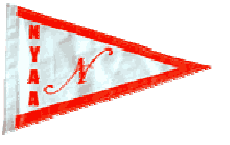


# Noelex Telltales

Volume 12 - Issue 4 The official newsletter of

July/August 2007.

**NOELEX**



**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 contributions**
- **Noelex Yacht Squadron Inc**
- **Cruising**

**and more**

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## **Table of Contents**

<b><i>Your Committee for 2007/2008</i></b> .....	<b>3</b>
<b><i>Editor's notes</i></b> .....	<b>4</b>
<b><i>President's Report</i></b> .....	<b>4</b>
<b><i>Treasurer's report</i></b> .....	<b>5</b>
<b><i>Handy Hints</i></b> .....	<b>5</b>
<b><i>Membership</i></b> .....	<b>6</b>
<b><i>For Sale</i></b> .....	<b>7</b>
<b><i>Cruising</i></b> .....	<b>9</b>
<b><i>Humour</i></b> .....	<b>14</b>
<b><i>Noelex Yacht Squadron Inc.</i></b> .....	<b>16</b>

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Telltales is the official newsletter of Noelex Yacht Association of Australia Inc - (ABN. 81 063 080 148)  
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### Editor's notes



I have a few pictures on file now and thought I use some over a period of time on the front-page of Telltales. Just pot luck if this is you this time.

At "the Office" we have been very busy getting some 225 jackets and 52 caps out to you and each member who placed an order by the deadline that was specified, should have received their parcel by now. We did order a few spares of the different sizes in case a member had mistaken their size and a few have been able to have their article exchanged. In the end we should finish with some items that will be offered for sale and I shall list next time what we have left over for purchase. I trust that our membership appreciates the work put in by your Association's 'first lady'. It took us a week to attend to all the orders which included scrounging suitable packing material for larger orders that would not easily fit in an Australia Post satchel.

Overall it appears that the vast majority of members are very pleased with the jacket style and color although there have been an odd few which we shall not mention. Never mind, can't win them all.

Fred Viergever – Editor.

### President's Report



In our last Telltales we advised members of the above mentioned undertaking and the reason for the 'free gift' was due to the fact that your Treasurer felt that we should return some surplus funds accumulated over the last few years to our members. There had been a suggestion to reduce the annual subscription rate by a dollar or two which was eventually considered to be too miniscule and probably meaningless. Instead the jacket with our logo and for all to be of the one colour seems to have been the winner. In fact, our subscription rate has been static for many years and looks to be to continue at the same rate for at least the foreseeable future.

We can make future supplies but these would need to be accumulated over a period of time to ensure that any order placed with our supplier is of adequate size. This would ensure a reasonable cost per item. As a guide of cost, the original quote per jacket was \$36.00 and postage added on average about \$8.00. We were able to beat the price down to \$30.00 as we ordered more than 200 items.

Any future requirements can be estimated to cost you about \$40.00 per jacket, delivered to your letterbox but it may take a little while to accumulate sufficient items for a bulk order.

That's about all there is to report this time around.

Fred V – President.

## Treasurer's report



As President Fred explained above, we returned about \$8,000.00 of accumulated excess funds over the last 5-6 years, to members. Whilst this was not allowed for in our current budget, with almost all subscriptions for the current year now finally paid, we will still end up with adequate funds to continue the successful operation of this Association. The only upcoming extraneous costs I can think of is the updating of some software that is becoming a bit old now, some dating back to 2001. Our current balance stands at \$21,269.00 after allowing for the previous described exercise.

Joan Rockliff - Treasurer

## Handy Hints



A few items have come up during the last couple of months. One concerns the free-wheeling of the pulleys at both ends of your boom and those in the foot and at the top of your mast – the other concerns your steering gear.

Whilst described in the 'Handy Hints' collection on our web site, it is highlighted again to ensure that you lubricate those pulleys at least twice a year. Because of their small size and very tight fitting, salt and dust, plus corrosion will easily cease these from turning. Once frozen, it becomes very difficult to get them working again. The moral is to ensure that WD40 - or similar - only takes a few seconds to apply.

