

Noelex Telltales

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The official newsletter of

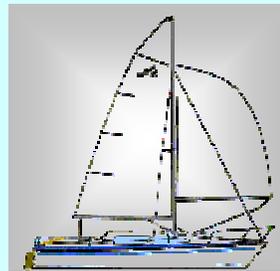
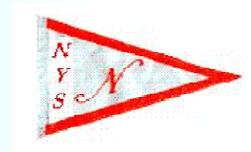
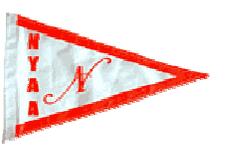


Yacht Association of Australia Inc

ABN 81 063 080 148

incorporating

Noelex Yacht Squadron Inc



Contents preview

- **President's report**
- **Committee reports**
- **For Sale**
- **Member input**
- **Noelex Yacht Squadron Inc**

and more

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Editor's notes

We are starting another year, our 12th which is not a bad effort, considering that the sceptics in 1996 said that we were certain to fold 'in a year or two'. A lot of water has flowed under the bridge since then but the one thing is certain. From an initial membership of 67, we are now nearing 200, indicating that we must do something right.

Of course that result is entirely due to Noelex owners who see their boats as a on-off design that is everlasting. Keeping us banded together is one certain way to ensure that your boat will always be in demand at a premium price.

The only disappointment over the years is the scarcity of items of interest for publication. It is quicker to fill Telltales with your experiences than me sitting back, thinking: 'what can I put in this issue'. Hopefully some members may make an effort this time around?

Fred Viergever – Editor.

President's Report



I am pleased to report that your Association ended its year on 31 March in a healthy state. Our membership is strong; our annual subscription rate is very low when compared with other sporting Associations and on current trends we aim to continue on that course, subject of course through your continuation of membership.

By definition we are a National one-class Association, mainly as a server to Noelex owners on an informative and social basis. We do have a racing arm, Noelex Yacht Squadron Inc., for those keen on racing but, essentially, the Association has no racing interests. Sometimes we lose a member with the excuse that they never race as the reason for resigning which is not a relevant excuse. However, seeing a fleet of Noelex yachts in a class race is a very pleasant sight and justifies for us to maintain a racing arm. The benefit to members of having the Squadron is for the following reason.

In the past few years, Australia has followed the world trend to ensure that any person participating in race activities anywhere in this world, is affiliated with ISAF (the world body of yacht racing) via their National body; in Australia Yachting Australia, and in turn through Yachting (State) such as Yachting Qld etc. The State body then arranges for the issue of a plastic card with a membership number, subject to an annual fee. This fee currently is \$61.00 and is subject to increase each year or whenever an increase is considered warranted. The minimum card is called a 'Silver Card' but there is also a 'Gold Card' at a higher fee. There are a number of benefits, such as discounts in retail stores and

other participating sponsors such as HP and there is a personal accident insurance cover attached. The only snag is that the card can be obtained only through an affiliated and recognised yacht club. This means that any person present on a boat, participating in an official yacht race must hold at least 'Silver Card' membership, obtained through a yacht club. In other words, if you intend to race frequently at any of those clubs and you have two crew plus yourself on board, all three must hold an individual card.

The card is recognized world wide, so if you were offered to crew in a race held in the Bahamas or Mediterranean, your current membership will be recognized. The only exception at present is that one is permitted up to three racing events in any one year and not having a card.

Being forced to join a club to get the card involves in many cases 100's of dollars as club membership. If you own a boat you may well think that this is worthwhile, especially if you race mainly in local club events. But what about the crew? These may vary often, depending on who is available at any specific time. Also, you may keep your boat at home and trail it around to the various racing scenes and not belong to a club.

Currently there is talk on members of any affiliated Association to also hold a card. There are some classes of membership such as 'family', 'junior' or 'individual' and it could well eventuate that an affiliated Association would be required to ensure that your teenage children are actual card holders, even if you cruise frequently as a family and never race. Already there is a flat charge to affiliate – the Squadron is being levied \$500 this year – but as an Association it is not considered prudent for NYAA Inc to do so. We would look at a much higher fee with our membership nearing 200.

Already we have great difficulty to collect our annual fee of just \$60.00 from a percentage of members; it would be near impossible to collect the additional affiliation fee from every Association member and/or family members. Furthermore, I spend many hours running this show; I know that there is some remuneration for use of my home as an official office, constantly attend to phone calls, sale of boats, meetings and so on but having to also collect and arrange for the issue of hundreds of cards is not my intention. If that were to occur at some future time, we would need to employ someone fulltime.

