Joan Rockliff is of the opinion it is dangerous to rely only on the towing eye to keep the boat attached to the trailer.

The towing eye (listed as a “U” bolt in chandlery catalogues) failed at the minor diameter of the threaded sections, there does not appear to be any evidence of corrosion but the fitting does display slight deformation.

When towed the boat is now also attached to the trailer by stout line from a strong point on the stem to the trailer winch post.

Joan Rockliff



With thanks to Bayside Trailable Yacht Club

From the Special General Meeting

Dear Members,

On Wednesday, 20 May 2015 at the RYVC in Williamstown, a Special General Meeting of members of the NYS Inc., and the NYAA Inc., was convened to discuss the viability of the Noelex Yacht Squadron Inc.

It was agreed by the members present that we should no longer pay the difference between what we receive from Silver Card subscriptions and the monies that we are being asked to contribute for affiliation with Yachting Victoria.

As there are presently only four members of the NYS Inc., it was unanimously decided by the members present to disaffiliate the NYS Inc., from Yachting Victoria forthwith.

It was decided to maintain the incorporated structure of NYS Inc., and to retain it as the racing arm of the NYAA Inc.

Should you have any further enquiries regarding this matter please call me ASAP

With Warmest Regards



Andrew Fedorowicz
President

From the Committee

Dear Members

On Wednesday, 20 May 2015, at RYVC in Williamstown, the Committee of Management of the Noelex Yacht Association of Australia, discussed the timing & location of the 2016 Noelex Yacht Championships.

It was acknowledged by all that the numbers attending the 2015 Championships at GLYC was disappointing and the strategy in arranging our event in the middle of two other major sailing events on the Gippsland Lakes, without any breaks between the weekends, was flawed.

One shining light was that we had 2 Noelex 30's competing for honours. It was great to see them at the time and their presence was acknowledged and applauded by all competitors at the Awards Ceremony.

I am now responding to the various comments received by putting to the members, as to when (and where) they thought would be the most suitable time of year to hold our annual event.

To help the consideration please find below the following:-

150521 TY Divisions Events Calendar 2015-16 **DRAFT COPY**

I remind you all that on the weekend of 5 & 6 May 2012, at Safety Beach Sailing Club, a total of 19 Noelex's competed. I am led to believe that this could probably have been the best turnout of Noelex Yachts for a Championship in all of the years of the Association's existence.

This was held at a time of year when there are few other sailing events - see the calendar.

Anyway, the Committee has to send out Expressions of Interest to potential hosting sailing clubs by our next Committee of Management meeting to be held at RYVC on 15 July 2015.

Please don't leave your thoughts to the last minute. As soon as you've given this some consideration and think that you could offer a beneficial response, please advise me or any of the other Committee members of when you would like the 2016 Championships run, and WHERE?

Remember, the Committee is here, working in your best interest. So please, if you have some advice or an opinion to give, let's know.

Should you have any further enquiries regarding this matter please call me ASAP

With Warmest Regards



Andrew Fedorowicz
President

Yachting Victoria Trailable Yacht Division Calendar of Open Events - DRAFT MAY 2015

