

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



*Noelex 25 Silk Department moored stern in with bow anchor
(note bouy on anchor) See article inside!*

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NOELEX YACHT ASSOCIATION OF AUSTRALIA INC
COMMITTEE OF MANAGEMENT 2015 - 2016

President Ron Parker	
Vice President Dean Hansen	
Secretary Veronica Burgess	
Treasurer Kenton Lillecrapp	
Ordinary Member Trevor Brown	
Ordinary Member Marg Goddard	

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	
Telltales Editor Marg Goddard	

NOELEX YACHT SQUADRON INC
COMMITTEE OF MANAGEMENT 2015 - 2016

Commodore Rob Rainsford	
Vice Commodore Ron Parker	
Secretary Veronica Burgess	
Treasurer Kenton Lillecrapp	
Ordinary Member Andrew Fedorowicz	
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 has been a frustrating week as my computer decided not to play when I had several tasks requiring it... Consequently I have mainly lost my email contacts and changed email address, (note this change elsewhere...) but managed to backup everything else. Don't forget to backup regularly—it pays when those machines in our life decide to go off line!

I would much prefer to be sailing, and enjoyed the TYD Opening weekend at Docklands as it allowed some on water time. We had a great sail back down the river from Docklands to St Kilda after letting a container ship leave Swanson Dock ahead of us. Our only glitch was when we managed to break the swage on the winch cable when retrieving. Fortunately the boat was almost on the trailer and didn't roll back too far so we were able to secure it and get off the ramp and onto flat ground. With the help of a borrowed winch the boat was



secured and packed up with no further incident. Thanks to the guys who helped us. Now we are debating what to do to repair it. We could just redo the swage, or replace the cable, maybe with a dyneema type line...

We finally went with the simple repair, and will continue to investigate other options.

As I have prepared the newsletter the weather seems to be improving and I look forward, with everyone else, for some good sailing weather over the fast approaching holidays. I trust you all enjoy a break of some sort, preferably on the water, over the coming weeks.

I look forward to hearing your adventures... Take a few photos, put pen to paper—or fingers to keyboard. Tried out a new way of doing something—let us all know...

Wishing everyone a happy Christmas and New Year and some time to go sailing with some suitable weather...

Fair sailing,
Marg

PRESIDENTS REPORT

NYAA new committee

Welcome to another Noelex Association newsletter and I'd like to briefly acknowledge the great effort of our past president Andrew Fedorowicz. Andrew with the support of a strong Committee of Management led the NYAA through a challenging reform process. Andrew remains on the Committee as Past President and will continue to assist with communications and other tasks. As previously expressed, thanks again to Andrew - we now have a stronger association and an opportunity to continue to be the most successful trailable yacht associations in Australia.

Thanks to retiring committee representative Peter Williams for his years of service on the committee. Remaining on the committee of the NYAA are John & Veronica Burgess, Rob Rainsford and Trevor Brown. Joining the Committee is Dean Hansen as Vice President. Dean sails both a NX 25 and NX 30 and is currently the Commodore of Melbourne Trailable Yacht Club.

News to new and existing members of the NYAA

There have been a number of boats change hands in recent months and a special welcome to new members of the Noelex Association. Whether it's a Noelex 25 or Noelex 30 that you own, there is plenty of knowledge to share amongst Noelex Association members. One of the most pressing issues facing owners of both classes is the challenge of sourcing current information about outboard motors. There are of course plenty of other matters of interest that we can share amongst ourselves that is unique to the ownership of a Noelex 25 or Noelex 30. In addition, there is also an opportunity to share other knowledge amongst our colleagues including cruising stories and racing tips. Apart from this newsletter and the yahoo email group that some belong to, the committee is interested in hearing your thoughts on other contemporary means of sharing Noelex news and topics of interest.

Queensland 2016 Noelex Rally

A number of Noelex owners have been discussing plans for a Noelex event in QLD next Winter. The Airlie Beach Race Week in August is considered a great place to start the "2016 Qld Noelex Rally"

with the options of going on to Hamilton Island Race Week or simply cruising in company around the Whatsundays and beyond. So start planning the trip now – cruising / racing / both. More details in the coming months.



If you have some ideas about other events or activities you believe would be of interest to Noelex owners please contact myself or others on the committee and let's plan for a few more Noelex Association gathering to share our favourite recreational pursuit.

All the best for the coming Summer and festive season and looking forward to meeting more Noelex Association members at some coming events.

Regards

Ron Parker
NYAA President
Tainui NX 744

FOR SALE

NX 30...
N30 #1568 "Kanda II"
Farr 940 (N30) "Why Knot!"

NX 25...
#1008 "Dancer"
#991 "Frontliner"
985 "Caroliner"
#754 "Capricorn Dancer"

For further information please see our website:

<http://noelex.org.au/>

SECRETARY'S REPORT



Hi to All,

Well the winter season has now finished thank goodness. Here in Melbourne it was extremely cold with most Melbournians heading north to the warmer climate. I sincerely hope that all returned safely home.

In my last report I advised that Annual Subscriptions were due on 1st July, 2015 and requested that members update their memberships when due and payable. However, at the time of writing this report there has been a number of members that have either filed their invoices or alternatively misplaced it. I did previously mention that by members paying on time it would make the Treasurer's job and mine so much easier.

Over the past few months the Committee of Management has been busy preparing for the coming sailing season.

At our last AGM held in July, 2015, there were a few changes to the Committee of Management for both the Noelex Association and the Noelex Squadron.

