

Noelex Telltales

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The official newsletter of

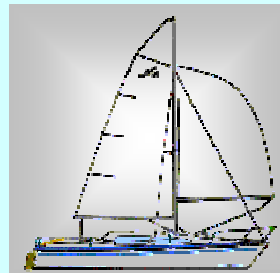
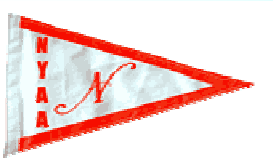


Yacht Association of Australia Inc

ABN 81 063 080 148

incorporating

Noelex Yacht Squadron Inc



Inside this issue you will find

- **President's report**
- **Committee reports**
- **Reminder of Annual General Meeting**
- **For Sale**
- **Member input**
- **Notice of Race**

and more

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Please Note: There is room for more representation by country/interstate members; if any person is interested to represent members in any State, area or district, contact us.

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Editor's notes

I am pleased to be able to reproduce some member input and I hope that you will find Telltales a little more interesting. Some members have commented other Associations often have articles on 'how to.....' and 'what to.....' and so on.

We have gone to a lot of work and time to produce a collection of handy hints published over the past 10 or so years.

This segment is available to all members in the members section, contains some 50 pages and just about all you need to know about a Noelex. Much of the information applies to both Noelex 25 and Noelex 30. In addition, FAQ and answers are permanently available on our chat site. All items discussed remain available infinitely as an archive and can easily be referenced at any time.

It seems a little useless to repeat in Telltales what is already published. In fairness I should note that most of those members either have no computer or no email facilities (or failed to advise email address). If any of those members have a friend or relative with a computer, get them to download it and place the pages in a ready reference folder.

If you do have a computer and do not know the password to open the member pages, send me an email and I will let you have the key.

Furthermore, all members should subscribe to our chat site where a lot of helpful information is available from other members. In following pages there is some reflection as to the value of the chat site. If you are not subscribed, again, send me an email and I will implement an automated message where you can complete your sign up. Please note that this site is also 'members only'.

I can report that we have lost a Noelex 25, number NX816 known as 'T-Bags'. Apart from the two stolen boats, this is the first Noelex we have lost. The boat was written off as a wreck.



Fred Viergever – Editor.

President's Report



On 1 April we commenced another year and you would have guessed by receiving your invitation to renew your member subscription. I do apologize for the items that were not clear to some and for the possible duplication that may have occurred via email sources. Halfway through sending out some 150 emails, my connection was terminated for unknown reasons and I had no idea which were and which ones were not sent. The best remedy was to start all over again. Only two items rejected and I am at a loss to explain why some members did not receive the email at all.

I do know that some servers filter out certain messages, which is the possible explanation. Most computer owners now have some sort of anti virus program and in addition servers also have a number of safeguards installed.

To ensure that items from this Association are not rejected or treated as 'junk mail', you should make an amendment to your email configuration. I can only inform what to do in Norton Internet Security as that is what I use. To ensure that email messages from trusted sources are received you need to open Norton Internet Security. When the main window opens, scroll down to Norton Anti Spam and click on it. Next select the item named 'Allowed List' and follow your nose. I simply selected to *'import address book'* as that contains only my secure connections, the program completed the import and presto, I was done.

Make sure that you add the following addresses to your address book before importing it into your Antivirus program:

noelex@bigpond.com – noelex@bigpond.net.au – noelex@noelex.com – telltales@noelex.com and fred@noelex.com You may receive messages from any of those addresses from time to time and all those messages have been virus checked prior to sending. (Note: the address telltales@noelex.com is only for members to receive messages. It can not be used to send any!!)

You should also open your Internet Explorer, select Internet Options, select the Security tab, select Trusted Sites, select Sites and in the window that opens add <http://www.noelex.com>

You can add more sites there that you trust as safe sites to visit. In fact I have also added our chat site to the list, my bank's address and several others

Now back to normal business.

Last month the race committee requested that I send out to all members Notice of Race for the next National NX25 and NX30 Championship Series. All members should have received it; even those without email were sent the document via surface mail. If you now cannot locate it or cannot recall receipt, don't despair. I have reproduced the entire document in these Telltales.

Furthermore, we need to go through an Annual General Meeting every year. This year we are planning for a date in June. An AGM is a statutory requirement and must be held within three months of the ending of our financial year.

You now have the opportunity to submit items of importance that you wish to table for discussion at the AGM but you must send those items – in writing – to our registered address which is at 22 Harries Court Narre Warren North 3804.

You will also be able to nominate yourself or some other member to serve on committee and you will be able to arrange for my termination if you like.

I will prepare an Annual Report and will ensure that you will be notified when it is displayed on our web site. Some members will receive a copy in the mail. This will enable members to read the report and direct any questions at the AGM.

Any member wishing to lodge a vote via mail or email may do so and I wish to make it clear that any such items will be deemed to be submissions for consideration at the meeting.

I do not have a crystal ball as to who will run your Association next year; hence it is appropriate to thank all members for the support I have received over the past twelve months. You have a great Association, possibly the largest one class of its kind in the southern hemisphere but unfortunately we can be located in but one place. For my part, I shall attend the AGM and note what transpires.

