

Noelex Teltales

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The official newsletter of

September/October 2007.

NOELEX



Yacht Association of Australia Inc

ABN 81 063 080 148

Incorporating **Noelex Yacht Squadron Inc**



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Editor's notes

So far, so good. There is not much to report this time around. I still have a few articles in stock and some of those are depicted/reproduced a few pages further on. I also include again a little humour received from members. Some of the articles are funny but really not suitable for publication in our newsletter as those could be misinterpreted. I do enjoy receiving them but know that the senders will understand that some editing is necessary. I have saved a few more for next time.

Please keep them coming. Unfortunately, those that contain video are too large to reproduce in Telltales.

Whatever else there is to say I shall leave to the parties reporting in their respective sections.

Fred Viergever – Editor.

President's Report



At the 'headquarters' of your Association, we have been as busy as a beehive but I am pleased to say that this episode is now historical. I am of course referring to the issue of Noelex jackets.

The original idea was very well received by members and numerous positive acknowledgements have been recorded in email messages. As a matter of interest, the exercise was so well supported by our members that we had to go and place a second order for jackets.

In all, we distributed 273 jackets. Many members were suitably impressed to generate orders for extra items for their spouses/partners and those were also supplied at the actual cost price but postal costs were added.

The slight problem that arose concerned mainly the size 2XL and we were able to exchange every mismatched jacket for a more suitable size.

For those members interested, we still have a small supply on hand and these are available at cost price of \$30.00 plus postage \$7.00.

The following sizes are still available:

- Size S (small) – 1 (will fit most small ladies);
- Size M (Medium) – 7 (will fit most small framed persons);
- Size L (Large) – 8 (the most popular size);
- Size XL (Extra Large) – 10 (for those a little larger framed);
- Size 2XL (Extra/extra Large) – 1 (for large bodies).

There were a few members initially who failed to place their order as advertised and who subsequently displayed some displeasure for not receiving their jacket. Unfortunately it was not possible, nor intended, to run a mobile fitting room or a person-to-person canvass. Nevertheless, we were able to fit

all of those into a subsequent dispatch and we now consider the exercise successfully closed. We trust that members wear their jacket with pride and comfort.

As for popularity of your Association, it is indeed pleasing to note that we are again at record levels of membership. The 200 target remains achievable and I have expectations that we will get there.

Boats continue to change hands at an average annual turnover rate around 10% of the total of boats – both classes - in Australia. Most of those are sold privately within a matter of weeks and rarely reach the need for advertising on our web site or in Telltales. We continue to levy an advertising charge at the rate of \$100.00 for members and \$200.00 for non members, paid up front and applied whether advertised or sold prior without being displayed for sale. The revenue raised offsets a large proportion of modern media costs such as Internet, hardware and required current software.

Members are also made aware of recent changes of reporting. It is now legal to display annual reports in official web sites, rather than printing and mailing copies. Many committee items are now discussed via electronic means but the requirement to hold a face-to-face Annual General Meeting remains. The latter is not a big deal as such an event affords many members to make new acquaintances and friends.

As for knowledge about technical questions and answers, there is our member only forum via the chat room at Yahoo. This forum is very valuable and contains a large archive of previous subjects discussed. We do not delete any such discussions so that there is a permanent record for any member to access or search a topic at any time. If any member is not subscribed (there is no cost involved) and wishes to obtain more information, they should contact our headquarters. It is simple to make the arrangements.

Fred V – President.

Treasurer's report



The recent issue of Noelex jackets has somewhat depleted our bank balance but overall is not of any consequence. Our finances remain in good shape to ensure continued successful trading.

Whilst final figures are not yet available, the purchase of jackets amounted to \$9,000.00 and postal costs added close on \$2,000.00. In excess of 100 jackets were actually sold, returning some \$3,000.00. Overall, the exercise returned around \$8,000.00 of excess funds to members as envisaged.

Current bank balance stands at just over \$20,000.00, sufficient to cover our current budget for this year and allowing for some reserve funds.

Joan Rockliff - Treasurer

Handy Hints



There have been a few questions of recent times regarding the replacement of halyards that have seen better times. In the past these were a combination of wire and rope but nowadays can be replaced with a contemporary material named spectra. Because of its non-stretch and strength, a

thinner size can be used. Only problem is that a thinner size will often slip in deck mounted rope clutches and replacing the clutches is expensive.

A few members have come up with a solution. Whilst I am not certain of its efficiency, it seems that the clutches are removed, a suitable sheave of alloy is placed on the deck, applied with silicone or similar and the clutch is replaced. This method seems to have the affect to make the area that grabs the spectra slightly smaller but is said to be effective.