The other item concerns the rudder blade and fittings. The connection of the rudder box to the transom contains a few neoprene bushes. Easily obtained from Peter Welch at Boatworks and very simple to replace. There should not be any 'play' whatsoever between rudder and transom fittings. If there is, you will find steering to become more difficult.

The other rudder item concerns the actual rudder blade. It is made in two halves and contains a wooden frame. It is not unusual for a crack to appear at the top of the blade, usually hidden inside the box. If not attended to, the result will be that water finds its way inside the blade, expanding the timber and causing the crack at the join to appear. The best way to prevent this is to roughen up the top rounded top edge a little with some coarse sand paper, apply some resin and f/g tape and sand back smooth again. Once the two halves part, it is too late to do anything else but get a new blade. The latter is not a cheap exercise.

And lastly, Peter Welch has advised that he now stocks the newly designed keel winches for Noelex25's. The units are identical to the present ones fitted but the bronze worm drive – the usual cause of failure – has now been re-designed with a stainless steel drive which is more durable. Peter can mail replacements and also supply a replacement cable at the same time at a little extra cost. The address of 'Boatworks' is listed in our member listings on the web site.



The boson's mate!

## Membership

Below are details of new members enrolled since our last Telltales and we warmly welcome those into the Noelex family membership:



### Noelex 25

- Peter and Lyn HANLON – Carina Heights Qld – NX834 ‘Offshore Account’ (previous non-member boat and past named ‘New York - New York’)

### Noelex 30

- Doug and Kim MITCHELL – Maunganui New Zealand – (NX number not known) listed as Noelex 30 number 306 ‘Jaguar’ (previous non member boat)

### Associates

- Howard and Colleen SHEPHERD – Ocean Reef WA – looking to purchase a good Noelex yacht;
- Peter WRIGHT – Ringwood Victoria – looking to purchase a good Noelex yacht.

At the end of July, some 5 members had still not renewed their membership and are now excluded from our official Register. Current total of financial members now stands at 187.

Membership director.

**For Sale**

***NX836 'SOLACE'***

New Zealand built 1985 with Pop top and internal headliner.



**Inventory:**

**Hull:** white with green in pristine condition– no anti fouling.

**Interior:** Usual Noelex interior with new fluorescent lights;  
Keel winch recently replaced and new keel cable fitted; 2-burner metho stove;  
New porta potti. – new marine quality carpet – acrylic storm boards.

**Rigging:** All halyards and standing rigging renewed November 2006.

**Engine:** 9.9hp – 4-stroke Yamaha recently fully serviced and old parts replaced.

**Sails wardrobe:** 2 mains – 2 jibs – genoa – storm jib – spinnaker and reacher;  
All in excellent condition.

**Instrumentation:** – Auto pilot 2000Tiller Pilot – compass – 27MHz GME radio;  
4-speaker stereo system plus 2 external waterproof speakers.

**Trailer:** Mackay trailer with excellent tyres plus two spares;  
New bearings recently fitted; all wheels with bearing buddies.

**Extra features:** 3 Solar panels with dual battery system and Solarex regulator;  
Voltmeter – electric refrigerator with Smart Controller

**Safety:** 9 – as new – life jackets – life buoy – flares – fire extinguisher – fire blanket  
Bilge pump – fenders – inflatable dinghy – 2 anchors with chain and warp;  
weatherproof cockpit cushions.

**Location:** Swan Reach - Victoria.

**Asking Price – \$39,500.00**

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

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***NX1008 – KAFRAN'***

Australian built 1993 – burgundy and cream  
A rare opportunity to purchase an immaculate genuine one owner Noelex 25.



Inventory includes all standard Noelex 25 equipment plus full instrumentation – depth sounder, compass, log and speed;  
Seaphone and CD player, all standard safety gear with teak cabin fit-out  
9.9Hp Yamaha 4-stroke engine and custom designed trailer.