Fred V - President

Treasurer's report



I am presently working feverishly getting the Annual Statements done for Fred so that he can publish them and inform you what happened to your subscription over the past twelve months.

Don't let this be a deterrent however sending in your subscription for the ensuing year. At the time of writing, we have received about 55% so there is a long way to go.

Subscriptions should be paid by 30 April so please make the work easier for us and send your payment. Fred will acknowledge every one received.

For those paying via the Internet please note this:

The BSB number is 063255 (meaning CBA – Victoria – Kilsyth) and the account number is 0090 0696 (which stands for NYAA Inc). Please make certain to include some form of identification as payer such as your name or NX number; even your boat's name will suffice.

Joan Monk – Secretary/Treasurer.

Handy Hints



Here's a note about spare or replacement parts. Peter Welch from 'Boatworks' is now stocking replacement keel winches for NX25's. These are imported units from New Zealand and have been re-engineered with some stainless steel parts. Only very little work is involved in self installation. Units come at a cost of around \$300.00 including GST.

Peter can also supply new keel cables of the correct materials and ready to install. Of course he can also arrange for replacements of your stays and whatever other parts you may need. Most items would be despatched within 24 hours. Contact details are on our web site under Sponsors and in the member listings in the 'member only' section.

The boson's mate

Membership



We have a number of new members to report and we are pleased to extend a warm welcome to:

Noelx 25

- Glen WALKER notified in Telltales 11/01 as new member NX816 'T-BAGS', has purchased NX849 '**TAPPIT HEN**' – (previous member boat Trevor Barry);
- Kevin and Julie BATE – BOOMERANG BEACH Nsw 2428 – NX918 '**ABOUT TIME**' (previously known as 'KASHMIR');
- Trevor CECIL – TORQUAY Qld 4655 – NX1005 '**LEGEND**' – (previous non member boat);

Noelx 30

- Larry BENEWAY and Trish BRANTINGHAM – ROCHESTER USA NX1615 '**STARDANCER**' (previous non member boat);

Associate Members

- Geoffrey PEPLAR – CARRUM DOWNS Vic 3201 - (crew on NX992 'Take-it-Easy').

Current total of members stands at 187.

Membership director.

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For Sale

NX769 'JUMBUK'



Built 1984 by Marten Marine Industries New Zealand.
Pop-top – no headliner – anti fouling - on Mackay trailer with spare wheel
In excellent condition – ready to sail.

Sail wardrobe:

2 mains (one standard, and one fully battened loose footed)
2 working jibs; 1 storm jib; 1 genoa; 2 spinnakers

Instrumentation:

Silva 1000 compass; Silva 2000 log; Fuso depth sounder
Auto helm 800 pilot

Communication:

27 meg radio; sound system

Safety:

Lifejackets; V-sheet; plough anchor and tackle

Other items:

2 winch handles; cockpit cushions; 2 burner Metho stove
Porta-Potti; boom tent

Engine:

8 hp Yamaha

lifting point installed to enable lift onto hardstand

standing rigging replaced 15 months ago

Asking price \$38,000 – Melbourne area

Contact Association for owner details on 03 9796 8269

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Web site and Chat Site



I received the following item via email and totally agree with Michael that the information should be conveyed to all members intending to visit Refuge Cove. As an additive, I recall that the Sydney/Hobart debacle in the 1990's was as a result of that storm spawning in the area Michael describes.

Here is the part of Michael's message concerning the above:

=====

Fred,

Unfortunately I am not sailing this Easter, however I have just returned from a 2 week trip to Mallacoota and then Refuge Cove.

The trip to refuge Cove was an experience. The local professional fisherman we met gave us some serious warnings about the dangers involved in sailing the Corner Inlet channel.

With a south east swell and SE winds of over 20 knots, combined with an ebbing tide, the channel is very challenging for trailer sailors. They describe it as one of the most dangerous stretches of water along the Victorian coast in these conditions. Perhaps the association needs to add this information for members contemplating this trip.

Regards,
Michael NX972

=====

Member contributions

I have received some items of interest from both our NX30 USA based members who give some information about themselves and where they do their sailing.

I thank both Gary and Larry for putting in the effort and in so doing assist me trying to make Telltales of more interest to our members.

On the following pages I will relate their writings. The first item is in response to following up on Larry's enquiry about our Association whilst the second tells us a bit more about Larry and Trish.
(Ed.)



Fred,

We've been running like crazy, sorry for the delay. We are so glad that we've joined the association and the information so far has been unbelievable. We've had the hydraulic cylinder rebuilt, the ram (center rod) was so corroded that we would have blown out all of the oil on the first full lift of the keel and it would have dropped to the full extension and broken and lost the keel. The bottom of the ram was so corroded that it was half of the original diameter. Then we rebuilt the rudder, the pivot hole was four times larger than the original size. We had the hydraulic pump checked out for electrical leakage. We pulled the water tank and cleaned it. Trish has refinished the interior wood, and cleaned every compartment. We've installed a solar-battery exhaust fan in the forward hatch for ventilation. We've had the bow pulpit rebuilt, someone before us managed to land it on the top of a piling and it was badly bent. My brother and I have pulled the mast step and are in the process of fixing the wiring to the lights and installed a new radio antenna cable along with rebuilding the top of the mast for full instrumentation. Feels like I have a second job! Along with this spring has finally arrived in Western New York and the farm has become busy. May 6th is when we hit the water. I can't wait.