If there is any member who can enlarge on this subject, comments would be appreciated. The best method is to use our forum initially and suggestions will be collated for future addition to our Handy Hints section.



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

- Lars and Rosslyn GUSTAVSSON – Mt Gambier SA – NX836 'Solace' (previous member boat Bob and Sheila Harrison);
- Howard and Colleen SHEPHERD – Ocean Reef WA - (existing Associate members) NX1008 'Kafran' (previous member boat Denis and Frances Illman);
- Chris LYNCH – Mt Gambier SA – NX998 'Sandrine' (previous non-member boat); Chris is also selling NX733 'Mambare' featured in the For Sale section.

(this is NX25 number 3 now resident in Mt Gambier plus Mambare, a potential fourth – seems there is a trend there?) *ed.note.*

Noelex 30

Non this time;

Associates

Non this time.

We have a further three NX25 and one NX30 members yet to be confirmed; these will be reflected in next issue.

As at the date of writing, the total financial membership stands at 188.

Membership director.

For Sale

The following boats remain for sale as shown on the web site:

NX25 'Pakeha' – priced at \$48,000.00

NX30 'Intrigue' – now reduced to \$79,000.00 and

NX30 'Thunder' priced at \$78,000.00.

We are also aware that NX25 number 979 (current member) is for sale, located in Qld. But not yet advertised through the Association's channels.

The only new listing current is the following:

NX733 "Mambare"
Built New Zealand 1983 – no pop-top.



Hull: Cream with burgundy trim - Anti fouled but kept in shed on trailer

Interior: Teak timber work - Refurbished cushions - Porta Potti - 2 burner metho stove with grill - Fully Lined interior

Rigging: Main stay replaced 2006 - Sides stay 9 years ago

Instrumentation: Sounder – 27mhz GME Radio - Radio/cassette – 2 internal speakers + 2 external speakers (cockpit) - Solar Panel – Compass - Rollout ice box/storage

Safety: Some jackets – Flares - Fire extinguisher - Fire blanket - Bilge pump - Fenders

Exterior: Cushions

Trailer: Premier drawbar replaced '06 - Brakes repaired and upgraded - Electric winch

Sails: 1 good set - Jib (1), Jib (2), Main and Genoa - Full set of Jib, Main, Genoa – older no issues - Storm Jib – Spinnaker - Second Genoa

Engine: 8hp Honda 2001 model – 4 stroke

Asking price \$36,500.00

Great yacht, owner has traded up to later model. Location Mount Gambier SA.
Contact details from Noelex Yacht Association at noelex@noelex.com or phone 03 9796 8269.

Cruising.

Up the river to the Myall Lake System

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

Lovely early start to the day with a small pod of little dolphins busy chasing breakfast near our boat – they are much smaller than the bottle-nosed species of the West Coast and it's strange hearing them at night with their much shorter exhalation.

Roger opted for the cool showers and then walked down to the local newsagents to collect the papers, bread and some more diesel while I raced through 20 laps at the local pool. Then a quick ride back to the boat for a little breakfast and we were off on the incoming tide to navigate the picturesque, often narrow and very shallow Myall River from Tea Gardens up to Tamboi where it drains from the first of the lakes –Bombah Broadwater.

The Myall Lakes system is now RAMSAR-listed wetland and national park thanks to prolonged pressure from environmentalists. They lobbied first to stop sand mining, and then gradually achieved government agreement for the creation of a huge national park encompassing all the key ecosystems which make up the lakes and their catchment.

The trip up the winding river is fascinating –huge numbers of black swans, ducks and pelicans on the water and we spotted a white breasted sea eagle and a couple of large hawks in the trees. Forests of eucalypt give way to dense paper bark with a heavy understory of cabbage palms (*??Livistonia spp*) often breaking through the canopy. There are large mat rush meadows in places, and everywhere the dense vegetation crowds the banks. Every so often a rudimentary fishers' hut appears, complete with gantry for the prawn nets. Tamboi is a collection of these huts and larger wooden forestry houses.

Along the way there are some pine forests on land that was obviously clear-felled by the early cedar getters in the last 80 to 100 years. A long shallow stretch noted as 'Brasswater' on the map lives up to its title - when we plough mud with the rudder, the dark water turns the colour of unpolished brass – or maybe our friend Renee's strong tea!

Out into the first lake, Bombah Broadwater, we anchored at Mungo Brush for a walk through the Banksia (complete with Big Bad Banksia Men cones) across to the long golden sands of Mungo Beach with a view of the northern side of Broughton Island, and, off in the distance Tomaree and Yaccaba Heads guarding the entry to Port Stephens. Looking north we could see the headlands stretching towards Seal Rocks – where the weather forecast areas change.