Firstly, Andrew Fedorowicz retired as President of the NYAA Inc., and on behalf of the NYAA Inc., and the general membership, I would like to take this opportunity of thanking him for his services to our organisation, which have been extremely beneficial during the past 5 year change-over period.

Your new Committee of Management for the Noelex Yacht Association Inc., for 2015-2016 is:

President:	Ron Parker
Vice President:	Dean Hansen
Treasurer:	Kenton Lillecrapp
Secretary:	Veronica Burgess
Committee Member:	Trevor Brown
Committee Member & Editor 'Telltales':	Marg Goddard

The new Committee of Management for the Noelex Yacht Squadron Inc., for 2015-6 is:

Commodore:	Rob Rainsford
Vice Commodore:	Dean Hansen
Treasurer:	Kenton Lillecrapp
Secretary:	Veronica Burgess
Committee Member:	Andrew Fedorowicz
Committee Member:	John Burgess

The Committee of Management are looking for a member to volunteer as Measurer, anyone interested, please apply. The role of the Measurer is not an onerous one, as the commitment is to make sure that during the NX National Championships that competitor's yacht's conform to NX Class Rules and YA Safety requirements.

Noelex Traveller Series:

For those members interested in racing and participating in a Traveller Series, the C of M is introducing a Noelex Traveller Series. (Refer to the NOR included in this edition of Telltales). It is the C of M's intention to hold this event in conjunction with the Yachting Victoria Trailable Yacht Division, Trailable Yacht & Sports Boat 2015-2016 Travellers Series.

The Calender of Events for the Season 2015-2016, including those Heats to make up the Noelex Traveller Series is as follows:

NOELEX TRAVELLER'S SERIES 2015 - 2016

2015

DATE	EVENT	HOST CLUB	HEAT
Nov 14 th /15 th Sat/Sun	Lipton Cup Regatta	Royal Yacht Club of Vic	
Nov 28 th - Sunday	Arthur The Great Race	Geelong Trailable YC	
Dec 5 th - Saturday	Around Sunday Island Race	Port Albert Yacht Club	1
2016			
Feb 13 th – Sat	Long Beach Twilight Passage Race	Mordialloc Motor Yacht Club	
Feb 20 th - Sat	Around French Island Race	Warneet Yacht Club	2
Feb 27 th /28 th Sat/Sun	Vic TY % SB Championships	MTYC & RMYS	3
Mar 12 th – Sat	Marlay Point O/N Race	Lake Wellington Yacht Club	4
Mar 26 th /27 th Sat/Sun	Easter Regatta	Gippsland Lakes Yacht Club	
Apr 23 rd - Sat	Loch Sport Pulse Lakes Challenge	Loch Sport Boat Club	
Apr 30 th – Sat	MTYC Four Points Race	MTYC	5
May 14 th /15 th Sat/Sun	NYAA NX 25/30 Nationals *****	Venue TBA	6

***** **Note:** The NX National Championships Race cannot be dropped *****

NX25 and NX 30 2016 National Championships:

The date of this Championship is the 14th and 15th May, 2016, venue to be advised. Please note these dates in your 2016 diaries now.

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:

Graeme & Tonia Vertigan	-	'Jendah'
Duncan & Virginia Hayward	-	'Sea Bird'
Mark & Linda McLellan	-	'No Excuses'

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

Amanda Lithgow
Alan & Sue Benn
Peter Kalin
Ed Harris
John & Liz McKay

Noelex 25 Decals:

Members are reminded that the Secretary has on hand, Noelex 25 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.

Insurance Investigations & Quotes:

As previously advised, contact with other insurance companies has been made and I attach for member's consideration the following: -

Firstly, the insurance premium quotes below are predicated on the following example:-
Basic cover for a 1990 NX25 hull, motor, trailer, ancillary equipment, , instruments, mast, spars, sails,

safety equipment etc., including \$10m limited liability, with a racing risk up to 30nm from shore in enclosed waters, for a total insured value of \$46,051.

Quotes received are as follows:

Pantaenius Insurance Pty. Ltd (Agreed fixed value)	Premium \$602. 23	Underwritten by Lloyds of London (Excess \$1200, racing included)
PIB Insurance Brokers (Market value)	Premium \$ 593.25	Underwritten by QBE (Excess \$200, Racing Excess \$500)
BBA Insurance Brokers (Market value)	Premium \$1,250.00	Underwritten by QBE (Excess \$500, Racing Excess additional)

Members are advised that this is a guide only and should they wish to insure with any of the above companies they are to seek quotes relative to their own individual requirements, together with terms and conditions that may apply to each application.

I recently came across an editorial by John Curnow in the July 2015 edition of Bow2Stern, (a copy attached to this report), regarding Pantaenius Insurance, which may be of interest to members as it is a very comprehensive article on “a new start” insurance company in Australia.

Noelex Shepherds Jackets: The C of M has decided to introduce as a merchandising item for a very short period, commencing 1st January, 2016 to 31st March, 2016 the opportunity for financial members to purchase an embroidered Noelex Yacht Association Shepherd’s Jacket. Details cost and Order Forms will be available from 1st January, 2016.

Contributions to Tell Tales:

Remember, all items of news and contributions of sailing articles, including cruising activities should be sent to our Telltales Editor, Marg Goddard at the following email address:

margg@bigpond.net.au

VALE – GRAHAM CANDY

Our dear friend and colleague Graham Leslie Candy passed away on the 4th October 2015 after a long illness. Graham will be remembered with great affection by the members of the NYAA Inc., for his sage advice, genial disposition and friendship. RIP.