It's great how the internet has helped the development of this community of sailors world wide with the same boat and allow for the exchange of information for everyone's benefit. Thank you!!

Larry & Trish – NX30 1615 – 'Stardancer'.

(In Australia I think we could call this an 'ideal improver's opportunity'. It's amazing how a Noelex always comes up sparkling with a little TLC) Ed.

(next message):

Fred,
Thanks for the past newsletters.

Our Noelex is called **Stardancer**. Our previous boat was **Stargazer**, but being a Catalina 22 we always watched the fleet from the back. This time we hope to *dance with the stars* of the race fleet.

Stardancer has a white hull with a royal blue water line stripe and a faded blue strake stripe. Our racing numbers assigned from US Sailing are 73111. When Bruce Farr brought these boats into the US he called them Farr 30 which is the decal on the side of the cabin house. This has caused much confusion over the years and was very confusing for us until we started emailing the Farr Yacht Design office for help in deciding what the boat really was. His return email after many exchanges certainly clarified what we really had.

The best anecdote so far with this boat is the way we came to have a chance to purchase it. The previous owner and I serve on the regional PHRF committee which is our handicapping organization for race boats. We were racing our Catalina 22 on a national level and I was being considered for Rear Commodore of the Catalina 22 National Organization. One day last June we arrived at our yacht club and Chris (the previous owner) was finally installing the mast for the year.

I said, "lets go see this boat". It has sat at our club for the last four years and been used three times. Chris owns his own company and does medical installations all over the country. We go over and he invites us on board, I go down below and Trish turns to Chris and says 'you know,

Larry covets your boat. He looks at her and says "he can have the boat, I would rather have yours". Chris lives two hours away near one of the finger lakes and has very little free time with a son getting ready for college and his own company. I looked out and Trish's eyes were as big as saucers, and I could read her expression. She was wondering what she has started. From that day on we were committed to finding a bigger boat but nothing we looked at would measure up to the Noelex. We wanted a boat with the shoal draft ability, six feet of head room and quick enough for some fun racing.

It took until last fall for Chris to really decide that he would sell the boat and we did something we said we would never do: bought a sailboat that we have never sailed on. My forty years of sailboat racing experience tells me that we have something special here, but it will be fun when we really find out. By the way he didn't buy our Catalina 22. His wife thought it wasn't big enough. That should give you something to put in the newsletter and we'll add some more details soon.

Larry

(the next items are from Capt Gary NX1610 Tangier)



Fred--Funny you should mention a write-up. I did a couple of pages for the local YC newsletter on our family cruise from last June. I have attached it below. It may be a bit long and doesn't have the details about geography, animal life, etc that you requested. I won't be offended if you want to edit it down or not use it at all, but it is at least something about the way we use or Noelex over here.

Traditionally, March is our fit-out month here in the eastern states; covers come off, dirt is removed, sails put back on, etc. My family, who live in New York are a few weeks behind us here in Virginia and those in South Carolina are already boating in March. We have warm weather--65°-75 ° each day during spring, but by the end of May things begin to get hot--80s and sometimes 90s. We use our boats pretty much all the way thru October. There are even some die-hard racers and fishermen that go all the way up to Christmas, but that is too cold for me. We have chilly weather from November thru March, but its not bad. Nights in January and February are usually in the 20s, with days rainy and in the 40s. We are glad to see the flowers begin to poke their heads up in late February, early March. The boating lasts well into fall only because the water stays warm even when the nights are chilly and the days less than warm. We swim all the way to the end of October.

I will write up a piece about regulations here in the States as per your suggestion. I am a former US Coast Guard SAR skipper and with my captain's license, have a good grounding in the rules and regulations we have to comply with here, so I can do that. Plus, there is a good amount of local legislation that provides some pointers on how things will look for all of us in the future.

GS

(Thank you Gary – now follows your Family Cruise).

Our Annual Family Cruise – June 2005

Since almost all Noelex owners are in Australia or New Zealand, I thought I would pass along some of the log entries and personal remembrances from our recent annual cruise.

Our Noelex 30, TANGIER is the place our family can get together; work and play together and get to know each other again after our busy schedules take us far and wide most of the rest of the

time. Our family is defined as myself; 54, employed by a US Government agency as a contractor in information services; my wife, 43 and similarly employed (for a different agency), but part-time (30 hours per week) and the daughter, 11 years old, entering the last year of elementary school in the fall and facing a lot of changes in her life over the next few years—the pre-teen challenge.