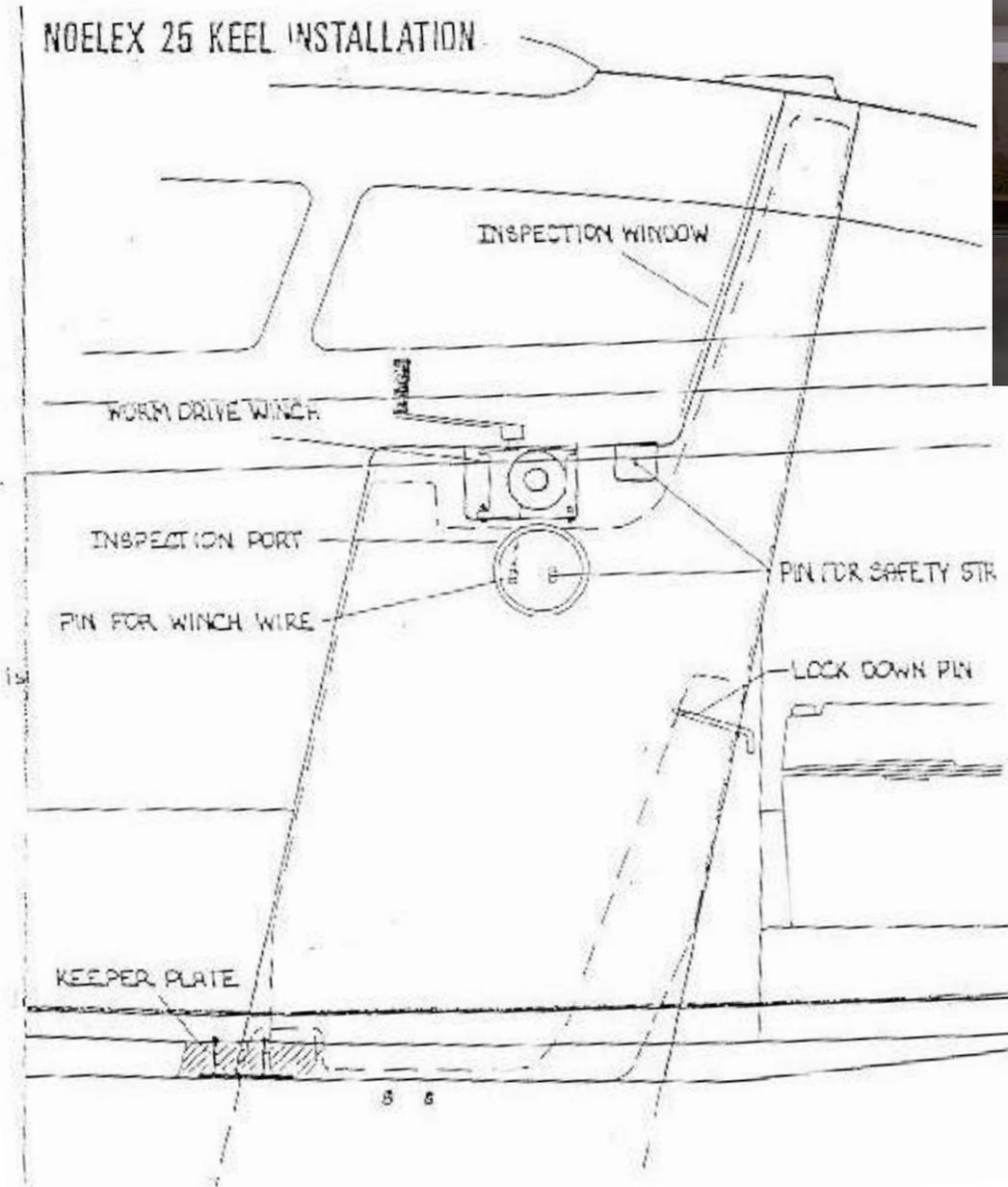
Note: CPW - Club Protected Weekends

TBC - To be confirmed by host clubs

SEPTEMBER	2015	EVENTS	HOST CLUBS	NOTE
Sat 05				
Sun 06				
Sat 12		Trailable Yacht Regatta*	Albury Wodonga YC*	TBC
Sun 13		Trailable Yacht Regatta*	Albury Wodonga YC*	TBC
Sat 19				
Sun 20				
Sat 26				
Sun 27				
OCTOBER	2015			
Sat 03	CPW			
Sun 04	CPW			
Sat 10				
Sun 11				
Sat 17		YV Trailable Yacht Div Season Opening at Docklands		
Sun 18		YV Trailable Yacht Div Season Opening at Docklands		
Sat 24	CPW			
Sun 25	CPW			
Sat 31		Aus Sportsboat Champs	Gippsland Lakes YC	
NOVEMBER	2015			
Sun 01		Aus Sportsboat Champs	Gippsland Lakes YC	
Sat 07				
Sun 08		Queenscliff - Geelong Race	Geelong Trailable YC	
Sat 14		Lipton Cup Regatta	Royal Yacht Club of Victoria	
Sun 15		Lipton Cup Regatta	Royal Yacht Club of Victoria	
Sat 21	CPW			
Sun 22	CPW			
Sat 28		Arthur the Great Race	Geelong Trailable YC	
Sun 29				
DECEMBER	2015			
Sat 05		Around Sunday Island Race	Port Albert YC	
Sun 06				
Sat 12				
Sun 13				
Sat 19	CPW			
Sun 20	CPW			
Sat 26				
Sun 27				