Asking price \$55,000.00 - Located at Goolwa SA.  
Contact Association on (03) 9796 8269 or email [noelex@noelex.com](mailto:noelex@noelex.com)

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***NX1012 'PAKEHA'***

Australian built 1994 - Genuine one owner boat in immaculate condition.



Contains many extra items and being sold by an Estate of a deceased member.

Includes: GMI Electrophone GX548 Radio - Grundig Cassette Player - Maxco Maxie 2 burner metho stove - 2 fire extinguishers and 1 fire blanket - Yamaha 8hp outboard - Running Lights - Internal Sink – Head - Flares – Lifejackets - depth sounder) Solar Electric Panel - Fulton Sportswinch - Mackey Multilink trailer registered till 23/2 2008 - Sails – Main – jib – genoa – spinnaker – storm jib.

Asking price is \$48,000.00 - Located at Brisbane Qld.

For contact details phone or email Association at (03) 9796 8269 – [noelex@noelex.com](mailto:noelex@noelex.com)

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## ***Cruising.***

*By Chris & Brian Bodger - Tasmania - 7117.*

(Following on from article in last Telltales)

Dear Fred,

We read with interest the informative article in the last Telltales about Trailer yachting the d'Entrecasteaux Channel in far south Tasmania and would like to add a few points to it to help out anyone considering a sailing trip down here.

My wife and I live in Dover, the town in Port Esperance and the southern-most town in the Channel and indeed, in Australia. Further south are the settlements of Southport, which has a pub a kilometre or so from the wharf with a few groceries and Cockle Creek (pop. 4) in Recherche Bay which, apart from water, has no facilities at all.

All three places are very safe anchorages in any wind conditions and in Port Esperance, in addition to Stringers Cove, which, while a very sheltered spot, is very small with room for only two or three boats, there is an excellent area behind Rabbit Is. near the mouth of the Esperance R. on the southern shoreline which has much more room. I mention this because room to swing can be an issue in the summer season.

Many of the anchorages mentioned in the article on the Bruny Is. side of the channel are OK only if you can guarantee that the wind will not swing around 180 degrees in the night which you can't, we quite often get wind from all points of the compass in the course of a day's sailing and we get dramatic wind shifts at night, often not forecasted. All the anchorages in the Huon R. are very safe and protected.

The article gave some very good advice re. anchoring gear, i.e. beef it up. We have sailed all over the northern coastline of Australia for 25 years and never had a problem with our standard anchoring equipment but very soon after arriving here we saw what kind of winds we might have to anchor in and our main anchor is now 100m. of the best nylon 12mm rope(not silver rope), 20m. of 5/16 short-link chain and a 15lb CQR. While it can be a big job to pull it up, we have been very glad to have it down on a number of occasions when southerly busters have come through gusting locally to 60 knots or more.

I remember reading in Telltales some time ago a bit of debate about whether the new Noelex 25s would have reefing points in the mainsail and someone else said that while they had reefing in their own boat, they had never used it and felt that it wasn't necessary, something like that. We quite often find ourselves sailing under a double-reefed main and storm jib and wishing for a third set of reefing points. When we get a new main made it will have three sets. Because of the greater air density due to the colder conditions down here 30 knots of wind might be the equivalent of 40 in NSW or Queensland. We were sailing under double-reefed main and storm jib recently and getting knocked down in winds of less than 40 knots, although it may have been more at times and we were too busy hanging on to look at the wind instruments. My point is that I think that mainsail reefing is essential.

Finally, we live 100m from the wharf and boat ramp in Dover and have a big backyard so if anyone wants to launch here we can easily look after a couple of cars and trailers and are very willing to do so. I would reinforce Ian and Kerrie Gloster's point about trailer brakes if towing to Dover as the ranges south of Hobart are quite steep and long. I fitted new axles and brakes in Atherton, Qld. and towed our Noelex 25 straight to Dover. The new gear paid for itself in a few minutes just south of Hobart.

I will be sending Telltales an article entitled "Trailer-sailing the southern Gulf of Carpentaria; Don't" in due course.