I have been sailing on the east coast of the USA for about 50 years, beginning at summer day camp as a youngster. I even taught my wife to sail before we were married, 20 years ago. For the first ten years of our marriage, we raced our Hobie 33 up and down Chesapeake Bay 11 months of the year out of Annapolis, Maryland. When the daughter arrived, we became cruisers. We sold the Hobie 33 (an ultra-light displacement speedster) in 2001 with the idea of getting a lifting-keel-equipped boat that we could keep on the Potomac River, closer to our Alexandria home. We just didn't have the time to continue to drive to Annapolis every week-end (about 45 miles, usually better than an hour, especially in traffic) and, since we were no longer racing, didn't need the location.

We were lucky enough to locate our Noalex on Maryland's eastern shore, about 2 hours by car from our home. The boat had been neglected for a few years, but only needed cosmetic work and a few new parts here and there. Once at her new berthing location, Mount Vernon Yacht Club on the Potomac, we were ready to begin our new life as real cruisers.

This year's cruise began on 8 June, the daughter's last day of school. She was excused at noon and we worked hard to get the boat loaded with food, clothing, bedding and everything else one needs for a 10 day sail. It was hot—about 90° (F) and humid, so by the time we were loaded, about 6 PM, we needed a swim in the yacht club pool. After our swim, we got underway at 8 PM and proceeded down river, in the direction of the Chesapeake Bay, 90 miles away. That first day, the objective was to get loaded up and get away from the dock. Even though we didn't plan on going far the first day, it's good to get away from the dock and get into the "cruising frame of mind".

Our plan was to go down river to Mattawoman Creek, about 10 miles. Since we have been to this creek many times over the last several years, we were thoroughly confident about entering the wide mouth of the creek after dark. Since there was no wind, we were faced with motoring to Mattawoman. One thing you have to watch out for on the Potomac is the tide—in places, the tide can run at 2.5 knots, and when you can only go about 5.5 knots anyway, you need to always be running with the tide. As things turned out, we were about 2 hours into the ebb, so we had a nice ride down to Mattawoman Creek, amazed at how quiet the river was, devoid of boat traffic on a week-day evening. We dropped our anchor just inside the mouth of Mattawoman Creek about 10 PM that night. After a very quiet night "on the hook", we got underway the next day at 7 AM. The early departure was dictated by the ebbing tide out of the river. Our goal was to get as far down river that day as possible. Again without wind, we resorted to the "iron jib" to move us down the river.

The Potomac River is basically in three parts—the first part runs south from Washington DC for about 40 miles, past Alexandria and Mt. Vernon. This arm of the river is wide (about a mile or more in parts) but shallow, with less than 3 feet of water outside the channel. After the first 15 miles (to Mt. Vernon), the river becomes deeper from bank to bank, allowing for more sailing when there is wind—which is not often. After the north-south run, the river goes into the "big bend", where the river curves to the northeast, then the southeast, then the east for about 5 miles. In the big bend, the river is narrow and the current can really be significant. Sailing can be challenging in this part of the Potomac.

So, on our second day out, we are motoring through the big bend and clear out into the last part of the river after lunch. The last part of the river runs 40 miles to the east and is wide (3-4 miles in

most parts) and deep enough to sail from shore to shore for the most part. Once through the big bend, we had a light breeze from the southeast, so we unrolled the jib and set the main. We sailed for about an hour before the breeze died off in the heat of the day. We started the motor again and pushed on, hoping for the usual afternoon sea breeze from the southwest to help us along. Around 3 PM, we got a breeze alright, but from the east—right on the nose.

We continued to motor along. The breeze continued to increase to about 15 knots and the waves got to be about 3-4 feet and choppy, since the wind was against the ebbing tide. We motored along until progress became slim. We decided to motor into Coles Point, a nice marina on the Virginia (southern) side of the river. They have a pool at Coles Point, plus gasoline and a nice place to tie up. After fuelling up, we had a nice swim in the pool and dinner in a cosy slip out of the wind.

On our third day out, the breeze had swung around to the southeast at about 12-15 knots. Our float plan was to head east to Tangier Island, our boat's namesake. With a good early start, we were out and had sails up before breakfast. As is usually the case, the wind slacked off by about 10 AM, leaving us with the prospect of motoring again. No matter, we only had a few more miles to go across the Chesapeake Bay and we could see the smudge of the island on the horizon, with the water tower glistening in the sunlight.

Tangier Island is a very special place for us. It is a small island, actually a group of islands with only one inhabited by about 600 hardy souls who take crabs and fish in the summer and oysters and fish in the winter from the Bay. This number has been dwindling for the last hundred years, since the bounty of the bay has been declining, mostly due to industrial pollution and farm fertilizer run-off. There are a few tourists like us and a small marina with a couple of slips usually available. The people on Tangier Island are very interesting: Friendly, honest, simple, hard-working and speaking a dialect of English that is described as Elizabethan—it has a nice ring to it. What we love about the place is how different and far-removed from our fast-paced lives it is—another world only about 120 miles from our dock. The really good thing is that it is an island and, as such, is only accessible by water, keeping the unspoiled beauty of the island and the people unspoiled, at least for a while.

