

Annual Subscription Renewal Notice

Annual subscription renewal is due on 1 April 2008.

This is your invoice

To annual subscription renewal for year 1 April 2008 – 31 March 2009 \$60.00

Please note below any changes that are not correctly shown in the Register as displayed on web site.

Please complete the following and return with payment or email back if using the Internet as payment source:

Boat name.....

NX.....(insert number)

Owner name.....

Forward payment as follows:

By cheque to Noelex Yacht Association Inc – 22 Harries Court – Narre Warren North Victoria 3804

Or

Pay via Internet into our bank account at CBA Kilsyth Victoria – BSB sequence 063255 900696.
(ensure to include your NX number or boat name or your surname in the deposit).

New members having joined since 1 January 2008 please disregard this invoice.

All payments will be acknowledged in writing.

Silver Card holders will be written to later regarding that particular fee as the exact amount is not yet known.

Note here any adjustments to details.....
.....

detach this invoice and return with payment to:
Noelex Yacht Association of Australia Inc.
22 Harries Court
Narre Warren North 3804
Victoria

Or

Return via email and follow instructions described above.

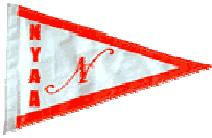
Noelex Telltales

Volume 13 - Issue 1

The official newsletter of

January/February 2008.

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**

and more

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Table of Contents

<i>Annual Subscription Renewal Notice</i>	1
<i>Your Committee for 2007/2008</i>	5
<i>Editor's notes</i>	6
<i>President's Report</i>	7
<i>Treasurer's report</i>	7
<i>Handy Hints</i>	7
<i>Membership</i>	11
<i>For Sale</i>	12
<i>Cruising</i>	15
<i>Noalex Yacht Squadron Inc.</i>	17
<i>NOTICE OF RACE</i>	18

Your Committee for 2007/2008



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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

The commencement of another year so far as Telltales is concerned. In this issue I shall reproduce some email messages that have been flying around regarding some matters of interest. Not all members use our chat site and some use the other chat site, hence not every member is aware what has been the topic of discussion.

I strongly suggest that those members not using our chat site do enrol as they are missing out on the content of some very relevant subjects and/or may have solutions to questions raised. All you need do is let me know that you want to be in and I shall make the arrangement.

Members are reminded that all topics discussed remain in the archive on the site and can be accessed simply by completing the search box – for instance if looking for discussions on outboards, just type in the search box the word 'outboard'. Any discussion containing that word will then be displayed. The archive may well provide a solution to many questions one may have on many subjects such as rudder, keel, rigging and so on.

The Boat Register on our web site was updated as at 31 December and I shall do a further update at the end of March which will include recent changes to ownership of a number of boats.

It is also important that you advise any changes in email address to ensure that Telltales does get to you. Please note that Telltales is send via a one way email source, meaning that you should not use that address as a source to reply to. Even though there is an invitation to enlist, disregard that message. It is build in to the mailing list system that I cannot remove.

Lastly, we still have a limited number of Noelex jackets available in sizes M – L – XL and 2XL. We don't particularly wish to keep those stored and are offered for sale at the bargain price of \$25.00 which includes postage. It will be a matter of first come, first served.

Fred Viergever – Editor.

President's Report



Not much has been happening around our office of late. Members will note the number of new members further on and details of yachts for sale at present. The turnover is an indication that we are not sitting still even though we have little else to report.

The first page of this issue of Telltales is your invitation (invoice) to renew your membership for another year. We have a current file on almost every Noelex yacht and unless you have changed your address or colour or name of your Noelex, there is no need to send out a statistical schedule as most details were published just recently in our Register on our web site and appear to be correct so far.

It will be a great help for members to heed our request and pay their subscription on time, i.e. by 30 April. At present we do not yet know what the fee will be to renew the Silver Card for those members getting their card through Noelex Yacht Squadron. Indications are that the cost is around \$30.00 in lieu of the past \$62.00. There are 18 members listed using the Squadron as the source club to obtain their card and these members will be written to in due course to ensure that their card will be renewed next September.

Fred V – President.

Treasurer's report



Your Association's finances are very much in line with the current budget, after allowing for the free issue of jackets in the second half of last year. It is expected that full financial reports will again be available sometime in April. At present it appears that we will again break even.

Joan Rockliff - Treasurer

Handy Hints



Of late there have been a number of discussions regarding outboards. Not just size but also means of placement. Your Noelex was designed specifically to have the engine in a specially designed well. The specific purpose is to give the boat positive traction under engine power in conditions where otherwise the propeller would come out of the water when encountering very lumpy waters. Those members who at one time owned a smaller yacht with the engine mounted on an outboard bracket attached to the transom will know exactly what this means. There is of course a case for some to have the engine over the transom if launching from a beach but that would need to be purely by personal choice.

For those participating in Class racing, it is pointed out that the engine must be in the well for the boat to remain as a recognised class yacht or otherwise incur a penalty in CBH rating.

I do not wish to get personally involved and to this end I reproduce below various email messages dealing with the subject. The only contribution I make is to point out that the boat was designed to have the engine well-mounted. Moving it back a couple of feet, sticking out behind the transom does have the affect to move a substantial weight further back which then affects the original design balance of the hull. I guess one could counteract this by stowing a number of bricks in the anchor well??