JANUARY	2016			
Sat 02				
Sun 03				
Sat 09				
Sun 10				
Sat 16	CPW			
Sun 17	CPW			
Sat 23				
Sun 24				
Sat 30	CPW			
Sun 31	CPW			
FEBRUARY	2016			
Sat 06	CPW			
Sun 07	CPW			
Sat 13		Longbeach - Twilight Passage Race	Mordialloc Motor YC	
Sun 14				
Sat 20		Around French Island Race	Warneet Yacht Club	
Sun 21				
Sat 27		Victorian Trailable Yacht And Sportsboat Championships	Melbourne Trailable YC and Royal Melbourne Yacht Squadron	TBC
Sun 28				TBC
MARCH	2016			
Sat 05	CPW			
Sun 06	CPW			
Sat 12		Marlay Point Overnight Race	Lake Wellington YC	
Sun 13				
Sat 19				
Sun 20				
Sat 26	CPW	Easter Regatta	Gippsland Lakes YC	
Sun 26	CPW	Easter Regatta	Gippsland Lakes YC	
APRIL	2016			
Sat 02	CPW			
Sun 03	CPW			
Sat 09				
Sun 10				
Sat 16				
Sun 17				
Sat 23	CPW	Loch Sport Pulse Lakes Challenge	Loch Sport Boat Club	
Sun 24	CPW			
Sat 30		MTYC Four Points Race	Melbourne Trailable YC	
MAY	2016			
Sun 01				
Sat 07		MTYC Four Points Race (Resail)	Melbourne Trailable YC	
Sun 08				
Sat 14				
Sun 15				
Sat 21				
Sun 22				
Sat 28				
Sun 29				

NX 25 Detail of Keel cable and safety stop installation...



Keel fully extended showing pins...

I found the diagram above to be helpful when trying to work out how to install/replace the keel cable, and to visualise the safety stop or rope which is certainly on my boat. (Looks like about 12 mm braid?) When my keel was repaired several years ago I took some photos underneath the boat which showed where the keeper plate fits.



Left: Rear of keel showing mounting holes for bolts. These need to be well sealed with a suitable sealant...
 Right: Front of keel. I was told that the space around the keel was filled to reduce slop and had to be removed to remove the keel. I am not sure what stage this was at in replacement...



I hope this adds some information to Peter's article earlier in Telltales...

Marg Goddard

Treasurer's Report:

Noelex Yacht Association of Australia Inc.

The Treasurer Kenton Lillecrapp spoke to the Financial Report for the NYAA Inc. (see attachment), and after a clear and concise summation of the Report invited questions. Discussion followed regarding membership subscriptions and the number of members. The Treasurer stated that the financial position of the NYAA Inc. was sound and recommended no increase to the NYAA Inc., subscriptions for the financial year 2015/2016.

It was resolved:

"That the Financial Statements for NYAA Inc., as tabled be received."
further,

"That the Noelex Yacht Association of Australia Inc. subscription for 2015/2016 remains unchanged at \$60.00".

Moved: Kenton Lillecrapp **Seconded:** John Burgess **Carried.**
Noelex Yacht Squadron Inc.

The Treasurer spoke to the Financial Report for the NYS Inc. (see attachment), and stated that the NYS Inc., financial situation was dependant on the NYAA Inc., financial support. It was further indicated that this matter would need to be addressed at the next meeting of the C of M.

It was resolved:

"That the Financial Statements for the NYS Inc. as tabled be received and accepted."

further,

"That the subscription to and financial position of the NYS Inc. be discussed at the first Committee of Management meeting after the AGM".

Moved: John Burgess **Seconded:** Kenton Lillecrapp **Carried.**

Secretary's Report :

The Secretary indicated in her report that the Rules of Incorporation had been adopted by Consumer Affairs Victoria and that we now operate from 1st July to 30th June each year. Membership numbers fluctuated during the financial year due to changes in ownership and new members. Total membership at 30th June, 2014 were 196 members (83 yachts) for both the NX25's and NX30's. (see attachment).

It was resolved:

"That the Secretary's Report as tabled be received".

Moved: Ron Parker **Seconded:** Trevor Brown **Carried.**

NOELEX 25 REPORT – There was no Report of NX25's due to Rob Rainsford's ill-health.
NOELEX 30 REPORT by Trevor Brown (see attachment)

It was resolved:

"That the NX 30 Report as tabled be received and accepted".