Brian and Chris Bodger - NX857 'Exelon'

***Here are some more chapters of items submitted by Roger and Carole O'Dwyer from WA***

### ***NX30 'ARTEMIS'***

## Building a trailer for *Artemis*



When we bought *Artemis* we had already looked carefully at a couple of the New Zealand built trailers with NX30's, and decided that we would need something a little heavier for very long distances.

Our vehicle is a 1999 Landcruiser 100 series 4.5 litre petrol, so weight was important to keep within the legal towing limit of 3.5 tonnes. After asking around and comparing manufacturers, we settled on Belco in Brisbane to design and built the trailer. They looked closely at one of the purpose-built New Zealand NX30 trailers and proposed a heavier box section galvanised trailer with twin axle torsion bar suspension. It would have large covered slides for the boat to spread the loading on the hull during transport, a frame for the keel bulb to lower onto, two spare wheels, a surf bar to extend the draw bar length for launching, electric winch and a tare of 840kg.

The trailer was built to specifications for 4.5 tonnes, but only licensed to 3.5 tonnes, the maximum allowable with our Landcruiser.

*Artemis* is a factory standard NX30 with an inboard Yanmar diesel, but when she was first put on her new trailer she was 200 kg over the limit. We had to make some adjustments before we could tow her from Brisbane to Lake Macquarie for two to three months' cruising. That was achieved by removing the surf bar and its heavy towing hitch and the second spare wheel.

Her water tank was emptied, all anchors, chain, sheets and blocks and her rudder came off and went into the back of the Landcruiser. Eventually we had her almost exactly at the allowable 3.5 tonnes and ready for the trip to our favourite cruising area of New South Wales.

After a few days' towing the electronic fuel control on the Landcruiser had set itself for the task in hand, and we did not need to re-set it again, even after we left *Artemis* in Canberra whilst we drove back to Brisbane to finalise a few things before setting out for Perth.

When we knew we were leaving the eastern States and moving home sooner than anticipated, we checked the cost of trucking *Artemis* to WA – prices varied from \$8,000 to \$12,000. We estimate that the cost of additional fuel for the entire trip from Canberra to Perth was around \$1,000, and although it was a slower trip towing the boat than it would have been simply driving, we managed a comfortable 500km a day doing turn about driving for a couple of hours on each.

Permit restrictions vary significantly from State to State. With the legal maximum width of 2.5m and *Artemis* being 2.86 metres we had to have permits. These varied, from Queensland ('don't bother us'), to New South Wales (carrying a copy of the regulations constitutes a permit), to 'you cannot move until you have a State permit' (in WA). The only State where we were asked to produce our permit was in WA, and that was less than one kilometre inside the border!

In some states we can tow at night if we put lights along the sides of the boat, but we didn't see much point as it would only gain a little time and would be much harder to maintain the pace on such a long trip. We didn't leave each day until there was plenty of daylight, and we stopped each afternoon by around 4pm.

The first day out of Canberra produced head winds of 25 knots, but once we turned westward, we had a beam reach for much of the trip. Coming up the hills into Burra in South Australia – Carole was driving at the time, and commented that the Landcruiser was 'slowing down rather'. All became apparent when we came up over the brow of the hills and we hit those head winds at 40 to 45 knots.

We had allowed 10 days for the trip, including a day and a half at leisure in Ceduna to feast on southern ocean oysters. We managed the trip in the time frame comfortably, usually managing to travel around 90 to 95km/hr. The pressure we could feel from *Artemis* warned us of road trains overtaking, but usually that was the only effect.

While the trailer looks a little 'agricultural' it is solid and gave us no problems during the 4,000 km trip across the Nullarbor. Travelling to windward at 90 km/hour sure beats the Bight.

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### **Next story: *Cruising with Artemis***



### **Cruising with *Artemis***

*(Extracts from Artemis' Cruising log January-March 2006)*

Sitting here in delightful Fame Cove, Port Stephens, surrounded by tall eucalypts climbing up the encircling hillsides, we're reliving some of our cruising memories. It was just over two years ago that we were here last, that time after a rolling motor sail down the east coast from Southport in Queensland to Sydney in our previous boat a 52 foot steel ketch.