We motored on through the narrow channel at Bombah Point, stopping for the cable ferry to cross at Myall Shores (**above left**), before ducking around the corner to the floating jetty for the sewage disposal pump. There were swans everywhere, many with cygnets (**above**).

Then weaving up through the channel through Boolambayte Lake to reach tiny Professor's Cove, where we picked up one of the public moorings. There were plenty of birds, fish jumping and a peaceful anchorage for the night. Then next morning we decided to go for the Violet Hill anchorage to sit out yet another strong wind warning, planning to go on later into the final and largest lake – Myall Lake. However, we were foiled by the enormous weed growth on the lake floors – as the water became clearer and less saline, the lake weeds flourished in the warmth and light.

We tried going through what appeared to be the main channel between Sheep Island and the mainland but fouled our rudder, prop and keel so heavily in the weed that we could barely move. Did an idle then reverse to clear it, but there was weed everywhere, so we turned to go south of Sheep and Goat Islands. Alas, the weed was every bit as dense and we struggled along at two knots, with the rudder coming up frequently with the pressure of the weed load. Off Goat Island we grounded in dense, foul-smelling mud mixed with a veritable haystack of weed. Cleared again, and in the increasing north-easterly wind, we picked our way very slowly and painfully in to the cove to find all the moorings taken up, some with two or three boats rafted up.

We anchored and hoped we wouldn't drag as there was at least a metre depth of weed for the anchor to get through. About 10 minutes later when we were sure we weren't dragging, one of the boats left, so we grabbed the mooring. The pump-out barge came alongside to see if we needed service and very helpfully showed us where the major weed areas were (all the way well into Myall Lake), as well as marking shallow banks which weren't shown on the chart.

A windy grey day, so we went ashore briefly to the National Park campsite nearby where we encountered several of the enormous goannas (*left*) which live here (they're about a metre long and very fat). Over dinner we discussed the latest weather forecast (yet another strong wind warning and another southerly change on the way), and decided that rather than battling slowly through another five miles of dense weed into the final lake (Myall Lake), we'd head back down to Myall Shores in the morning.

Very early the next morning, a very light north westerly and we were off slowly, keel right up, rudder up so it was just skimming the water (putting a lot of pressure on the helm if we went any more than two knots), but it seemed to work and we only had to free the rudder of weed a couple of times over the next two hours. Then at last through the narrows and we were free of the weed and could put the rudder right down and increase the speed.

Myall Shores Eco Resort turned out to be absolutely delightful and friendly – only \$20 for an overnight mooring which was well protected from the predicted southerly – and that price included use of a very pleasant heated swimming pool, showers, laundry etc. Plus of course we could get a cappuccino or two. Lunch on the veranda, with a drink and a leisurely read of the papers was too good to miss. There were plenty of swans around (a few with cygnets) and pelicans, ducks, plovers, hawks, noisy mynahs, finches, currawongs and others to watch, and the comings and goings of the cable ferry.

Carole paid the \$2 return fare to go across on the cable ferry- it's such an interesting concept winching itself across on one cable, using the other one for guidance, and creating virtually no wash.

Early next morning it was time again to move on down the river to work the tide as far as possible. Somehow we managed to have tide with us rather than our expected adverse tide for most of the way. Then back out past sleepy Tea Gardens and across a lumpy Port Stephens to pick up one of the public moorings off Nelson Bay.

Of course the wind worked well and hard into the north, making it a miserable rolling anchorage, with the boat crashing up onto the solid mooring buoy all night (up for'ard it sounded as if it was going to belt a hole in *Artemis*' bow while at the stern poor old *Ithaca Express* our RIB dinghy tried to take out the rudder as she tugged up on her lines).

Bleary eyed the next grey morning we were revived by strong coffees at Nelson Bay and a decision to book into the marina up at Soldiers' Point for the next two nights before we hauled out.

Good decision – probably the best marina we’ve ever been to – not only immaculate and with someone standing by as we came in to take our lines – but also he raced back to bring us hot and welcome cappuccinos! Probably costed into the \$50/night berthing fees but what the heck, the showers had Japanese-style automatic towel dispensers and were piping hot and commodious and there was filtered drinking water to every berth.



Hauled out at Soldiers' Point.

The next morning it was time to haul out *Artemis* at a ramp for the first time. Everything seemed to go pretty well, apart from the electric winch appearing to chew through its handle, but the boat was sitting better on her trailer than she had been. By 1pm we had everything loaded and tied down and set off down the Pacific Freeway for the Hawkesbury, sometimes hitting 90 km/hour without any of the previous swaying.

The adjustment of shifting the winch post forward, and so moving the boat forward on her trailer, had solved the problem!