Until next time,

Veronica Burgess
Secretary
NYAA Inc & NYS Inc.

2016 Australian Championships

Details have just been confirmed for 14 & 15 May 2016 at Royal Melbourne Yacht Squadron, St Kilda. Notice of Race and related information will be published shortly.

It would be great to see a fleet of **Noelex 30** at this event and a return of a large fleet of **15+ Noelex 25**.

Pantaenius Insurance how good does it get?

by John Curnow

Used with the permission of the author, and publishers of Bow2Stern.

Insurance may not be the buzzword. There is not unobtainium for keels, spinach enhanced sails or hulls of cut diamond and vibranium fuel cells powering arc reactors to rave on about. No. It is numbers, facts, risk and documentation. Boring? No. Quite the contrary if you happen to have put your boat up on a reef or hughie blows it off its mooring, smashes her through everything in sight and then she holes herself on the beach.

Now it's not even been three years yet, but Pantaenius Australia has proven that if you build a better mousetrap, then they will come. Firstly it was cruising yachts, all-out racers followed and then more recently, and in ever-increasing numbers at that, it has been a road well hoed by catamarans and large powerboats.

Why, is relatively simple to appreciate as well. Firstly the Pantaenius product, which in Australia is underwritten by Lloyds, has as its very DNA a marine focus. It is not hauled together from many other types of policy. Secondly, it is an all-risk offering. So it starts by saying you're covered for everything and then lists, on less than one page mind you, the things that are not part of the policy you're buying.

Ultimately, this all means the documentation is pretty simple and easy enough to read and comprehend. Add in that the value insured, as appears on the front cover, is agreed to by all parties and the one you'll get paid out in the event of total loss, and you start to see that the astute skipper is well and truly on this here bandwagon.

Weather it is or whether it is not ...

To appreciate where the market is at, it is time to sit down with Pantaenius Australia's MD, Jamie MacPhail. "This is Australia, and you have to expect interesting weather. Recently, it has not exactly been insurance company weather over on the east coast. You would not have wanted to own or be involved with an insurance company pretty much anytime in the last month or so in Sydney. You take the good with the bad, but we certainly haven't faced a disaster."

"I think this is a direct result of the due diligence we do. For instance, we know where the boats are, what condition they're in and where applicable, the state of moorings they hang off. By having the

surveys of these things we can make better assessments and I know we are further ahead than our competitors when it comes to this. It is also way better for the insured, because who wants to have their craft washed up on the beach, and it also keeps everything at arm's length."

Predominantly, that path to Pantaenius' door is filled with owners coming directly, after doing their research or hearing about the speedy claims of a fellow club member and the like. MacPhail explained, "General insurance brokers really don't understand one end of a boat from another, so we find ourselves educating the broker as well as the client on policy terms and conditions."

A consistent flow of enquiry seems to be the key and MacPhail quickly points to the web program as a key source of this growth, alongside client referrals. Additionally, in this sort of business there is a compounding effect based on the policies you wrote last year and so the workload increases too. "Growth is coming from across the board. We are very strong in production yachts, particularly the newer boats, and there are a lot of the more traditional cruising people enquiring too. It is also interesting to see the number of high-end powerboats flowing in, as well. However, if you ask me what is the growth area in the market, then you would have to say it is cats. They are a significantly higher portion than what you would expect and the catamaran market has been one of the areas that continues to grow better than most."

Regionally, Australia and New Zealand are a solid base, but as Asia itself grows, so too does the need for Pantaenius' offering, so there is strong growth in enquiry from there, in addition to a significant expat element.

Comes around, goes around

Now it's not just the business itself that is growing, but so too is the team to handle it all. Whether it is in sales, accounts or claims, there is someone new joining the Pantaenius team on a regular basis. Sponsorship is another item that grows in accordance with Pantaenius' own success and it also marks the best way to put back into the community.

In yachting, there is the overall sponsorship of the Sail Port Stephens regatta and there is even a

knock-on effect with powerboats from that. There is the ongoing effort with the Aimex Superyacht Conference and on a more localised level, there has been a resurgence of the power yacht time trial at the Royal Freshwater Bay Yacht Club (RFBYC). Naturally, this is to the great joy of the club and the participants alike.

It is time to recognise just how important the Pantaenius' actual product offering is as the engine for all this growth. For at least 35 years, agreed fixed value has been the cornerstone of the policy.

The parties agree on a price that Pantaenius will pay out on a total loss. Importantly, they don't reserve the right to replace the boat. There is no proviso, and no 'getting out of gaol' clause. Whatever the number on the document is, that will be the number on the cheque and they are still the only player in the market that does exactly that.

Now think new for old, and then stop for one second, because this is important. You can opt for new for old without deduction at all, but even if you don't, Pantaenius' maximum depreciation is 30%. By comparison, after seven or eight years, other insurers will have depreciated the asset to zero.

Look at this way. Say your boat got hit by lightning and the electronics got fried. No matter their age, Pantaenius are still going to pay at least 70 cents in the dollar for the replacement of the electronics themselves. Crucially, they will pay 100 cents in the dollar for the labour to replace and repair it.

There are other unique Pantaenius policy features, too. "There is a whole range of things where we don't charge a deductible. Additionally, and provided your vessel is less than six years old, we have a damage clause for normal wear and tear."

"Also, we are still insuring people on moorings, provided we receive a report that the mooring contractor has actually serviced the mooring in the last 12 months and has also taken some responsibility for ensuring that the mooring, the plot, the chain and the mooring equipment is fit for purpose. i.e. it is suitable for the size of boat that is hanging off it."