It's so different, yet so similar in some ways today. Instead of a slow, rough and rolling motor sail after leaving the Gold Coast Seaway, and waiting for days on end for weather breaks, we had a slow, hard slog down from Brisbane towing *Artemis* on her newly-completed trailer to Lake Macquarie. Two days instead of two weeks!

Belco still had to make final adjustments to the trailer only three days before we left, so there was no time for us to both have a trial run towing, leaving Roger with the job of driving all the way to Lake Macquarie. Most of the drive was at 70km/hour or less as we weren't happy with the balance of the boat on the trailer (despite the Hayman-Reece hitch and sway bars, we got a sway up on the Landcruiser if we went over 75km/hr).



**At left – we still had to strip off more gear from the trailer to comply with the 3.5 tonne load limit.**

The Landcruiser (a 1999 petrol automatic 100 Series GXL) performed perfectly, giving us plenty of power in low ratio to get up the long, steep winding hills out of Byron Bay and Ballina, and averaging almost the same fuel consumption towing three and a half tonnes of yacht and trailer as it did just hacking around Brisbane without the boat on behind.

Worry, worry – would the launching ramp be steep enough? Would it be deep enough? Would *Artemis* come off her trailer easily? As it turned out, Gavin Ayres' recommendation of the ramp at Marmong Point was excellent – everything went perfectly and we were amazed at how easy it was to launch. Then across to a cosy berth at Marmong Cove Marina to get ready to rig the boat and put all the gear back on.

We potted down to explore the southern area of Lake Macquarie for a misty, wet and calm night near Mannering Park at Wyee Bay. Not a lot of development in the southern end, but some very shallow areas (and no decent cappuccinos!).

Then back to Wangi Wangi where we had a pleasant night at the Workers' Club jetty in a tiny pen which only cost \$10. When we were in Lake Macquarie with The Fat B. (Carole's name for our big ketch, *Spirit of Odyssey*) we got ordered off that jetty because we were too big with 24 tonnes and 52 feet of steel – this time it was no problem with only three tonnes and 30 feet of plastic fantastic.

The next morning Roger got his wish of the cheap breakfast over at the RSL Club – about 150% fat for \$6 with masses of bacon, sausages eggs and tomatoes.

A couple of days later after a pleasant overnight anchorage and drinks off Lake Macquarie Sailing Club we set off early in the morning with a good forecast for the voyage to Broken Bay.

Down the channel from the drop off we had plenty of depth and jilled around for about half an hour waiting for the bridge to open. As we were going out over the Swansea Bar, our motor lacked power, puffing more black smoke and unburned fuel than before. We couldn't get any more than 3 knots going out. There was less than three knots of wind, so we began to motor very slowly south from the turn outside Moon Island. We looked at each other, looked at the increasing amounts of unburned fuel in the exhaust water and the decreasing speed and decided it would be much more prudent to go back to Marmong Cove and get Endeavour Marine to find out what was wrong with the motor. So we called up Coastal Patrol and explained that we needed a bridge opening but that we had a motor problem and may take a while to get through.

It was frustrating but proved to be the right decision. The mechanic came down, had a talk to us about what was happening and said it was highly likely a problem with the exhaust – he was right, the pipe that injects water into the exhaust was broken and had been muffling the motor. He ordered a new part then and there and agreed with us that it would probably be worth having the injectors serviced once we were certain that the exhaust was the cause. Two days later he came down, fitted it, and came out for a test run, confirming that the problem was diagnosed correctly, and then took the injectors out for servicing. The only problem was that it would be another week before the injector



agents could service them – not too much of an issue for us because of course we were in a comfortable pen, were in walking distance of the Lake Macquarie Regional Art Gallery, and we had the Landcruiser there so we could go and do other things.

What was intensely frustrating was that we had spent over \$800 in Brisbane having a so-called expert trying to work out what was wrong and never picking what it was!