We were tied up at Mr. Parks' marina by about 12 noon, ready for some lunch and a good walk about the island. There are several small shops with hand-made crafts which the island women do in the winter. There is always a young girl selling cookies or cakes which she made that morning on the corner. There is a ferry that comes once per day and an old inn that serves family-style meals and has a few rooms for rent. There is no alcohol on the island (unless you bring your own) and most everything on the island is closed up by 5 PM. We spent the night and, as is the usual custom, the watermen were hustling and bustling at about 3 AM the next morning, ready for a day on the water. Most all of the watermen use an inboard-powered wooden workboat, mostly open with a small cabin forward. They fish for crabs using traps, called "pots" made from chicken wire and baited with menhaden or herring. The crabbers can run up to 200 pots in a day's work. They are usually back at the dock by 2 PM, picking up bait and fuel for the next day's work. All of the workboats are on the creek which runs through the middle of the island, so you can imagine there isn't much sleeping going on after about 3 AM. That was OK with us, because we planned to get underway at first light, headed across Tangier Sound to the east, then southeast to Onancock on Virginia's Eastern Shore.

Our passage to Onancock was about 25 miles and, with a wind blowing about 20 knots from the southwest, we expected this to be a rapid crossing. We had never been to Onancock, but had heard good things about the small town at the head of the creek named for the town. Our early starts each morning and short distances run allowed us to be in our new port around lunch time every day. This helped us avoid being at sea in the hot (90-95° F) and usually windless

afternoons. We reached Onancock Creek and motored up towards the town, about 2 miles up river. There are beautiful farms along the creek, with barns and farm houses on the hills along the creek. Every bend presented new things to see and enjoy. We pulled into town at about 11 AM and topped up our water and fuel tanks. Since there was no room for us at the town dock, we decided to anchor in a small cove about a half-mile back towards the Bay.

One problem we encountered at Onancock which we had not seen as yet: There were many stinging nettles (sometimes called “jellyfish”)—too many to chance swimming, or more than a dunk off the swim ladder.

We rigged the dingy with our little outboard and ventured into town. Most of the small towns along the water, especially on the Eastern Shore of Maryland and Virginia gather a large part of their economy from tourism—boaters as well as the car-bound variety. The Eastern Shore is a peninsula of land about 200 miles in length reaching southward from Pennsylvania to Norfolk, Virginia. This peninsula separates the Chesapeake Bay from the Atlantic Ocean. For many years, the Eastern Shore was only accessible by ferry, but about 40 years ago, they built a bridge from Annapolis and then one from Norfolk. These bridges turned what had been basically a farming economy into a tourist-based economy. Many of the quaint old farming towns are now sporting new town-house style developments designed for retirement people. It has been fascinating to watch the land and the people change around us.

In Onancock, we found lots of craft shops, candy stores, tourist clothing and an ice cream parlour among the hardware stores and feed cooperatives that support the dwindling farm economy. It is difficult to keep farming in the face of the housing development that is creeping southward from Philadelphia. We spent a quite afternoon at Onancock and departed for Crisfield the next morning—again early to beat the heat. Our next port of call is the economic centre of the Eastern Shore watermen’s life and the closest mainland port for the Tangier Island families. Crisfield sports a modern marina with hundreds of boats, a Coast Guard station and a bustling downtown area. The mail boat and freight boats leave from here to Tangier Island. Also, the children from the Island attend high school in Crisfield, there not being enough of them to support a high school on the island.

Crisfield has a pool at the marina, a grocery store and several nice restaurants to give the wife a break from the galley. An afternoon is about enough time to get a good tour of the place, along with a swim in the pool (no nettles) and a nice seafood dinner. The wind was still up on our sail from Onancock, out of the south. And since our direction was basically north, we decided to put up the spinnaker. Yes, as cruisers, we do have a spinnaker and we do know how to fly it. We don’t do it often, since it is usually more trouble than it is worth. While the wife drove the boat, I rigged and hoisted the spinnaker. While doing all this running around and trimming of sails, I didn’t notice that we were passing on the wrong side of a point of land which divided us from the main part of Tangier Sound and sent us up a funnel-like entrance that ends in a long, narrow river. By the time I realized what had happened, we would have had to pull the sails down and motor or tack into a good, stiff 20 knot wind as well as a flooding tide—not a pretty picture! As I looked at the chart, I noticed a small thoroughfare creek that connected the river we were on to the river we wanted to be on to the north. The thoroughfare is a typical “ditch” through the grassy tufts of the shallow parts of the Eastern Shore. These thoroughfares are used by the crab boats to short-cut from one river to another without going all the way out to the Bay and then back in again on the next creek. They are usually shallow and not marked, except by a stake or two here and there.

We decided to chance the thoroughfare creek, as opposed to slogging back upwind and around the long way—about 10 miles. As we came to the thoroughfare creek, a crab boat approached from the other direction and we used him as a pointer to know exactly where to enter the little creek. With sails down and motor on, we raised the keel all the way and released the rudder to

float up as needed. One potential problem might be an overhead power line that we could not get our mast under—that would ruin our day! Another problem might be missing the narrow, unmarked channel in the creek and getting stuck. But with the tide flooding, we felt a short wait would remedy that situation, should it arise. Well, we made it through the little creek to the river that led us into Crisfield and we were tied to the dock by 2 PM, ready for a swim.