Moved: Trevor Brown **Seconded:** Ron Parker **Carried.**

5. Appointment of Returning Officer,

A nomination for Graham Candy as Returning Officer was accepted on the motion of Veronica Burgess, Seconded by Trevor Brown and Carried.

Graham Candy as Returning Officer declared all of the Noelex Yacht Association of Australia Inc., positions vacant and tabled Proxy Votes received from Financial Members. He deemed them to be in ac-

cordance with the NYAA Inc. Rules of Incorporation.

Peter & Linda Williams)
David Brook) in favour of the Secretary.
Margaret Goddard)
Martin Jones in favour of the Treasurer.

NOELEX YACHT ASSOCIATION OF AUSTRALIA INC.

6. Election of NYAA Inc Committee of Management for 2014/2015

Nomination Forms were received from the following financial members and were deemed to be in accordance with the NYAA Inc., Rules of Incorporation.

President: Andrew Fedorowicz Nominated by: Veronica Burgess
Seconded: John Burgess

Vice President: Ron Parker Nominated by: Marg Goddard
Seconded: Veronica Burgess

Treasurer: Kenton Lillecrapp Nominated by: John Burgess
Seconded: Trevor Brown

Secretary : Veronica Burgess Nominated by: Marg Goddard
Seconded: John Burgess

Ordinary Members of the Committee:

Peter Williams Nominated by: Trevor Brown
Seconded:

Trevor Brown Nominated by: John Burgess
Seconded: Veronica Burgess

As the above nominations were in accordance with the NYAA Inc. Rules of Incorporation, the Returning Officer declared the above named persons elected for 2014-2015.

NOELEX YACHT SQUADRON INC.

The Returning Officer declared all positions of the Noelex Yacht Squadron Inc., vacant and tabled a Proxy Vote received from Martin Jones in favour of the Treasurer. He deemed it to be in accordance with the NYS Inc. Rules of Incorporation.

7. Election of Noelex Yacht Squadron Committee for 2014/2015

Commodore : Robert Rainsford Nominated by: Veronica Burgess
Seconded: John Burgess

Vice Commodore: Ron Parker as above

Note: The positions of Vice Commodore/President, Treasurer and Secretary are the same as for the NYAA Inc. Committee of Management.

Ordinary Members of the Committee:

John Burgess Nominated by: Trevor Brown
Seconded: Veronica Burgess

Marg Goddard Nominated by: Veronica Burgess
Seconded: Trevor Brown

As the above nominations were in accordance with the NYS Inc. Rules of Incorporation, the Returning Officer declared the above named persons elected for 2014-2015.

The Returning Officer then vacated the chair in favour of the President Andrew Fedorowicz.

8. Appointments – General:

Publicity/Media Andrew Fedorowicz
Property Veronica Burgess
TelItales Editor & Production Margaret Goddard
Noelex 25 Representative Rob Rainsford
Noelex 30 Representative Trevor Brown

Web site Production	Gil Webster
Race Director	Rob Rainsford
Measurer	TBA
Yachting Victoria Representative	John Burgess

9. Appointments - Regional Representatives:

Albury/Wodonga	Terry Caldwell
Paynesville	TBA
Mallacoota	John and Liz McKay
South Australia - Adelaide	David & Esme Leibbrandt
South Australia – Mt Gambier	TBA
Brisbane	TBA
Hawkesbury Area	Chris & Briar Jensen will remain as a contact
NSW South Coast - St Georges Basin, Sussex Inlet & Jervis Bay	John Drummond
NSW North Coast - Port Stephens	Doug Cross
Tasmania	TBA

It was resolved:

“That the above Appointments for 2014-2015 be adopted.”

Moved: John Burgess **Seconded:** Lauren Candy **Carried.**

10. Special Business/Any Other Business

Appointment of Honorary Member 2014/2015 – Gil Webster

It was resolved:

“That Gil Webster be awarded Honorary Membership of the NYAA Inc. for the season 2014/2015”.

Moved: John Burgess **Seconded:** Ron Parker **Carried.**

Andrew Fedorowicz
President
NYAA Inc.

Rob Rainsford
Commodore
NYS Inc.



Yacht Squadron Inc.

A 0013620Z

Registered Office: **PO Box 380** **Sunbury** **Victoria 3429**
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MINUTES OF THE SPECIAL GENERAL MEETING
held at
ROYAL YACHT CLUB OF VICTORIA
on
WEDNESDAY, 20th MAY, 2015 AT 7.30 PM.