Still in Lake Macquarie we had a great spinnaker run across to Wangi Wangi and managed to leave under sail and pick up a mooring under sail without turning the motor on once. Ah the pleasure of a real yacht. That's what we missed after we sold our Sparkman and Stephens S&S39 *Odyssey of Fremantle* after cruising the west coast to the Kimberley and Darwin, and thinking we wanted a great big steel motor sailer.



This time we skipped the big fat breakfast in favour of cappuccino and plum pudding for morning tea and a visit to Sir William Dobell's house which has been turned into a living art museum by the locals.

***Artemis moored off the Wangi Wangi RSL.***

Anxious waiting for a forecast for decent northerlies to get to Sydney finally turned up one which would give us a window of opportunity to race down to Broken Bay the next day before another strong southerly change belted up the coast. Over to Lake Macquarie Yacht Club (LMYC) and we opted for a berth on their outer jetty for the night. Bad move!

All night the southerly blasted in, giving us a very uncomfortable and noisy 12 hours, and at first light the forecast had changed to an increasing sou-sou-easter – hard on the nose for Broken Bay, with three metre seas rising and increasing swell plus the delightfully gloomy addition of *THUNDERSTORMS!* Back to Marmong we went to wait it out, hoping we'd get a weather break before the bridge was closed to all marine traffic for several days for maintenance.

A few days later, we had a good south-easterly forecast, so we decided to go for the rhumb line north to Port Stephens from Lake Macquarie. We had a delightful sail back down to LMYC and anchored, rather than risk another pounding on their jetty. Lovely night with light breezes, and at first light we were off motoring swiftly out the channel, to pick up a mooring to wait for the bridge opening.

Then it was out and over the Swansea Bar, this time at closer to five knots, and once we were clear of the reefs, straight across Stockton Bight. What we hadn't counted on was that the rhumb line about 10 miles offshore took us right out into the East Australian Current, which was clanking south at two knots, giving us confused seas with standing waves and a big knock off our speed. Still, we were very pleased with *Artemis'* behaviour – she was still easy to handle and didn't hobby-horse or stop but just kept boring through, with less water aboard than we would have had with *Odyssey of Fremantle* (S&S 39's being something like submarines).

About three quarters of the way across the Bight (well outside the dozens of bulk carriers waiting to load coal at Newcastle), we decided to beat back inshore a few miles. Ah, the relief, it was almost calm and we picked up a knot or two once we were out of the grip of the current. It got pretty lumpy again as we came in close to the reefs off Fingal Bay, but it was less than an hour from there to the entry.

Not long after 1700hrs we were inside the headlands guarding Port Stephens and picked up one of the public moorings outside Nelson Bay for a pleasant night and anticipation of a good cappuccino for breakfast.

We decided to top up our supplies and fuel and then go up to Fame Cove for a couple of days to get the mast down in preparation for the foray up into the Myall Lakes. The Singing Bridge at Tea Gardens has a headway of 10 metres so there is no way we could get through with our 12 metre mast.

So there it was – back at Fame Cove.



***Getting the mast down in Fame Cove Port  
Stephens***

A couple of days later found us on the public mooring at Tea Gardens ready for the next part of the adventure.  
*Next instalment: Up the river to the Myall Lakes*

*(if you found all the above interesting and would like your story and pictures also published, get your pen to paper and submit your item – remember, there is no charge and we will edit any spelling errors prior to printing).*

## ***Humour***

***Now for a bit of humour***

### ***Things Got Ya Down?***

Well Then, Consider These:

Unit patients always died in the same bed, on Sunday morning, at about 11:00 am., regardless of their medical condition.

This puzzled the doctors and some even thought it had something to do with the supernatural. No one could solve the mystery as to why the deaths occurred around 11:00 am. Sunday, so a worldwide team of experts was assembled to investigate the cause of the incidents.

The next Sunday morning, a few minutes before 11:00 am., all of the doctors and nurses nervously waited outside the ward to see for themselves what the terrible phenomenon was all about. Some were holding wooden crosses, prayer books, and other holy objects to ward off the evil spirits.