Next instalment: Back in the Hawkesbury.

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Humour

Here’s a little article sent to me recently and I trust that I do not offend.

‘Thinking Outside The Box’

You are driving down the road in your car on a wild, stormy night, when you pass by a bus stop and you see three people waiting for the bus:

1. An old lady who looks as if she is about to die.
2. An old friend who once saved your life.
3. The perfect partner you have been dreaming about.

Which one would you choose to offer a ride to, knowing that there could only be one passenger in your car?

Think before you continue reading.

This is a moral/ethical dilemma that was once actually used as part of a job application.

- You could pick up the old lady, because she is going to die, and thus you should save her first.
- Or, you could take the old friend because he once saved your life, and this would be the perfect chance to pay him back.
- But, then again, you may never be able to find your perfect mate again.

The candidate who was hired (out of 200 applicants) had no trouble coming up with his answer. He simply answered:

"I would give the car keys to my old friend and let him take the lady to the hospital. I would stay behind and wait for the bus with the partner of my dreams."

Sometimes, we gain more if we are able to give up our stubborn thought limitations. Never forget to **"Think Outside of the Box."** However, the correct answer is:

- run the old lady over and put her out of her misery,
- have sex with the perfect partner on the hood of the car,
- then drive off with the old friend for a few beers.

o-o-o-0-o-o-o

One Liners That WILL Bring You A Smile

1. My husband and I divorced over religious differences. He thought he was God and I didn't.
2. I don't suffer from insanity; I enjoy every minute of it.
3. Some people are alive only because it's illegal to kill them.
4. I used to have a handle on life, but it broke.
5. Don't take life too seriously; No one gets out alive.
6. You're just jealous because the voices only talk to me
7. Beauty is in the eye of the beer holder.
8. Earth is the insane asylum for the universe.
9. I'm not a complete idiot -- Some parts are just missing.
10. Out of my mind. Back in five minutes.
11. God must love stupid people; He made so many.
12. The gene pool could use a little chlorine.
13. Consciousness: That annoying time between naps.

o-o-o-0-o-o-o

There is a new study just released by the American Psychiatric Association about women and how they feel about their asses. The results are pretty interesting:

1. 85% of women surveyed feel their ass is too big.
2. 10% of women surveyed feel their ass is too small.
3. The remaining 5% say they don't care; they love him; he's a good man and they would have married him anyway.

And then there is MUJIBAR

Mujibar was trying to get into Australia legally through Immigration.

The Immigration Officer said "Mujibar, you have passed all the tests, except one. Unless you pass it you cannot enter Australia."

Mujibar: "I am ready"

Officer: "Make a sentence using the words Yellow, Pink and Green".

Mujibar thought for a few minutes and said, "Mister Officer, I am ready."

Officer: "Go ahead".

Mujibar: "The telephone goes 'green, green, green green' and I 'pink' it up and say 'Yellow', this is Mujibar."

Mujibar now works at Telstra; perhaps you have spoken to him?

o-o-o-0-o-o-o

Noelex Yacht Squadron Inc.



Over the past few years, Albury/Wodonga Yacht Club has been the home base for the NX25 Country Championships. You Association actively supports this event and, as in the past, we sponsored the event with a donation of \$250.00.

The following report was received upon completion of the event:

The "Noelex 25 Country Championships"

There were seven starters in the five heats held on Lake Hume over September 29 and 30.

The conditions were interesting with the Westerly's, which are notorious for their flukiness, staying in for the weekend. The breezes were mostly 6-10 knots with gusts up to 15 knots for the last two heats.

Despite the flukiness, Phil Clements was very consistent on Rum Runner with three wins from the five heats for an impressive win overall. The results are in the following table.

<i>Noelex25 Country Championships</i>								
NX no	Boat-name	Skipper	H1	H2	H3	H4	H5	Drop-1
814	Rum Runner	Phil Clements	2	2	1	1	1	5
740	Pisces	Terry Caldwell	1	3	3	3	2	9
747	Plane Sailing	Peter Kalin	3	1	2	4	4	10
894	Mondial	Mark Harris	5	7	4	2	3	14
1015	Touch the Wild	Harry Jakobs	4	5	5	5	6	19
723	Sirocco	John Landon	6	6	6	7	5	23
1020	Radiance	Daryl Stone	7	4	7	6	7	24

Hopefully, next year, we might attract more starters. It would be great to have a dozen No lexes participate in the this event which is held concurrently with the "CBH of 0.725" Regatta.

Terry Caldwell.

Special announcement



Please note that in my humble opinion, we deserve a little time-out. Around mid November, our office will be closed to any communication for a period of approximately two weeks.