"Once boat owners talk to us, understand our product and how unique an offering it is, our conversion rate is extremely high. I think that in itself tells the story about the quality of the product that we offer in the market. There is nothing available

in the market remotely comparable with what we offer at anything like our price point," said MacPhail.

It's the start of a good relationship

Indeed, explanation, detail and documentation make it easier for all and that in turn makes it safer. Boat, rig and mooring surveys allow all to appreciate what is being covered. This all stems from knowledge and in Pantaenius, you do have a team that know boats. They have been around them for a while, you see.

MacPhail detailed this saying, "I think it is fair to say that there are no longer large groups of people working for other insurance companies that know one end of the boat from another. By and large, I am aware that in most of our competitors you cannot talk too sensibly about your boat, where you may want to cruise, what the likely perils are, or what sort of event of maintenance you need to undertake to ensure that your boat is safe and seaworthy. I think we are pretty unique in that space."

"Pretty much anybody who answers the phone in this office can talk sensibly to a client about insuring their boat in the Caribbean, Mediterranean, Asia or in the Pacific. Perhaps you want to do a trip on the costal waterway from Vancouver to Alaska. Show me another insurance office where they have got a group of people who can talk sensibly about that sort of risk and advise their clients on the best way to proceed.

I don't think they exist and I would say you'd be lucky if there are one or two brokers in Australia that have got experience in that space as well!"

With insurance come claims. Apart from the financial settlement, these actually serve as some of your best marketing activities.

Do well and quayside you will be recommended. Conversely, a poor effort will have them waxing on lyrically at the bar.

Elapsed time from event to closure is paramount, and with Pantaenius, the people who sold the policy to you, also sort out the claim on behalf of the underwriters.

MacPhail commented, "I think we have developed a reputation for responding quickly and being proactive. If there is any doubt whatsoever, we always involve an independent third party and take advice from them. Our record so far has been good. I don't believe we have got anybody who is unhap-

py with the way we have treated them.”

Think local – go global

Pantaenius is one of continental Europe’s biggest pleasure craft insurers. Strong market positions in the USA and UK, along with Australasia now, means this 100 year- old business operates with a seamless approach around the globe. One of the main benefits derived from this is a vast network of connections, and it is this very item that will get you out of trouble faster and easier than anything else.

MacPhail explains, “I don’t believe there is any other business that insures more boats cruising the world’s oceans than we do. Outside of war zones or areas where it’s extremely dangerous, you are free to explore the planet. We are certainly not encouraging boats to visit Nigeria at the moment, nor the eastern side of the horn or whole of West Africa for that matter. The same can be said for the Southern Philippines, because you are only going to get yourself kidnapped and held to ransom.”

“Apart from that we can insure you for pretty much anywhere. Importantly, it will be with the

same set of clauses! Our competitors cannot do that and in turn that means you won’t have to be a Queen’s Counsel with 35 years of experience in insurance to work your way through their patched together documentation. We certainly have different warranties we apply to different boats and different values going into different places, but that is about the extent of it,” said MacPhail.

As you can see, it is possible to have it good. Now you may even want to have it even better than that, and when it comes to marine pleasure craft insurance, you really do need to speak with Pantaenius Australia.

The work you do now to understand your insurance needs, obligations and policy requirements will pay dividends for anything from a small claim to total loss. Start with good, work towards better and then get the best from Pantaenius.

Whether for power or sail, this is one mousetrap you need to check out.

> Call +61 2 9936 1670 today or see www.pantaenius.com.au for the all-important t’s & C’s.

Engine for NX 30

This is a letter I sent to one of our members seeking advice on upgrading the outboard motor for his NX 30...

Hi,

I have a NX 30 with outboard and I have done 2 upgrades in the last 5 years. Two years ago I researched the problem of up grades and subsequently bought a Mercury 15hp 2 stroke, standard length. Previously I've had an old Yamaha 15 hp 2-stroke and a very old (Chinese clone) Yamaha 15 hp 4-stroke.

The reasons chosen are

1- Has to have a folding tiller so it folds away into the well. This eliminated all but the small Yamaha's, Johnson and several other brands. I visit the Sydney boat show every year where they have everything on display and lots of help.

2- You need 15 hp. Note, all of the 9.5 hp are the same weight and dimensions stroke size and volume as 15hp but with a smaller carbi.

3- The 15 hp 4-stroke is very good, quieter, more efficient but 15Kg heavier. This doesn't make any difference if you are not racing (as I do 2 or 3 times each week) and you have large "pects" or a

handy crane when you remove it to have it serviced every year.

4- Although the longer shaft would be very handy when motoring in rough weather it doesn't fit through the well hole. 2 years ago when I last upgraded I bought the long shaft but no matter how I configured it I could not get it to swing up and down in the well. I took it back to the dealer and he swapped it for a standard length motor.

My 15 hp, 2-stroke is somewhat noisy and about 15%-20% more thirsty than a 4-stroke but as I mainly sail or manoeuvre at low speed it is no problem to me.

Having an electric starter is so easy when you are cruising especially if it is coupled with a "sail-drive" throttle. With nearly all motors there is the ability to have them fitted later.

One feature which is not standard in the smaller motors but I recommend is a 12 v outlet for charging your battery. These too can be fitted to most motors for about \$300 Hope this is some help. Feel free to ring me and talk endlessly about NX 30, one of my favorite subjects.

