

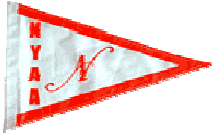
Noelex Teltales

Volume 12 - Issue 6

The official newsletter of

November/December 2007.

NOELEX



Yacht Association of Australia Inc

ABN 81 063 080 148

Incorporating **Noelex Yacht Squadron Inc**



Merry Christmas and a Happy New Year

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- *Noelex Yacht Squadron Inc*

and more

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Editor's notes

Yet another year about to come to an end. About the only thing that never stops and brings us closer to that place we will all eventually occupy.

So far as we are concerned, Noelex yachts remain as popular as ever. There is a steady turnover in boats nowadays even though only a few ever reach advertising stage. I guess that this is due to all of us getting older, having had our Noelex for many years and consider that it is time to pass such an excellent craft onto the next generation. Over a number of years now, the average turnover is around 10% of total boats and premium price appears to be achieved. So far this year our records indicate a turnover of 20 NX25s and 6 NX30s with another three NX25s still remaining available on our web site. Most boats find new owners with Association assistance, hence it pays to contact us first if intending to part with your boat. The only cost to members is an advertising charge at \$100.00. Non members are charged \$200.00 and there is no brokerage involved.

The highlight of the past year was the supply of a uniformly coloured, Noelex embroidered jacket. All members were given the opportunity to avail themselves of one or more jackets. As at time of writing we still have a small stock of jackets available in sizes ranging from size M, through to sizes L, XL and 2XL. We supply the items at cost price of \$30.00 plus postage \$7.00. The smaller size S can be ordered but we need to have at least a total of 10 to keep the cost at \$30.00. Anyone interested should contact the Association, either via email or telephone.

Apart from that, I thank you for your continued support and wish you all a

Merry Christmas and a Very Happy and prosperous New Year.



Fred Viergever – Editor.

President's Report



I won't bore you with a lot of unimportant gibber this time around.

I thank our membership for their continued support and particularly those who have telephoned and enabled pleasant conversations, even though we have never met face-to-face. Whilst it does not show up in our records, I receive many emails and phone calls and I do my utmost to satisfy any questions. I look forward to a continuation of the amicable relationship between members and our communication lines.

Fred V – President.

Treasurer's report



There is nothing of importance to report. We remain on target with our budget, we have reduced some excess funds through the issue of jackets during the year and overall we remain in a healthy financial position.

Joan Rockliff - Treasurer

Handy Hints



There has been a lot of talk lately about some subjects on the various chat sites. It is encouraging to note the increase in traffic, all be it not all on the Association's site. We have posted some of the items on our site to ensure that members are aware of what is being discussed.

One of the topics listed concerns the conversion of the NX25 keel winch arrangement from manual to electric. It appears that there are a number of owners who have successfully made the change but there are also some who find that the exercise of manual winding of the handle is invigorating.

I guess it is a matter of individual choice. What comes to my mind is that making the conversion does involve the need to have plenty of battery power available and the question remains as to what happens if that power fails. I did not see any comments that a manual system remains available if the electrics were to fail. From experience I know that an electric winch does make a heavy demand on a battery. That being so, it is imperative that you have a dual battery system, especially when operating in shallower areas when usage becomes more frequent.

For those interested and wishing to enter into chat site discussions, may I ask that you also post your messages to our own chat site. As an explanation, our site is at noelx_yacht_assn@yahoo.com whereas a lot of the discussions are taking place at Noelx@yahoo.com

The latter site is a site, privately owned by a non member NX25 owner and is open to anyone wishing to participate whereas our site is available to members only. Most members are enrolled into our site.

We have no problem with members enrolling into that privately owned site but we have no input or control over the administration. If you want to participate, you should contact the owner of that site and request that your name is added. Once this has been arranged, you simply send a copy of your input to our own site and we then all know what is being discussed.

I also heard along the grapevine that a Noelex25 owner has done some lateral thinking concerning the outboard engine. With the problem these days to fit a new 4-stroke engine, it appears that it is possible to mount the engine on a left/right vertical track and simply pull it up vertical and still be able to insert the well plug. Don't know if this is a true story.



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

- Michael and Timothy WEIR – SELBY Vic – NX636 '*Pied Pier II*' (previous non-member boat);
- Neil and Bo MELVILLE – Glenaire Vic – NX743 '*Coffee Break*' (previous non-member boat)
- Terry and Kerry SKITT – Point Leo Vic – NX811 '*Trivial Pursuit*' (previous non-member boat);
- Ray and Bernice HEMMINGGS – Cowes Vic – NX956 '*Solitaire*' (previous non-member boat);
- Rick HOLDER – Beaumaris Vic - NX972 '*Serenity*' (previously named 'Gilt Edged' – and previous member boat Michael Peyton);
- Tom LAINSON (associate member) has now acquired NX933 '*Wild Honey*' (previously member boat Brian Symons).