This is where the Squadron comes in. NYS Inc is a fully recognized yacht club, membership is totally free of charge to Association members who intend to race, we collect your \$61.00 from you and we arrange for issue/renewal of your card each September at no other cost. The number of members involved is only around 20 or so – half of those are crew persons only, hence it is not a big deal.

Should you join your local club, the card membership is transferable between clubs at no other costs. Often I am asked by a member what the 'Squadron' is. I trust that the above helps members understand.

There are many Trailable yacht owners who have the desire to eventually own a Noelex 25 or 30 which ensures that there is a ready market when the time comes to part. This ensures that a member can expect a premium price when compared with other types of trailables.

Many boats are placed with new owners via this Association; some make it to an advertisement but the majority never make it that far. Over the past 12 months, your Association has placed 27 boats of both sizes with new owners but only a handful ever got to the advertising stage.

We do levy a charge but not a brokerage fee. Our charge is \$100.00 to members and \$200.00 to non-members. This has resulted last year in offsetting costs by some \$2300.00 which will be shown in our financial statements, to be placed in the member pages on our web site. The major cost tends to swing to computer requirements and electronic communication. We must have good equipment and modern software. We must have a reliable server to enable us maintain our now very popular website but there will still be normal non-electronic related costs. Not every member has a computer or is computer literate and those members are still served via the normal sources that existed prior to electronic means being invented. This involves the usual stationery and postage costs.

To sum it all up, with a membership such as ours, we can comfortably survive at our \$60.00 per boat per annum. We have some reserve funds which will ensure continuation should there be a decline in membership, we are seen on the water everywhere and, on current trends you will easily dispose of your boat at a premium price should the time come for a sea change.

Assuming you have read the entire article, you can see that I, at least, make an effort to fill Telltales. Will you help next time around?

Fred V. - President

Treasurer's report



On behalf of your Treasurer I can report that the Association's accounts ended the year in line with the previously issued budget estimates published last year. The Annual report is currently being put together, will be audited and then placed within the member pages on the web site. Non-email members will receive a copy in the mail in due course.

Collection of subscription renewals is at around 60% at the time of writing. Many members now pay via the Internet which is the most effective and least expensive method. However: not always are there details as to who made the deposit. If there is no such reference, a payment shows up simply as: "deposit 9999" or "subscription renewal" but for who? In the past few weeks there were four of those items. Three have been resolved – one item remains outstanding. Details of that payment are:

17/04/2007 NETBANK TFR - prod court - \$60.00

Can someone please enlighten me as to who this depositor/member is? If you recognize this as yourself, please send me an email to noelex@noelex.com. That way I don't have to send you a 'please pay now' request.

For those members now being shocked in remembering not yet having paid, the postal address to send payment to is:

NYAA Inc – c/o 22 Harries Court – Narre Warren North 3804

or, if using the Internet, BSB/account number details are:

063255 900696 (which means CBA - Victoria - Kilsyth – NYAA Inc.)

PLEASE – if using the Internet method, ensure that you add either your name or NX number or boat name.

All payments will be acknowledged in writing.

Handy Hints



The original Noelex25 or 30 comes with a roll-out foodbin/icebox. When boats were still being produced in numbers at a then reasonable price, the local selling agent would install a refrigerating unit on the platform behind the icebox, if requested by the new owner. Generally this was a unit by the brand name of 'Indus'. This was a refrigerator unit made in Italy and worked via a diaphragm type pump.

The gas used was the type now banned for environmental reasons but there are still some places that could re-gas the unit. Problem is that those units did not incorporate a re-gassing valve. More often than not, the diaphragm failed and renewing that part, installing a valve and re-gassing, amounts to a cost between \$300.00 to \$400.00. Even then, you would be lucky to get another three years usage.

If you are a cruise only member, you would be better off to either, add insulation as shown in the article on the web site and install a compressor driven unit such as that produced by Danforth (a German manufacturer) or, remove the foodbin altogether, make a suitable platform on castors and purchase a fridge, such as an Engel or the various other brands available. Either way, you look at an outlay in excess of \$1000.00 but in the long run you will find that you have made the right decision. Cruising for any length of time without an adequate fridge is not the way to spend an enjoyable holiday.

You may consider yourself to be the captain but if you do not supply the proper and reliable equipment for use by the person preparing your sustenance, you will not be cruising too many times. I know all this from experience.

The boson's mate.