TANGIER was underway the next morning at 6 AM, again to take advantage of the morning breeze and avoid the heat of the day as much as possible. Except on this day, there was no breeze and the day promised to be hotter than any we had yet experienced on this trip—close to 100° F. Our planned destination was Smith Island, a few miles and a long sand bar north of Tangier Island. Like Tangier Island, Smith Island is bisected by a creek which is the home of many crabbers, fishermen and oyster dredgers. Smith is a little different in that there are three separate small villages on three separate islands. We had never been to Smith Island before, so this was a new stop for us. We were interested to note the differences and similarities to Tangier Island. Again, the thoroughfare creek into Smith Island was not marked, being used mostly by crab boats and not by tourists. We did notice a few stakes here and there and could make out the channel with a crab boat pointing the way every now and then. We followed the thoroughfare creek into what appeared to be the main town, with a fuel stop and a commercial dock for off-loading crabs or fish, along with a tiny grocery store. We bought the essentials of cruising—gas, ice and a few groceries and a little local information. A bit farther along, we came to a three-slip marina with a restaurant next door. There was no one about, so we tied up the boat and awaited someone—it was 8 AM.

With the heat really going, we put up the sun shade and the wind scoop to gather any breeze that might stray by. We took a walk around the town, which took 10 minutes. We happened on some women in a crab house—really a shack on stilts out over the water—picking crabs for meat, which they will sell. If you have ever watched the professionals pick crabs, it is a real treat. They are really fast and you have to watch carefully—a real local art. We found a small museum but that didn't open until noon, so we tried to find some shade and take it easy. One thing about Smith Island that we didn't really like was the horseflies. These are rather large flies that can really take a nasty bite out of you and should be avoided at all cost. There were swarms of them on Smith Island and the only way to avoid them was to get into a screened-in porch or something for protection. Since the restaurant didn't open until noon, we took advantage of their screened-in porch, which was also in the shade—very nice. With a book in hand, we were truly on vacation.

We had lunch and took a quick swim to avoid the nettles and decided to get underway, bound for our own Potomac River across the Chesapeake Bay—about 15 miles. We got underway at about 4 PM with absolutely no wind anywhere and had a peaceful motoring across the Bay. It was getting dark as we crossed the shipping channel down the western shore of the Bay and we carefully avoided two large commercial ships, one a freighter and the other a tug pulling a string of barges loaded with sand. Whenever we are sailing or motoring near a commercial shipping channel, we keep our VHF radio tuned to the bridge-to-bridge channel and when we see a commercial vessel, contact them to give them our course, speed and intentions to avoid any erroneous assumptions or oversights they may make. I have had enough close calls on the Bay at night to make this a standing night order on any vessel I am aboard. With the last twilight, we pulled into Point Lookout Marina and dropped the anchor nearby for a quiet night “on the hook”.

The next day, we took a lay day and enjoyed the pool, a book and a quiet day at the Marina. We took on fuel and ice and experienced a terrible meal at the restaurant—which was too bad. But, they had ice cream in the marina store, which made up for our disappointment. Underway at first light on the next day, we were within striking distance of home, but felt that we could go half-way without much effort and enjoy the scenery along the lower Potomac. Plus, since back in the

Potomac, the tide became an issue once again. Our departure was planned around the rising tide, using it to add to our usual 5-6 knots, giving us 7-8 knots over the bottom. Since there was no wind yet again, we motored about 40 miles to just about the beginning of the “big bend” in the river. There is a nice little creek with a wide mouth and a protected hook at the north-western point. As this was a week-day, we had this little anchorage to ourselves. Since the water had turned brackish, the stinging nettles were behind us and we could swim all we wanted. We had steaks on the stern rail barbeque and a great night in our little anchorage.

Our final day on cruise brought us some overcast skies, but there was wind. Once we motored through the rest of the big bend in the river, we took advantage of a nice south-easterly breeze and had a good sail the rest of the way back to Mt. Vernon. We hit the dock as the skies were clearing and the sun came out again. Since the heat and humidity were back, we chose to head for the pool instead of unloading the boat. Even though we were home, we felt no immediate need to ride up the street and see our house. We had dinner on the boat, showered in the clubhouse and spent our final night on the boat, less than a quarter mile from home, but still on vacation!

Regards Gary Spivack – NX1610 ‘Tangier’.

(I read every word of it. Coming from Holland and having done a lot of sailing there in my younger years, it reminded me of the multitude of waterways over there. A great story Gary and thank you. Maybe your article will inspire some of our Oz based members to get on their keyboard and put in!)

Noelex Yacht Squadron Inc.



The Squadron is again conducting National Championship Series for both classes. Previously a Notice of Race was supplied to all members. If it was not received or has been misplaced, the Notice is repeated on the next few pages.

Please note the following:

Over the past few years the cost of running a regatta at a host club on our behalf has escalated to a point where it has become necessary to evaluate economic viability.