Trevor Brown

Fleurieu Warrior NX 1585



THE MARINA HINDMARSH ISLAND
Milang Goolwa Freshwater Classic
Sunday 24 January 2016



Goolwa Regatta Yacht Club

HOME OF THE MARINA HINDMARSH ISLAND FRESHWATER CLASSIC

MEDIA RELEASE:

Immediate, 1 November 2015

**Entries open for The Marina Hindmarsh Island 2016
Milang-Goolwa Freshwater Classic**

Entries are now open for The Marina Hindmarsh Island 2016 Milang-Goolwa Freshwater Classic. The race will be held on Sunday 24 January 2016, providing a spectacular finale for Goolwa Regatta Week. The Marina Hindmarsh Island Goolwa Regatta Week starts on Saturday 16 January 2016, with a variety of events and activities scheduled for sailors and spectators in and around Goolwa.

The Freshwater Classic is a must-do race every year for hundreds of families from around the State, that is a unique experience for all yachties. The 2015 race attracted 200 boats with more than 1000 sailors as crew on the water competing.

There will be 9 Divisions this year, with the addition of a new Division for Sports Boats. Other Divisions cater for many off-the-beach monohull and catamaran classes as well as family trailer-sailor and large multihull yachts, along with wooden vintage river boats and the historic Restricted 21 racing wooden boats – among them Australia's oldest wooden boats still actively racing.

The race will start near the Milang jetty, proceed across SA's biggest inland waterway Lake Alexandrina to Point Sturt, and then downstream past Clayton to the finish line at Goolwa in front of the Goolwa Regatta Yacht Club. A gate will be set approximately half way across Lake Alexandrina but within 2 Nautical Miles of the shoreline and a second gate will be set off Point Sturt, again less than 2 Nautical Miles off-shore. All boats except those in Division 6 and 7 must pass through both gates.

The Notice of Race is now on the Goolwa Regatta Week website through www.goolwaregattaweek.com.au . The Sailing Instructions will be posted soon.

Thousands of spectators are again expected to watch the Milang to Goolwa yacht race, from on-shore and from hundreds of power boats on-water, along the route downstream of Milang, around Point Sturt, past the Clayton cliffs and on to Goolwa.

Locky McLaren, Commodore of the Goolwa Regatta Yacht Club, urged competitors to enter early and to encourage family and friends to enjoy Goolwa Regatta Week from Saturday 16th January to 24th January 2016. "There are some fascinating events throughout the week, with great spectator viewing available, so everyone can get involved."

"The Marina Hindmarsh Island Milang Goolwa Freshwater Classic is a unique and iconic event, held in one of SA's most extensive recreational water playgrounds. Goolwa Regatta Week helps showcase the Lower Murray lakes and the river and Hindmarsh Island as our State's significant tourist attractions," Locky McLaren said.

All Event & Entry Information ~ go to www.goolwaregattaweek.com.au

Further media enquiries to Locky McLaren 0401 122 090.

Email lockymclaren@adam.com.au

Media support, Mike O'Reilly, 0414 882 505 ~ Photos + Artwork for media.

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Gulf Marina
Management



ADELAIDE



Vale Graham Candy

Graeme Fraser first met Graham Candy in 1967, both being in their early 20's. Graham, of a privileged up-bringing, private school and university, graduated as a lawyer. Graeme Fraser was a local plumber from McCrae, who left school at 15. They didn't think much of each other then. You wouldn't have thought that, that would be a good start to a 47year friendship.

Graham had been sailing for ten years when they first met. Graeme Fraser only took up sailing after a football injury. There was no sail training in those days - you just built a boat and went sailing. As you can imagine not a good way to begin sailing.

After three seasons of patient teaching by Graham (Candy) he asked Graeme to join the Cunningham Syndicate in their challenge to Denmark for the ICCCT (Little America's Cup). A steep learning curve but Graham proved an excellent tutor. That was the start of a long sailing association, sailing together and against one another with no quarter given.

One of the first things you learnt sailing against Graham was that the race rules were used to his advantage and he was a formidable opponent. You never stopped learning whether sailing with him or against him. Graham was virtually unbeatable in light sailing conditions and his concentration was outstanding.

His contribution to sailing on the water was outstanding. He contributed, to administration, training and legal issues and off the water he certainly paid his way.

Away from sailing Graham was also good company. His knowledge of most subjects was outstanding. Sometimes they would be talking about something when out of Left Field would come Graham's comment and you would wonder how he knew about that. His one weakness was however - he couldn't sing.

At times his frustrations would come out as his intellect was superior to most and he could be a bit of a "Captain Bligh" which could make relations interesting, but he gave more than he took and that's what made him interesting and a good mate.

His sailing exploits were many and variable, Graeme knew of them all. Over their 47year friendship Graham often wondered how one person could

achieve so much.

Graeme Fraser

Unfortunately the listing of Graham's many achievements was not able to be reproduced for quality reasons. It ran to over 6 pages, including his legal career, starting with his work as an articulated clerk in 1968, through to him being a senior consultant in recent times.

He was a scout, starting as a cub, and supported the scouting movement all his life, holding a number of leadership roles, and receiving several awards. And of course, he was a sailor...

He sailed on keelboats, crewing on boats in Sydney and Melbourne, and became a helmsman and navigator in a number of races in various east coast areas. He was also skipper.

He chartered boats in the Whitsundays and overseas and cruised extensively, both locally and overseas.

He owned a number of boats over the years, including power boats, beginning with his Dad's bondwood dinghy with a Seagull motor.