Membership



Below are the latest results and we welcome the following owners as members:

Noelex 25

- David WOODS – Riverside - Tasmania – NX943 ‘CHEERS’ (previous non-member boat;
- Peter HARVEY – Metung – Victoria – NX987 ‘SAYONARA’ (previous member boat Robin Walker);
- Peter HACKETT – Williamstown – Victoria – NX1014 ‘MERLIN’ (previous non member boat)

Noelex 30

- Trevor BROWN – Torquay – Victoria – NX1585 ‘FLEURIEU WARRIOR’ (previous member boat Patrick Driscoll).

Current total of members stands at 192.

Membership director.

Cruising.



Members listed on our chat site would have noted the many messages regarding a (past) Easter Cruise on the Gippsland Lakes. Unfortunately this did not come off as hoped with only a few turning up. Nevertheless, those who did, reported to have had a wonderful cruise. I have no other details on hand.

For Sale

We still list NX774 – ‘Never Blue’ as detailed in previous Telltales at an asking price \$37 000.

Both, NX987 ‘Sayonara and NX926 White Pointer recently featured on our web site, have been sold.

We have three new listings as shown on the next pages:

Noelex25:

NX 971 'Syrah'

Australian built 1990 with Pop top and internal headliner
Maroon external trim with white deck, pale grey hull



Inventory:

Interior: Upholstered Internal cushions – grey , subtle pink blend
Spare interior seat cover and spare bench seat for double bed (to leave made up)
Clear and insect screens for pop top - mainsail cover with name – 'Syrah'
Extra length board and mattress for forward bed

Engine: 8hp Yamaha – 2 stroke.

Sails wardrobe: Spinnaker, off set spinnaker, new mylar Genoa
Jib & Main racing sails - Cruising Main & Jib - Storm Jib

Above deck: Boom tent - Complete full size boat cover - Outside cushions- grey

Instrumentation: – depth, speed, log, compass - Auto pilot
27meg radio & Blaupunkt CD player and sound system

Trailer: Mackay trailer with small truck tyres - Electric winch

Anchor and 60ft chain & anchor rope - spare anchor – usual safety gear.
All normally standard Noelex25 fittings.
All in excellent condition.

Location: Geelong area.

Asking Price – \$45,000.00 (ONO).

Contact Association at noelex@noelex.com or phone (03) 9796 8269 for owner contact details.

-o-o-0-o-o-

NX1586 "Intrigue"

Build by Marten Marine 1986
original name "Little Big Boat", White and Blue trim.



Inventory:

- Engine: -** New shaft drive 2002 Nanni 21 hp. s/n 171600; PSS shaft seal; Two blade folding propeller; VDO Temperature gauge; Current hours are 485; 70 liter s/s tank; VDO fuel gauge.
- Refrigeration: -** Danfoss12 Volt with adjustable control and digital temperature indicator.
- Keel: -** New keel ram and hydraulic pump 2005
- Water: -** 120 litres
- Stove: -** New Maxco two burner and grill 2006;
Gas solenoid at bottle which is located in self-draining locker formed in redundant outboard locker. Gas alarm at stove.
- Rigging: -** Stays and halyards replaced in 2004
- Sails: -** New North's Main and Jib Dec. 2004; Cruising Jib; No. 3 Jib; Spinnaker
- Extras: -** Avon 9 inflatable, removable o/b bracket on soft back to allow ease of location in aft locker;
3.3 hp Evinrude outboard; Boom tent with battens; VHF; Radio Cassette; Compass; Garmin 12 GPS; Raymarine depth and log; Autohelm 1000; TMC maserator toilet; Porta loo; Shower sump pump; Solar shower bag and extension hose with trigger shower head
New Micron anti-fouling.

Located at RQYS, Manly, Brisbane.

Asking price is \$85,000.

Contact Association on (03) 9796 8269
Or owner on
(07) 3390 5666 - Email: mervs@engapp.com.au

NX1587 "HEALING"

Built 1985 by Marten Marine – New Zealand. Fresh anti-fouled March 2007

(no picture available)

Inventory

- Sails:** Fully battened main, roller furling and self tacking jib. Mylar No2 in excellent condition, new spinnaker.
- Engine:** 9.9 HP 4 stroke Mariner outboard with cockpit controls; new propeller.
- Instruments:** Four auto helm, 2 batteries;
- Communication:** GME marine UHF radio, AM/FM radio & tape
- Safety:** Fire extinguishers X 2 and fire blanket, flares, gas alarm, life jackets and bilge pump; Anchor chain and warp
- Extra items:** Mariner Princess gas oven and 2 burner stove. Electric refrigeration, clock and barometer, boat hook and fenders.
New boom sun awning, cockpit wind breaks, bosons chair, ropes. : SS fixed boarding ladder, new running rigging,.