Most clubs have a minimum charge, around \$650.00 plus GST for a weekend event and add a further 10% for every boat over 10 participants. Whilst a Class Regatta is valuable to all Noelex owners in keeping the class very much visible on the water, we cannot see value in increasing entry fees. This would act as a deterrent and diminish entries even further.

As a result the Race Committee has decided that there must be at least 10 entries to stage a regatta. Nine entries or less is not enough interest to justify the cost.

As at this moment we have received five confirmed entries, all in the NX25 Class. No entries have yet come to hand in the NX30 Class.

In the event that we do not receive 10 entries or more, the event will be cancelled and all monies received so far will be reimbursed.

Confirmed participants will be advised within an adequate time frame in regard to this matter.

If entering, please ensure that you have also paid your subscription renewal for the current year.



NOTICE OF RACE

1. Date, Venue & Organizing Authority

The Noelex 25 and Noelex 30 National Championships will be held on 20th and 21st May 2006. The Organizing Authority for this regatta is the Noelex Yacht Squadron Incorporated. Royal Yacht Club of Victoria Inc. will conduct the Championships on behalf of Noelex Yacht Squadron Inc. as the host club.

Royal Yacht Club of Victoria Inc is located at 120 Nelson Place Williamstown Victoria.

Mooring facilities will be available at the club and will be allocated on first come first serve bases.

2. Rules

The Championship Regatta shall be governed by: the International Sailing Federation's (ISAF) Racing Rules of Sailing 2005-2008, the class rules of the respective classes, (except as any of these are altered by the Sailing Instructions)

3. Advertising

All Competitors may be required to display Series or Event sponsor's name(s)/logo(s) and bow numbers. If required, Noelex Yacht Squadron Inc will supply these items and they shall be affixed and/or worn as prescribed in the Sailing Instructions. The Regatta is classified as a Category C event in accordance with RRS 79 and Appendix 1 of the RRS.

4. Eligibility & Entries

Eligible boats may be entered by: Completing registration with the Organising Authority (Entry Form attached to this NOR),

Competitors shall be a member of an affiliated club through their respective state organisation unless exemption applies and Competitors shall be a financial member of Noelex Yacht Association Incorporated,

All competitors shall comply with ISAF Eligibility Rules RRS Appendix 2 Regulation 21.

Entries, together with the entry fee shall be made to the Organising Authority on the official entry form. The fully completed entry form shall be received at the entry address no later than 15th May 2006 Entries may be accepted after the closing date at the discretion of the Organising Authority concerned, but will subject to late entry fee. Refer Fees.

5. Fees

The entry fee is \$50.00 per boat for entries received on or before 15th May 2006 Any entry received after this date (15th May 2006) will incur an additional \$10.00 fee.

6. Schedule of Events

6.1. Registration and Sailing Instructions

All competitors shall complete registration at Royal Yacht Club of Victoria Inc Club on 20th May 2006 before 0900hrs. Sailing Instructions will be issued to each competitor on completion of registration at the host venue.

6.2. Event Schedule

During back-to-back heats the starting sequence for the next scheduled heat will not commence less than 10 minutes from the recorded time of the last boat finishing in the previous heat.

| Date | Warning | Event | Class |
|-----------------------------------|---------|---------------------------|-----------|
| 20th May 2006 | 1025hrs | Heat 1 & 2 (Back to Back) | Noelex 30 |
| | 1030hrs | Heat 1 & 2 (back to Back) | Noelex 25 |
| | | LUNCH BREAK | |
| | | Heat 3 & 4 (Back to Back) | Noelex 30 |
| | | Heat 3 & 4 (Back to Back) | Noelex 25 |
| | | | |
| 21st May 2006 | 1025hrs | Heat 5 & 6 (Back to Back) | Noelex 30 |
| | 1030hrs | Heat 5 & 6 (Back to Back) | Noelex 25 |
| | | | |
| | | | |
| 30 Minutes after return to Royals | | Presentations | Noelex 30 |
| 60 Minutes after return to Royals | | Presentations | Noelex 25 |

7. Measurement

Each boat shall comply with the requirements of the respective class rules. A measurement certificate will not be a requirement for National Championships but inventory requirements as per Class Rules will apply. A copy of the class rules should be carried by each competing yacht. Inspections may be carried out at any time to ensure that this requirement is respected. A Boat notified of inspection shall follow the instructions of the Race Committee.

8. Racing Area

The Racing Area will be in and adjacent to Hobsons Bay.

9. Courses

The courses to be sailed will be a combination of Windward Leeward and Triangular courses and will be detailed in the Sailing Instructions.

10. Scoring System

ISAF Racing Rules of Sailing Attachment A Scoring, Low Point Scoring System will apply.

11. Support Boats / Coaches

All boats shall keep 100m clear of the course area during racing, except in boats provided by the organising authority or when asked to assist by the Race Committee.

12. Radio Communications

A boat shall neither make radio transmission whilst racing nor receive radio communications not available to all boats. This requirement also applies to mobile telephone communications.

13. Safety

Owners/person-in-charge of a competing yacht during the regatta will certify that the competing yacht complies with all safety regulations as specified in the AYF Racing Rules of Sailing 2005-2008 and will confirm this requirement by completing and lodging the attached declaration with the entry form or the host club.