He was an accomplished instructor, mostly with McCrae Yacht Club, and was a member there, as well as Melbourne Cruising Yacht Club, Sorrento Sailing Club, Mornington Yacht Club and also a life member of the Quest B2 Catamaran Association. He was Honorary Solicitor of the AYF, now Yachting Australia, 1978-1994; Chair AYF Multihull Committee 1978-1992; Member of the Sailing Committee of McCrae Yacht Club; Member of the Challenge Committee (and Publicity Manager) for Australian Challenges for ICCT (Little America's Cup) 1965-1970.

He owned two Moths, two XY Catamarans, Two Quest B2 Cats, a Hartley 14, another Quest B2, a Trailer Tri (22'), a Seaway 25, a Taipan 4.9, a part share in Jarkan 39 Aurora Kiss, an A Class cat, a Noelex 25 and a Zodiac 323 RIB.

Graham was an accomplished sailor, and will be sadly missed by his many sailing mates, as well as his family.

RIP Graham.



Yacht Association of Australia Inc

ABN 81 063 080 148 & A0033794K

Incorporating **Noelex Yacht Squadron Inc**

Travellers Series 2015 – 2016

Notice of Race

To be conducted at the following events in conjunction with the Trailable Yacht Division of Yachting Victoria.

	Date	Host Club	Event
1	Sat 05 December 2015	Port Albert Yacht Club	Around Sunday Island Race
2	Sat 20 February 2016	Warneet Motor Yacht Club	Around French Island Race
3	Sat 27 Sun 28 February 2016	Royal Melbourne Yacht Squadron (w MTYC)	Victorian Trailable Yacht & Sports Boat State Titles
4	Sat 12 Sun 13 March 2016	Lake Wellington Yacht Club	Marlay Point Overnight Race
5	Sat 30 April 2016	Melbourne Trailable Yacht Club	MTYC Four Points Race
6	Sat 14 & Sun 15** May 2016	**To be confirmed	Australian Noelex Championship

	 <i>Port Albert Yacht Club Inc</i>	
	 <i>Lake Wellington Yacht Club</i>	

1. RULES

The series will be governed by:

- 1.1 The rules as defined in *The Racing Rules of Sailing* (RRS),
- 1.2 The Special Regulations of Yachting Australia Inc. (YA)
- 1.3 The rules and by-laws of the Noelex Class Association
- 1.4 This Notice of Race and the Notice of Race and Sailing Instructions of the listed events.

2. ELIGIBILITY & ENTRY

2.1 As this event will be conducted in conjunction with the six listed events, entry into the individual events **automatically** enters each yacht into this series. The entry form for each individual event forms your entry to the traveler series.

3. FEES

Entry fees will be prescribed by the respective host clubs. There is no separate fee for the Traveler Series.

4. MEASUREMENT

It is a competitor's responsibility to ensure that his/her boat and equipment comply with current regulations and class measurements/rules. Boats not complying may be protested.

5. SAILING INSTRUCTIONS

All entrants shall complete registration with the relevant club. Sailing instructions for each day will be provided by that club.

6. SCORING

6.1 The Low Point System of Appendix A will apply. **Clause A9 – Race Scores in a Series Longer than a Regatta** will apply.

6.2 Six events are scheduled, of which an entrant's best FOUR results including the Australian Championship Regatta will count.

7. PRIZES

7.1 Prizes may be awarded for individual events at the discretion of the host club.

7.2 Prizes for overall results will be awarded and be dependent on the number of entries received.

7.3 Presentation of trophies will be at an event to be determined after completion of the Series.

8. FURTHER INFORMATION

For further information about this series: [Noelex Yacht Association Of Australia website](#)

For further information about the events, check out the individual Club websites:

[Port Albert Yacht Club](#)

[Warneet Motor Yacht Club](#)

[Lake Wellington Yacht Club](#)

[Melbourne Trailable Yacht Club](#)

[Royal Melbourne Yacht Squadron](#)

Some Thoughts on Mooring and Tying Up

Kenton Lillecrapp

Over the years I have watched people mooring their boats both locally and overseas, and whilst some are well prepared and make the whole operation look easy, many turn what should be easy into a big uncontrolled and potentially unsafe drama.

It never ceases to amaze me that experienced yachties will motor in to a beach or a bank or jetty with nothing prepared for securing the boat and the wind about to blow the their boat into or across the bow of the next boat. Oh. And while I am at it, have you ever heard the person on the bow and the helmsperson trying to shout to each other over the noise of the motor at this critical time? ("OK, drop the anchor." "What" "Quick. Drop the anchor now." "I can't hear you." "Drop the anchor now!!") Set up some clear and unambiguous hand signals for each to follow.

A key thing each time, whether anchoring, coming into a beach or jetty or coming alongside another boat is for the skipper to talk through the entire process with the crew before actually doing it. Arrange signals and even discuss potential problems and proposed abortive action if things go wrong. Here are some thoughts on the process:

Equipment

- Main anchor
- Stern anchor
- Long lines for stern to shore
- Pegs (I like steel not plastic) and a mash hammer
- Long rope (30 or 40 metres)
- Plank/fender board/ladder
- Fenders
- Old life jacket (for putting between bow & bank)



Silk Department bow in, stern lines

Mooring - bow in to a bank

This is the simplest method

Preparation:

- Have stern ropes tied on and carried forward to the bow ready to throw.
- Have the stern anchor ready if this is going to be used.
- Have pegs (generally 3) and hammer ready.
- Keel partly up (& maybe rudder too)
- Hand signals agreed with crew.