No trailer.

Excellent condition

Asking price \$78,000 - Location Sorrento.

Contact Association on 03 9796 8269
or contact owner
mobile 0407 817 273

Member Contributions



WHITE LIE CAKE

Have you ever told a white lie? You are going to love this, especially all of the ladies who bake for Bake Sales.

Alice was to bake a cake for the Baptist Church Ladies' Group in Tuscaloosa, but forgot to do it until the last minute. She remembered it the morning of the bake sale and after rummaging through cabinets, found an angel food cake mix and quickly made it while drying her hair, dressing, and helping her son pack up for Scout camp.

When Alice took the cake from the oven, the center had dropped flat and the cake was horribly disfigured. She said, "Oh dear, there is not time to bake another cake."

This cake was important to Alice because she did so want to fit in at her new church, and in her new community. So, being inventive, she looked around the house for something to build up the center of the cake.

Alice found it in the bathroom-a roll of Toilet paper. She plunked it in and then covered it with frosting. Not only did the finished product look beautiful, it looked perfect.

Before she left the house to drop the cake by the Church and head for work, Alice woke her daughter and gave her some money and specific instructions to be at the bake sale the moment it opened at 9:30 and to buy the cake and bring it home.

When the daughter arrived at the sale, she found the attractive, perfect cake had already been sold. Amanda grabbed her cell phone and called her mom. Alice was horrified-she was beside herself. Everyone would know!

What would they think? She would be ostracized, talked about, ridiculed! All night, Alice lay awake in bed thinking about people pointing fingers at her and talking about her behind her back.

The next day, Alice promised herself she would try not to think about the cake and would attend the fancy bridal shower at the home of a fellow Church member and try to have a good time. Alice did not really want to attend because the hostess was a snob who more than once had looked down her nose the fact Alice was a single parent and not from the founding families of Tuscaloosa, but having already RSVP'd, she couldn't think of a believable excuse to stay home.

The meal was elegant, the company was definitely upper crust old South and to Alice's horror, the cake in question was presented for dessert! Alice felt the blood drain from her body when she saw the cake! She started out of her chair to tell the hostess all about it, but before she could get to her feet, the Mayor's wife said, "what a beautiful Cake!"

Alice still stunned, sat back in her chair when she heard the hostess (who was a prominent church member) say, "Thank you, I baked it myself." Alice smiled and thought to herself, "God is good."

HAVE A GREAT DAY!! – (with compliments "O'really II" G Baker.

Email members listed on the Chat Site – Remember the "Smelly Boat"?

This is one reply I received:

“Hope the guy with the calamari has fixed his problem! Some interesting replies to that one.

One thing about sailing is: never loose your sense of humor.

We went on a Sail Camp over Easter to the Blue Hole at Caloundra and one of our new members ran aground - twice, had the radio catch fire, lost a prop had to be rescued by the Marine Rescue Boat (the first Rescue Boat broke down) and then they had to send a second bigger boat to tow them home.

After all that, the Rescue Boat managed to scratch the boat putting it back onto its pontoon!!!

and Rowan thought he had problems!!

Having said this, we all still had a good time and the new boaties can rest assured that they had just about everything that could go wrong happen so it should all be plain sailing from here!!”

Have a great weekend.

Noelex Yacht Squadron Inc.



Telltales recipients would have seen the Notice of Race concerning a Noelex Championship scheduled and held on Melbourne's Port Phillip Bay recently.

As a matter of interest, the Squadron managed to muster a dozen 25's, five short races were held which included some altercations and unmentionable words from time to time, but all in all, everyone had a good time.

The end result was:

- | | |
|--|---|
| 1 st – NX657 Executive Suite – Herman van Ree | 2 nd – NX968 Footloose – John Robb |
| 3 rd – NX740 Pisces – Terry Caldwell | 4 th – NX 894 Mondial – Mark Harris |
| 5 th – NX981 Misty Blue – Rowan Sawers | 6 th – NX660 Silk Department – Kenton Lillecrapp |
| 7 th – NX1014 Merlin – Peter Hackett | 8 th – NX963 Cocktail – Rob Rainsford |
| 9 th – NX747 Plane Sailing – Peter Kalin | 10 th – NX1015 Touch the Wild – Harry Jakobs |
| 11 th – NX744 Tai Nui – Ron Parker | 12 th – NX1027 First Star – Ross Wilson |

Our congratulations to all place-getters and all those skippers and crew who made the effort to make the event take place.

John Robb – Racing

.Here are some pictures from the recent Marley Point race.