Present: Rob Rainsford, Andrew Fedorowicz, Ron Parker, John Burgess, Kenton Lillecrapp, Margaret Goddard, Veronica Burgess, Trevor Brown, Linda Clarkson.

Apologies: Peter & Linda Williams, Ray Hemmings, Keith Pembleton, Martin Jones, David Willcox.

Special Business:

The purpose of this Special General Meeting was to discuss the future of the Noelex Yacht Squadron Inc. and its ongoing affiliation with Yachting Victoria and the issue of YA Silver Cards.

Due to the NYS Inc., having only four members it is facing financial difficulty in paying the YV affiliation fee.

A explanation of the YV banding system was explained to the meeting by John Burgess.

After lengthy discussion, questions and answers it was decided that the Noelex Yacht Squadron Inc. would continue to operate under its Rules of Incorporation.

As the financial situation was no longer viable, it was the consensus of the meeting that the Noelex Yacht Squadron Inc. would disaffiliate with Yachting Victoria.

2/..

It was resolved:

“That the Noelex Yacht Squadron Inc. disaffiliate from Yachting Victoria and any outstanding fees be paid to Yachting Victoria”.

Moved: Trevor Brown **Seconded:** John Burgess **Carried.**

The Secretary to advise Yachting Victoria of the “Resolution”, and further to advise that any outstanding fees owed by the Noelex Yacht Squadron Inc. would be settled immediately.

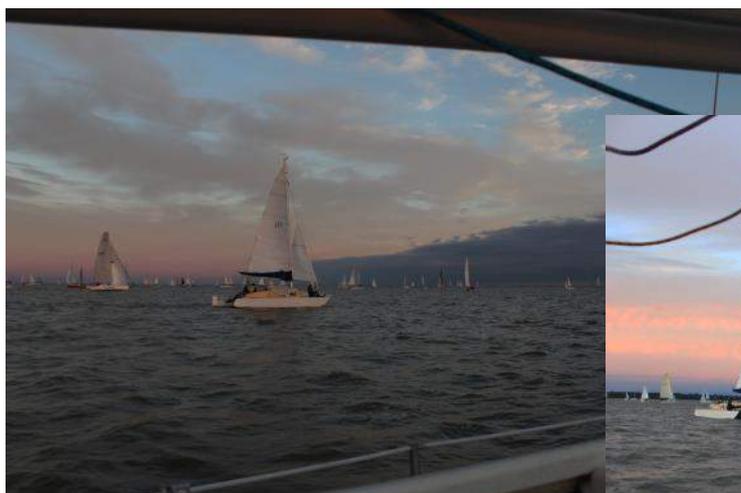
The Secretary advised that the Noelex Yacht Squadron Inc. Silver Card Holders would need to be advised of the above “Resolution” because their Yachting Australia Silver Cards will expire on 30th September,

2015, therefore, if they wished to still hold a Silver Card then there was the need for them to seek membership with a suitable Yacht Club who will provide Silver Cards.

Closure: The meeting closed at 8.00 pm.

.....
Robert Rainsford
Commodore
Noelx Yacht Squadron Inc.

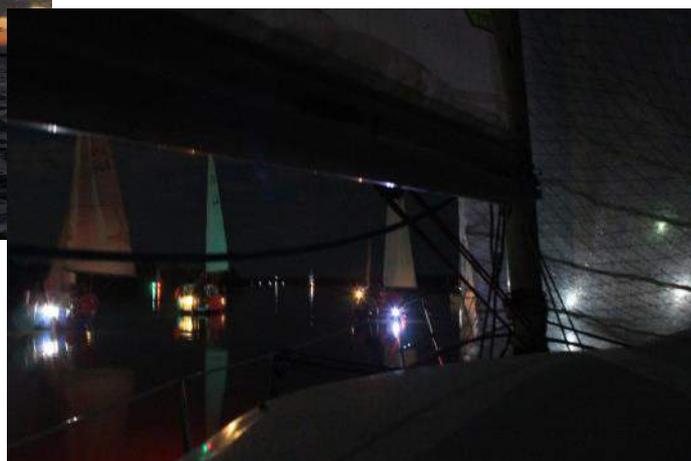
Memories of Marlay Point...



Around start time...