14. Prizes

Perpetual National Trophy to overall winners of each class Prizes for first – second and third place getters.

Note “ AGGREGATE RACE “ Prices overall for first –second and third place getters

Further trophies/prizes as determined by the organising authority.

15. Rights To Use Name And Likeness

In participating in this event, a competitor automatically grants to the Organising Authorities and the sponsors of this event, the right in perpetuity, to make, use and show, from time to time and at their discretion, any motion pictures, still pictures and live, taped or film television and other reproductions of him/her during the period of the competition for the said event in which the competitor participates and in all material related to the said event without compensation.

16. Entry Disclaimer

It is the competitor's decision to enter the Event or to start and continue in any race. Competitors shall accept that their participation in the Event is at their exclusive risk in every respect. By way of entry in the Event competitors shall indemnify the Organising Authorities, and the Host Club, their officers, members, servants and agents in respect to all claims and demands of whatever nature which may be made upon them in connection with or howsoever arising from their participation or intended participation in the Event. The Organising Authorities, and the Host Sailing Club, their officers, members, servants and agents accept no responsibility in respect of loss of life, personal injury or loss or damage to property which may be sustained by reason of their participation or intended participation in the Event or howsoever arising in connection with the Event.

17. Insurance

All competing boats competing in the 2006 Noelex 25/30 National Championship shall have third party insurance cover of not less than AUD\$2,000,000 (recommended AUD\$5,000,000) or equivalent thereof in any other currency for any accident. All owners/competitors who sign the Entry Form are deemed to have made a declaration that they hold such cover. Competitors may be required to produce evidence of such insurance and any competitor not holding this cover shall withdraw their entry.

18. Information & Entry Address

Ring John Robb (Racing Director) on 0418580833 or 0393975814 about where to launch , leave your trailer and where to put the Noelex etc.

Entries to Fred..... Noelex Yacht Squadron Inc
c/-22 Harries Court
Narre Warren North 3804
Victoria

Email: noelex@noelex.com telephone (03) 9796 8269

(This declaration must be submitted with Entry form) YACHTING VICTORIA

Declaration of compliance with Safety Equipment

Submitted to: Royal Yacht Club of Victoria Inc

Boat Name:

Sail Number: Date:

The owner shall complete this declaration in acknowledgement of understanding the requirements of the Australian Yachting Federation Racing Rules of Sailing ADDENDUM A, AYF Special Regulations Part 1 2001-2004. If the owner is not the signatory, then the owner must sign the following authorization.

I authorizeas my representative and understand my responsibilities under ADDENDUM A. 1.

Owner's Name:

Owner's Signature:

DECLARATION OF COMPLIANCE

I , declare that the above boat complies with the requirements of the Marine Regulations and the Australian Yachting Federation (AYF) Racing Rules of Sailing (RRS) ADDENDUM A, AYF Special Regulations Part 1 for **Category 3, 4, 5, 5N, 6, 7** (Circle as Applicable)

and that where the boat is in compliance with more than one Category level, the boat will carry the equipment commensurate with the specified Category for each race so entered. I also undertake to maintain the boat and all its equipment in good order and condition as specified in these Regulations.

I have also read and understand my obligations as set out in Clause 1.02(a), (b) & (c) Owners Responsibility of the AYF Special Regulations Part 1. I understand that receipt of this Declaration by the Club/Association does not imply any responsibility of the Club/Association for the seaworthiness and completeness of safety equipment for the boat. I understand that any inspection of a boat's safety equipment is only a guide for the Owner and Race Organizing Authority and that such inspection cannot limit or reduce the complete and unlimited responsibility of the Owner or the Owner's Representative as defined in Clause 1.2(a), (b) & (c) Owners Responsibility.

I have read and understand the requirements specified in RRS AYF ADDENDUM A, AYF Special Regulations Part 1 and certify that the boat is in compliance with these Regulations.

Signed:

Name:

Boat name

Date:

2006 Noelex 25 and Noelex 30 National Championships

ENTRY FORM

Boat nameClass NX25 – NX30 (delete one)

Boat number

Sail number

Hull Color Stripes(plank) color.....

Spinnaker colors

Club

Skipper – name:.....MYA No.....

Crew – name(s)

1.....MYA No.....

2.....MYA No.....

3.....MYA No.....

- I certify that the above information is true and correct.
- I agree to be governed by the Rules under which this Regatta is to be conducted.
- It is clearly understood that I am taking part in this Regatta at my own risk and responsibility

I have read and fully understand the contents of the document Notice of Race.

Signature: (skipper)Date / /2006.

Measurement completed satisfactory.- (if required).

Signature.....: (measurer)

Payment of entry fee \$50.00 is attached and entry is submitted for acceptance

Signature: Date / /2006.

Declaration, Entry Form and payment of \$50.00 to be forwarded to:

Noelex Yacht Squadron Inc c/-22 Harries Court Narre Warren North 3804 Victoria

NOTE:

Entries received after 15th May 2006 are subject to a late entry fee of \$10.00. The Host Club may decline to accept late entries on the day of the Regatta.