Noelex 30

- Anthony GARVEY and Brenton SMITH – Chelsea Vic – NX1587 '*Thunder*' (previous member boat Keiran Ryan);

Associates

Rowan and Cath GILLIES – Bendigo Vic – intending to purchase an NX25.

As at the date of writing, the total financial membership stands at 193.

Membership director.

For Sale

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

NX733 'Mambare' – asking price now reduced to \$34,500.00

The only new listings current are the following:

NX918 – 'About Time'

Australian Built 1988

Hull Cream with blue trim - Never anti fouled



Sails

Main-- self tacking jib-- Genoa--Storm jib--2 Spinnakers

Communications and Instruments

Silva log and wind instruments-- depth sounder--compass--Auto Helm--27 meg and UHF Radios

Outboard Motor

8hp Yamaha with charging system

Trailer

Mackay multi roller trailer--electric winch with new cable last season-- light truck tyres and spare wheel (all as new)--Hydraulic brake system-- as new bearings and seals-- submersible lights and removable light board. All mechanical units checked in October 07 by diesel mechanic. New Trailer Registration and Waterways registration from 17/12/07

Other Interior

Electric water pump to sink--Porta Potti-- two burner metho stove with grill-- radio cassette player with speakers.

Miscellaneous

2 anchors-- safety equipment-- cockpit cushions---bilge pump-- mast raising bracket(needng only one person).

Location Pacific Palms NSW

ASKING PRICE \$41,000

Contact Association on 03 9796 8269 or owner Kevin & Julie on 02 6552 9310 or Mobile 0429 844 681.

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NX1008 – “Kafran”

Australian Built July 1993 – White hull with red stripes, smoke deck
Pop-top model with headliner – interior teak finish.



Inventory includes:

Sails: Main – Jib – Storm Jib - Genoa and Spinnaker;

Engine: 9.9/ 4-stroke Yamaha outboard - electric start with remote control in cockpit;

Communication: GME VHF Sea-phone Pioneer DEH-1850 AM/FM CD player

Instrumentation: Autohelm ST30 combined speed/depth - Plastimo compass;

Electrical: Provision for two batteries with changeover switch. One new fitted December 2007

Other Items: Par/Brydon marine toilet; all Noelex25 standard items including Maxie 2 burner metho stove – porta potti – Burgundy fabric upholstery - Plates, cutlery etc. included roll out food bin – cushions etc.;

Safety equipment: All safety equipment including anchors – life jackets;

Trailer: Custom built with removable electric winch - New heavy duty bearings fitted November 2007; One original owner from new to late 2007. Unused by current owner who is reluctantly selling due to unexpected personal circumstances.

Asking price \$55,000 o.n.o

Location – South Australia.

Contact Association on 03 9796 8269

Owner Contact details:- Howard and Colleen Shephard Phone 08-9300-5890

Fax 08-9300-5891 - Mob. 0417-940593

E-mail: hcshep@bigpond.com

Cruising.

Back in the Hawkesbury

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

It was almost too good to be true when we pulled into Brooklyn and up over the hill to wait at the Parsley Bay launching ramp for the next days' tide. It was hot and steamy again, so after getting sorted out we walked around to Brooklyn for a cappuccino and then great Hawkesbury River oysters and fish before bed.

Noisy night – this is one of the busiest launching ramps around with boats being launched and retrieved almost all night and almost no space left in the large parking area by 8am the next morning.

By 9.30 the tide was well on the way in and we were ready to launch. Onto the ramp and Roger backed down to the water. I was on board ready to fire up the motor, but there were two hitches – the rudder jammed half-way and I couldn't get it down – not desperate but a pain, but much worse, Roger discovered that the electric winch wire had jammed and squashed itself in a tight grip and we couldn't release the boat!

There was no choice but to get *Artemis* back on the trailer (at an angle as we couldn't use the winch), tie it down and trail her round to Fenwicks to be lifted off and into the water. As it turned out, they would be able to lift us in that day (Saturday) if we could free the winch hook before 1pm. We managed it, finding in the process that the winch cable had deformed badly in places. It probably means a full replacement given that it had only been used once.