Process

- Motor slowly in at right angles to the bank or beach
- Person at the bow can step off with the bow rope, or if there are helpers, throw the bow rope to them.
- The key thing here, particularly if there is any cross wind, is to quickly secure the two stern ropes at a good angle back to the steel pegs or to some other fixed object.
- A variation on this is to lay a stern anchor about 30 metres or so out as you motor in.
- Or drop the bow anchor on the way in at about the same distance and then once bow into the bank or beach, carry the anchor rope back to the stern and tie it off. Beware tangling the anchor rope in the propeller.
- An advantage of having a stern anchor is that you can tension up the anchor so that the bow does not quite touch the bank.
- For added stability, particularly in a cross wind, use the two stern lines as well.
- If the bow is hard into the bank and in danger of bashing with every powerboat that passes, I carry an old life jacket to put between the bank and the bow.



Silk Department stern in with bow anchor and stern lines

Mooring - stern into beach or bank.

Not as easy to do as it takes a bit of quick coordination at the end but being able to step on and off from the cockpit is a real bonus.

Preparation:

- Anchor on bow ready to lay.
- Stern ropes on and ready to throw.
- Pegs and hammer ready.
- Keel half up.
- Rudder & motor ready to raise quickly.
- Hand signals agreed with crew.

Process

Turn outwards from your chosen spot on the beach or bank. Stop about 50 metres or so from the shore. Commence motoring slowly backwards.

At around 30 or so metres out signal to the bow person to lay the anchor. They must continue to watch to make sure it pays out cleanly and also possibly act as a brake at the last minute if needed.

Making sure that you still have enough momentum, in the last 6 or 7 metres raise both rudder and motor. Throw one stern line to the shore (the trick is to make sure you are not first in so that there is someone to throw to!)

Jump off immediately with peg and hammer and secure the stern line. At the same time the bow person can take up some tension on the anchor rope and tie off.

Set the other stern line and as a final refinement, particularly if there is a threat of a cross wind, run a couple of lines from the bow at an angle back to the shore.

Tying up alongside (generally against a jetty but could be another boat)

Preparation:

- Bow and stern ropes attached ready to use.
- Fenders on chosen side.
- Fender board ready if necessary.
- Hand signals agreed with crew.

Process

Motor in slowly against the wind (& tide) so that by the time you are close, you are a few degrees off parallel (obvious).

You should be able to place the bow in a virtually stopped position nearly, but not quite touching the jetty so that the bow person only has to step off and secure the bow line.

The stern line can then be thrown and secured.

(Accept the inevitable – if the helmsman has misjudged and a crash is going to happen, don't try to prevent it by putting arms, legs or fingers in the way. Much better to have a big unattached fender close at hand, or better still, a third person with a "roving fender". Otherwise, just let the inevitable happen! Fibreglass can be mended.)

If stopping for longer than a quick lunch, set spring lines or "springers" so that the fore and aft movement of the boat is restricted.

Spring lines become more important than the fore and aft lines if there is much rise and fall of tide.

Leaving a jetty when there is no manoeuvre room or a wind blowing you on.

Bow springer

Untie all ropes except a bow springer.

Take the bow springer back to a cleat or post on the jetty about half way along the boat. A crew person on the boat holds this rope ready to release.



Simply Magic stern in with bow anchor and bow lines.



Sallywag with springers

Tie a large fender a metre or so back from the bow (depends on the size of the boat).

Helmsman motors forward against the springer tension.

As the tension comes on the springer the bow pivots on the fender and swings into the jetty. The stern swings out.

The helmsman engages reverse and motors off and at the same time the crew person releases the springer. (Important - retrieve springer immediately or it may go into the propeller when the boat goes forward).

Once steered well clear in reverse, helmsman engages forward.

Throwing a rope

This is easy when it is done right.

Don't try to throw a big coil of rope to somebody and expect it do more than go a couple of metres in a big tangled mess.

Divide the rope into two separate coils. The coil to be thrown will be in the throwing hand (obvious) and the second half in the other hand. This end should be tied off before throwing.

Throw the first half of the coil and let the second half feed out from the other hand.

To Summarise

Talk through what is going to happen, each person's job, expectations and alternatives.

Discuss hand signals.

Prepare all ropes, fenders and anchor well before.

Have pegs and big hammer ready.

Be ready to raise keel, rudder and motor.

Have You Tried This?.....

Purely my opinion..... On the 25, I think that when sailing close-hauled, the self-tacking jib does not take a particularly good shape, with quite a lot of 'back-winding' of the main. No rude comments please..... just my opinion!!!!

When I bought my previous 25, the previous owner had removed the self-tacking track and I thought the jib set a lot better. So, how to improve the shape without losing the self-tacking convenience? This may well be old history but I thought I would share my idea anyway. This works easily for those who have the additional rigging (ropes) in place for a genoa. Also, I have no idea whether this would be against sailing rules – but for cruising..... who cares!

My jib has a clew plate with a selection of eyes to position the sheet for best shape. So, now I connect **both** my self-tacking sheet and my genoa sheet to the same jib clew. After a bit of experimenting, I found the best eye for each connection. Even if you only have a single clew eye, I am sure this would work as well, connecting both sheets to the single eye.

I like how it works. When coming about, I have the genoa sheets released totally, and only use the self-tacking sheets. Then, once I have settled

down on my new tack, it is very easy to lean across and grab the genoa sheet. Sheeting in, flattens the jib somewhat. You can change the jib shape quite considerably by changing the tensions on both self-tacking and genoa sheets. When preparing to tack, simply release the genoa sheet and you're back to the normal self-tacking jib.

Happy Sailing.
Peter Frestel
767 in Perth.