Just when the clock struck 11:00, Pookie Johnson, the part- time Sunday sweeper, entered the ward and unplugged the life support system so he could use the vacuum cleaner.

### ***Still Having a Bad Day????***

The average cost of rehabilitating a seal after the Exxon Valdez Oil spill in Alaska was \$80,000.00. At a special ceremony, two of the most expensively saved animals were being released back into the wild amid cheers and applause from onlookers.

A minute later, in full view, a killer whale ate them both.

### ***Still think you are having a Bad Day????***

A woman came home to find her husband in the kitchen shaking frantically, almost in a dancing frenzy, with some kind of wire running from his waist towards the electric kettle. Intending to jolt him away from the deadly current, she whacked him with a handy plank of wood, breaking his arm in two places. Up to that moment, he had been happily listening to his Walkman.



## **Are Ya O.K. Now? – No??!**

Two animal rights defenders were protesting the cruelty of sending pigs to a slaughterhouse in Bonn , Germany . Suddenly, all two thousand pigs broke loose and escaped through a broken fence, stampeding madly. The two helpless protesters were trampled to death.

## **What?? Still having a Bad Day????**

Iraqi terrorist Khay Rahnajet didn't pay enough postage on a letter bomb. It came back with "Return to Sender" stamped on it. Forgetting it was the bomb, he opened it and was blown to bits.

## **You must be feeling better now!!And this one....**

A blind man wanders into an all girls biker bar by mistake. He finds his way to a bar stool and orders some coffee. After sitting there for a while, he yells to the waiter, "Hey, you wanna hear a blonde joke?"

The bar immediately falls absolutely silent. In a very deep, husky voice, the woman next to him says, "Before you tell that joke, sir, I think it is only fair -- given that you are blind -- that you should know five things:

1. The bartender is a blonde girl with a baseball bat.
2. The bouncer is a blonde girl.
3. I'm a 6 foot tall, 175 lb. blonde woman with a black belt in karate.
4. The woman sitting next to me is blonde and a professional weightlifter.
5. The lady to your right is blonde and a professional wrestler.

Now, think about it seriously, Mister, do you still wanna tell that joke?"

The blind man thinks for a second, shakes his head, and mutters, "No ... not if I'm gonna have to explain it five times."

## **Worth the read**

### **Four men were being interviewed for a job.**

The interviewer asked,

- *"What is the fastest thing you know of?"*

The first man replied, "A thought. It pops into your head, there's no forewarning that it's on the way; it's just there. A thought is the fastest thing I know of."

*"That's very good," replied the interviewer.*

*"And now you, sir," he asked the second man.*

"Hmmm, let me see..... a blink!," said the second man. "It comes and goes and you don't know it ever happened. A blink is the fastest thing I know of."

*"Excellent!", said the interviewer. "The blink of an eye. That's a very popular cliché for speed."*

*He then turned to the third man who was contemplating his reply.*

"Well, out on my dad's property, you step out of the house and on the wall there is a light switch. When you flip that switch, way across the paddock the light at the barn comes on in an instant. Turning on a light is the fastest thing I can think of."

*The interviewer was very impressed with the third answer and thought he had found his man. "It's hard to beat the speed of light.", he said.*

Turning to the fourth man, an Australian, he posed the same question.

"After hearing the three previous answers, it's obvious to me the fastest thing known is diarrhoea," said the Aussie.

*"What!" said the interviewer, stunned by the response?*

"Oh, I can explain," said the Aussie, "You see, the other day I wasn't feeling so well and ran for the bathroom. But, before I could, think, blink, or turn on the light, I sh#t my pants."

He got the job.....

I thank the various members who have sent me the articles and the humour. There are some very funny (clean) items but are in video style and as such can not be included in the newsletter.

**Noelex Yacht Squadron Inc.**



Members of the Squadron having paid their YV Silver Card fee via the Squadron for the ensuing year are advised that we have now passed on and renewed their card membership affiliation charge. Silver Cards will be despatched by Yachting Victoria in the next few weeks.

Fred V.