Once in the water, we opted for a pen at Fenwicks for the next two days so we could go to Sydney for the day on Sunday. It's just an hour to Central from Hawkesbury River Station, so we headed to Sydney to the Maritime Museum to go over Endeavour again after her refit. It's wonderful that she's now a proper working ship completed with period furnishings and mementoes of her voyages. She's about to sail to Melbourne and back and will be doing some day and overnight sails once she's back in Sydney so we might have an opportunity in future to sail on her. We watched her being built at Fremantle and have followed her ever since.

The next day on *Artemis* we headed back into the Ku-Ring-Gai Chase National Park region through the Hawkesbury, smiling at the contrast of two little local trawlers working around Eleanor Bluffs at the junction of the Hawkesbury and Broken Bay. One, tiny, very old one was showing the traditional wicker basket hung in his rigging to denote trawling, while the other, newer and only slightly bigger one had a red plastic laundry basket slung aloft.

It was so good to be back in the Hawkesbury again. We had a pleasant night at Yeoman's Bay, because the wind was blowing straight into tiny Castle Cove, making it a lee shore.

After a leisurely breakfast we trundled up to Bobbin Head to revisit Halvorsen's for a cappuccino. It's rather lost its character since they updated the original boat yard and extended the marina. We reminisced about how they used to have the cheapest cappuccinos on the east coast, a discovery we made in our first cruise to the area about 16 years ago when we had a little Sunbird 25 - *Indulgence*.

Then we headed back to *Artemis* and on down to Cotton Tree Bay. That night there was the usual phosphorescence in the deep water, huge morning bird chorus and stunning reflections of the high tree-clad sandstone hills and bluffs in the early morning still of the bay (**below**), while fish plopped and danced around a nearby mooring.



The expedition for the day was to leave *Artemis* on one of the moorings in Waratah Bay, and take *Ithaca Express* ashore. We were very careful not to damage her on the razor-sharp oysters that covered every landing place and where years ago we destroyed the minute sevyllor we initially had for a tender on *Indulgence*.

That time when we returned one of us had to pump like mad while the other paddled, to get out to the boat before the dinghy deflated and sank.

Once ashore we set off at a brisk clip to climb up the long winding path through the bush to Berowa. Roger carried a 'spider stick' to sweep away the enormous spiders hanging in their bird-catching webs across the track.

The first time we came here it seemed to take much longer to get up there – perhaps we weren't quite as fit as we are now – because we reached the top in 45 minutes.

We were hoping that the amazing quiche shop still existed – there was the sign –Q for Quiche but it was empty and another sign pointed around the corner in the same building. Different business but they made good quiche, so we bought a lovely sweet potato and vegetable one for dinner, then off round the corner to a pleasant cafe for a fortifying cappuccino and read of the papers before climbing back down the hill – 35 minutes down!

Back on *Artemis* we motored down to spend the night at Refuge Bay. Alas the waterfall was dry.

Next morning it was back to the Hawkesbury and Fenwick's to leave *Artemis* and do some business in Sydney. That brought news of a job offer to Roger which meant we would be going back to Western Australia a few months earlier than we had planned. So we would need to trail *Artemis* to Canberra, leave her there for a few weeks while we finalised things in Brisbane and, then go back to pick her up for the 4,000km drive back home to Perth.

Next morning another early start to see if we could get a spot in Castle Cove – all the bays were full, so it was back to America Bay for the night. At that stage (late lunchtime), it was almost empty, but by 5pm it was absolutely full of boats. After dinner when it was dark, we were sitting down below we were startled by another yacht almost running into our cockpit – he was a very late arrival trying to find a mooring in the dark among about 50 boats!

A lovely, lazy day followed, starting with a morning cappuccino and the Sunday paper from the little boat that plies the bays from Bobbin Head to here several times in weekends. As the bay emptied out (not just Sunday but also a strong wind warning and plenty of mares' tails in the sky advertising an unpleasant change), we settled down to watch the DVD of *Oyster Farmer* again. We were enjoying recognising each location until the first of a very long and heavy series of thunderstorms arrived with gusty wind and increasingly heavy rain. So we turned the gen set off and retreated to bed – for a while.

The rain increased and the storm cells moved right over the top of us with huge flashes of lightning and enormous long claps and rolls of thunder. Still the rain increased, and it became untenable to stay in the for'ard cabin, getting wetter by the minute as the hatch leak turned from an occasional drip to a veritable stream once the canvas cover was completely saturated and beating itself violently against the boat in the 30 knot gusts that bulleted down the surrounding hills. We put the saloon table down and went back to a by-now somewhat damp sleep or half-sleep. It rained even more heavily and the thunderstorm raged on for a few more hours.

Daylight revealed that the storms had moved away, the rain had stopped at last, and that poor little *Ithaca* was full almost to overflowing but still floating bravely behind us. Roger bucketed out over 100 litres of water to make enough room for us to take turns in having a bath in her.