Up the Creek—literally...
5 Noalex 25s up Tom's Creek in the Gippsland Lakes.
Cup Weekend 2009

Maurie Perry

Dear Veronica,
NYAA Members may not know that Maurie Perry who built the Noelex 25 in Australia commencing in January 1988 died on 29 October. For historical purposes I have attached two newspaper cuttings that show firstly the establishment of the factory in Goolwa SA and unfortunately in the second, the closure in 1995 due to the recession.

Best wishes,
David Brook
Gun Runner

In further news from David, Maurie's wife Maureen passed away about 3 weeks after Maurie on November 16. May they both Rest in Peace.

IN AN ENVIABLE CLASS OF ITS OWN..

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of

Goolwa

For information contact:

MAURIE PERRY OR JOHN DUTHIE
Telephone (085) 55 2728

or write to Box 411, P.O. Goolwa, S.A. 5214

Advertiser
28 Nov 87

New factory

will open up

markets with

New Zealand

THE Noelex 25 will be built in Australia from January when Noelex Yachts new temporary controlled factory at T. Dowdall Crescent, Goolwa, begins operations.

Marketing director Mr Maurice Perry said the Noelex 25 would be produced for all markets, including NZ, following an agreement between his company and Moller Marine Industries of Auckland.

"The first boat will be produced when the new factory is complete," he said.

Initial production will be supervised and staff trained by two Moller Marine skippers on that production line. Techniques and quality control will remain like the NZ-produced craft.

He said the establishment of Noelex headquarters in SA would open up the markets of NT and WA.

"The Noelex 25 will still be marketed by our established dealers in Victoria, NSW and Queensland but from January, SA will be handled direct from Noelex Yachts Australia," said Mr Perry.

THE Noelex 30, now produced by Red Wright of Auckland, would still be marketed in Australia through respective State dealers.

Mr John Guthrie, well known for his motor launches for large power craft, was production director.

"The Noelex 25s will be manufactured with the same techniques used in NZ so the boat's magnificent class appeal will not be jeopardised," said Mr Guthrie.

Bavaria's spix would continue to be used and Noelex Yachts had been appointed Australian distributors for the range of spix and Guller.

YACHT

MANUFACTURE & FIBREGLASS BUSINESS

Dowdodd Cres. Goolwa, S.A.

Registration of interest is sought for the purchase of the assets of the renowned fibreglass yacht manufacturing business Noelex Yachts.

- (1) Lots 389 Dowdodd Cres. Goolwa, S.A.
Freehold modern factory premises including offices of 810 sq. ms steel purlin structure, clear span, colorbond clad, insulated roof, skylights, clearance to 5.5 ms. 3 phase power vapour lighting fire sprinkler system.
- (2) Lot 388 Dowdodd Cres. Goolwa, S.A.
Adjoining modern freehold factory premises of 281 sq ms. structure as above with attached steel clad shed of 139 sq ms.
- (3) Associated plant and machinery including Polycraft, fibreglass spray system. Ingersoll Rand air compressors, spray painting equipment electric hand tools, modern heavy duty work equipment including panel and van saws, thicknessers, planer, buzzer, sanders, overhead router, dust extraction units, heavy duty exhaust fans, boat trailers office equipment, phone system.
- (4) Marine spares and access including a range s/ steel rigging and deck fittings, cable, ladders, sealants, cordage.

Negotiation rights for the licence to use fibreglass moulds for the manufacture of Noelex, Sabre and Challenger model range of yachts.

All offers to be submitted in writing to the office of Sheahan Simms on or before Monday 8th May, 1995

For further details and inspection arrangements please contact:

MASON GRAY STRANGE,
Lic. Agents, Auctioneers & Valuers
M.R.E.I.

37 Angas Street, Adelaide
Phone (08) 212 2000 A/H Chris Codling (08) 379 2487

'AGE' 29 APR 95

YACHT

Manufacture and Fibreglass Business

DOWDODD CRES. GOOLWA, S.A

Registration of interest is sought for the purchase of the assets of the renowned fibreglass yacht manufacturing business. Noelex Yachts.

1. Lot 389, Dowdodd Cres. Goolwa, S.A.
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Adjoining Modern Freehold Factory Premises of 281 sq ms. structure as above with attached steel clad shed of 139 sq ms.

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M.R.E.I.

37 Angas St, Adelaide
Tel (08) 212 2000
AH Chris Codling (08) 379 2487



The things you find...

I had wondered why there was a fishy smell in the boat. Finally took the keel winch cover off and found the remains of this stowaway



Port to port in the Yarra...

Profile of Trevor Brown, C o M, and Noelex 30 representative



Apart from 4 years in the Beaumaris Sea Scouts, I did no sailing until the early 70's when a group of us hired a mono-hull from Riviera Nautic and sailed the Gippsland Lakes. This has become a regular pilgrimage with at least one charter every year since.

Twelve years ago two of us joined the Royal Geelong Y.C. and in the summer we race two and

sometimes 3 times each week. Also in my c.v. I include over ten races/deliveries across Bass Strait.

In 2007 I met the second lady in my life, "Fleurieu Warrior". It was love at first sight. Our lives were entwined on Sydney Harbour and our relationship (with the approval of my wife Lyn) is still growing. F W now lives in Geelong but I enjoy the 20 min drive from Torquay 2, 3 and sometimes 4 times each week so together we can race around Corio Bay. They say that B O A T is an acronym for Break Open Another Thousand, but she is worth every cent.

Six years ago I was elected (seconded) to the C o M and took on the role of NX 30 rep. I like cruising, I race with moderate success but most of all I love sailing my Noelex.

Trevor Brown



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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