Kites at sunset!



In the straits... anchoring was faster!

SAFETY INFORMATION NOTICE

No. 2 of 2015

Portable Gas Stoves

Issued: 09 June 2015

Issues:

Safety hazards from portable gas stove products (known as "lunchbox cookers") have arisen due to non-compliance with AS 2658-2008 (LP Gas – Portable and mobile appliances), which has resulted in their withdrawal from sale in all states by government regulators.

Notice:

The Australian Competition and Consumer Commission (ACCC) has issued recall notices and published a [list of banned products](#)¹ from sale. Consumers are urged to **stop using the portable butane cookers immediately**, and either return the non-compliant products in accordance with the Australian Consumer Law or seek to dispose of them in an appropriate manner. Boat owners are advised to check the ACCC website for further information.

Details:

Portable gas stoves are a popular solution for cooking methods on a wide range of sailing vessels and small power boats. They are mostly single burner metal cookers designed to be used with small butane canisters.

Following a series of incidents with the explosive failures of the products, two of Australia's gas certifying bodies, the Australian Gas Association and SAI Global, conducted tests on the products in 2014. The main concern involving these products was the safety valves failing to operate after heat was dispersed over the butane gas cylinder. There was an 84% failure rate against the Australian standard pertaining to the overpressure device or shut off valve. It was also found that parts of the shut off valve that protruded from the appliance were allowing debris to block the integral component from properly operating, further in breach of the standard.

The implications of this are that the gas cylinders could overheat and possibly explode, causing serious injury to users. This hazard is particularly prevalent in the confined space typically found on a yacht and in the cabins or half cabins of power boats where ambient temperatures are higher than normal (especially when an inboard engine is running).

¹ <https://www.productsafety.gov.au/content/index.php?id=1012780>

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Australian Government
Australian Maritime Safety Authority

Media Release

Thursday, 5 February 2015

Updated disposal options for unwanted beacons

The Australian Maritime Safety Authority (AMSA) is urging owners of emergency beacons to dispose of their unwanted beacons correctly.

AMSA spokesperson Lisa Martin said emergency beacons can inadvertently activate if they are not correctly disposed, which often occurs when beacons are thrown in the rubbish and end up in tips.

"When a beacon is activated, AMSA is alerted and a search and rescue response may be initiated," Ms Martin said.

"Search assets and personnel tasked to look for beacons which are inadvertently activated may then be unavailable for a real emergency," she said.

Beacon owners should be aware that there has been a change in beacon disposal arrangements with Battery World. Free disposal is no longer available at Battery World stores and a small fee will now apply.

Battery World marine spokesperson Vince Petruzzella said the company started collecting the unwanted beacons in 2007 as part of the transition to the 406MHz digital beacon.

"Our relationship with AMSA and the importance of correct beacon disposal is still very important to us but due to the increasing number of beacons being disposed and associated labour involved, stores will now charge a small fee," he said.

Australia has the highest usage of beacons per capita in the world with over 350,000 beacons registered in AMSA's database.

Beacon owners can still dispose of unwanted beacons responsibly in the following ways:

- Contact your local battery store. A small fee may apply.
- Contact your local maritime safety agency. They may be able to provide disposal advice.
- Disconnect the beacon battery according to the manufacturer's instructions. Then contact your local waste management facility to ask about environmentally friendly disposal options. A small fee may apply.

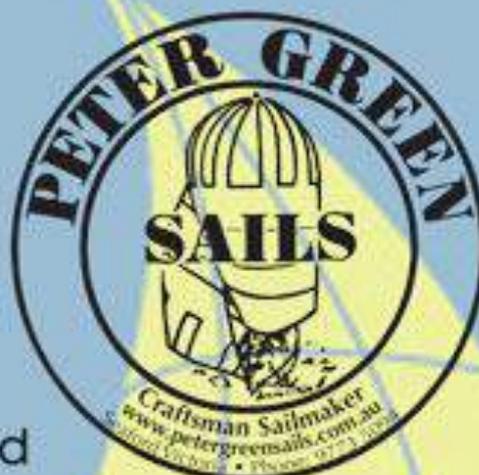
Anyone who disposes of their unwanted beacon should update their details with AMSA to de-register their beacon. Details can be updated online at www.amsa.gov.au/beacons or by phoning AMSA on 1800 406 406.

Media Enquiries: 1300 624 633

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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