Unfortunately her little fuel container was still aboard and had contaminated the fresh water so we couldn't use it to refill our water tanks, but it was a great wash, and the remainder cleaned up the breakfast dishes.

We estimated that there had been between four and six inches of rain overnight – more like Darwin monsoonal falls than a Sydney shower.



The previously-dry waterfall at the head of the bay was now a thundering torrent (above left), so we were sure we'd see the falls in Refuge Bay running again.

As we headed out we dropped the rubbish at the barge and taking a quick photo of the falls at Refuge Bay, we went past more previously non-existent falls to Cottage Point for paper, bread and cappuccino. As we came in to pick up the Cottage Point Café mooring we noticed another Noelex 30 – tied up at the RMYC jetty.

After coffees we went over and introduced ourselves to Chris, the owner of *Cocktail* and had a good chat about our boats, having a look over his and taking him out to see *Artemis*.

Then off and picked up a mooring at our favourite spot – Castle Cove – still probably our top spot of the cruising list on the east coast. For the first time in our visits here, there was a waterfall running down the cliffs at the head of this cove too, so we paddled across to collect fresh water and take photos.

As it was fine, we decided to finish watching Oyster Farmer while we charged up the batteries before nightfall.

A beautiful evening, with birds answering each other across the tiny cove, fish jumping, a golden sunset and of course, after dark, phosphorescence in the water. Roger said there had been plenty of it glowing in the water at America Bay last night, but it was just too wet to sit outside and watch.

Next morning still and fine, alas no mist in the Cove, so after breakfast we went back up to Cottage Point Kiosk for paper and cappuccino before pottering down to Hallet's Beach for a lunch stop and wander ashore, then on back to Refuge Bay and a welcome but very cold hair wash and shower under the pelting waterfall.

Our last night of this cruise before we head up to Bar Point and Peat's Bight in the morning (where most of Oyster Farmer was filmed) and then back on the tide to Fenwick's before we get hauled out. Just as I was talking to our daughter in Canberra during a brief interlude of mobile reception at Refuge Bay, two Kookaburras flew over and perched on the mast near the pulpit. Then a little later as we were having dinner in the cockpit another one flew across and perched an arm's length away from Roger. He offered it a choice of bread or an olive but it deigned either and just peered at us for a while before flying off to join the evening chorus or its mates. What a lovely ending to a cruise.

Early next morning we were off on the tide up river, realising once we were heading towards Peat's Crossing Bridge that we'd forgotten to add an hour for daylight saving to the tide time, so we had heaps of time before high tide. Then back to Fenwick's to prepare for our lift-out tomorrow, boat scrubbing, checking tyre pressures on the trailer and Landcruiser, loading heavy gear off the boat, doing the laundry.

It's been a good cruise, although we agree we really prefer cruising in loose company with friends than just on our own. Despite a few hitches with the trailer, we've had a great time. *Artemis* has met or exceeded our expectations. She performed well in rough offshore sailing conditions, and once the problem with the motor was sorted out we had plenty of power. While Roger found things a little cramped at first, all 185cm of him adapted and we managed well living aboard for almost two months' non-stop. The galley is great – easy access and enough space, her berths are comfortable.

We've agreed the first priority will be a decent autopilot – *Artemis* only has a ST1000 which is too small and cannot be integrated with the other electronics. We now have a new autostream feathering prop, and also a porta-potti in place of the original pump-out head. Fitting a holding tank is very difficult with the internal mouldings in a Noelex 30, and weight is still an issue for trailing her. We may or may not put on an electric winch – maybe later.

Once we get settled back home we'll get our favourite sailmaker to replace our now worn-out for'ard hatch cover (one of the ones he made for *Odyssey of Fremantle* years ago and which has survived many years' cruising in the tropics) and we'll get the dodger re-covered, and maybe *Artemis* will get a paint –her cerulean blue has faded quite a bit on the weather side, and her cream topsides are showing wear – but she's still in very good condition for a boat that's almost 18 years old.

We're already planning a major cruise through this area again in four years' time – by then we should be pretty adept at trailing and rigging and de-rigging, and now we've tested various ramps and options for storing the trailer and Landcruiser for the next trip.

All in all, a great trip, with *Artemis* proving herself a truly worthy sailing successor to our much loved and long-legged greyhound of the ocean, *Odyssey of Fremantle*.

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Noelex Yacht Squadron Inc.



The Squadron's committee extends season's greetings to all its members and expresses the wish that in 2008 there will be more active participation in Class racing.

Merry Christmas and a Happy New Year