Anyway, here are a number of views on the matter:

=====

I have a mariner 9.9hp 2 stroke motor in our boat, but because the exhaust outlet is not in the foot of the motor, and with the lack of ventilation in the engine well, the thing has always been very smoky. We have tried everything to minimise the smoke without success. I was after comments from fellow Noelexians on a good solution. I was looking at a short shaft Yamaha 8hp 4 stroke, but apparently the arm needs to be removed, and a makeshift throttle mechanism created. I am not sure if this is the best solution. I am wondering if there is a 2 stroke that could do the trick. I am open to all ideas please. Cheers - Mike G - Destiny NX25

=====

I've got the Yamaha 8hp 4 stroke in my noelex and am more than happy with it. The arm is a problem. Another member posted a modification to the arm of placing an angled spacer under the arm which gave more clearance. I tried that and it made a huge difference. I've since gone to a remote box and am even happier.

Rob Minato - Nx919 Blue Mist

=====

Mike,

I had the same trouble with an Evinrude motor, it would not breathe properly in the motor well, it was so bad I had to look elsewhere.

To cut short a long story of not being able to fit the obvious candidates I finally tried a 6hp mercury 4 stroke that has the exhaust in the propeller hub. It fits easily with no mods and plenty of room and I've been very happy with it. As a bonus it uses about half the fuel of an equivalent 2 stroke and you can get a 'yacht prop' for it.

Most Noelex owners poo-hoo the idea of "only 6hp" but I've crossed over 70km of open sea in it twice (Spencer Gulf) with no problems and kept up nicely with another accompanying Noelex with a 9hp motor. The 4hp Mercury and Tohatsu are essentially the same motor.

Gil. NX776

=====

Like Gil, I have a 6hp 4 stroke mercury on Gold Rush. I fitted it without any modifications 18 months ago, with a 'yacht prop' I got mine fitted with electric charging. It is cheap at \$2300. It uses very little fuel, does not smell at all, has no ventilation issue in the well and weighs only 25 kg.

I was worried about lack of power, after reading all the poo pooing on this site. My experience has been that it is up to everything I have been out in- but I am no open water sailor. I can confirm though that it will punch into a 30 knot head wind and moderate chop without problems, and at the same speed at the other yachts around. In fairness, I believe that was close to the limit, as a steeper chop seems to stop a Noelex like a brick. It is noisy (single cylinder chug chug) and unfortunately does not come with electric start.

Regards Tom Boschma NX850

=====

You should only look at 4 Stroke engines as the don't smoke (compared to a 2 Stroke they don't smoke at all!!). The last version of the Honda should fit (the one with a more square shape top) in a short shaft. I understand the newer shape with the round tops don't fit. The older shape was made up to 2002 and if you hunt around you may find one that's been in a shed and thus is like new. I see them from time to time on this following website - have a look on eBay in Aus to see what's there too:

See this example in NZ:

<http://www.trademe.co.nz/Trade-Me-Motors/Boats-marine/Parts-accessories/Outboards-engines/photos/a-140602592/p-49979089.htm>

We had the 8hp model in our 25 and it was fine. Now have the 15hp in the 30 and it works like a dream (with a larger charging kit to keep the battery full).
Good luck Matt (NZ)

=====
Replaced Yamaha 9.9 4 stroke in 2006 with Suzuki 15 hp 4 stroke s/s (same wt etc as 9.9 & \$300 more) electric & manual start.
another option.
John

=====
Hi Gil,
How does the motor handle reverse?
Cheers - Mike

=====
Mike,
The motor has the standard arm on the side that gives you F-N-R. It also has a separate fuel tank. Here is a link to the specs. <http://www.tohatsu.com.au/mfs6.htm>
This is actually a Tohatsu but the Mercury is identical.
Gil.

=====
My 5 cents worth! I have a Mercury 8HP 4-stroke, with electric/manual start. Similar to the Yamaha but the arm is smaller. Still gets in the way a bit but not as bad as the Yamaha (in-law has one). Not sure if the transom was shifted to fit but a groove was cut to lower by about an inch. Tolerances to the edges of the 'hatch' are pretty close - less than 1 cm. Motor pushes at 6 knots.
Peter.

=====
The owners of a number of Noelex I spoke to in the Whitsunday's in September 2007 were very happy with the modification to mount the motor externally using a commercial adjustable bracket on the starboard transom. Two of these used Honda 4 stroke long leg motors. The starboard transom and around the hull side had been heavily reinforced. The motor well was used for storage with a cover plate, turning the cockpit into a playground for happy hour. One of these used electric start, one manual start. Also a big advantage when it comes to removing the motor for servicing. Two of these were "First Star" NX1027 and "Port & Coffee III" NX980 and I think there was a third Noelex similarly modified. These owners were very happy to discuss details of the modifications if anyone wishes to examine this option.
Regards, - Alan Benn - NX990 "SURE THING".

=====
My Noelex has an exhaust pipe connected to the motor that exits out the transom. No fumes in the cockpit.
Daryl NX1020

=====
Everything to with boats is a compromise and I can see the benefits of having the motor fitted to the transom. I guess if you only ever use the boat in good conditions it could be an option but not for me. The reason is I have been caught out in sudden blows a couple of times. Each time the Noelex with an 8HP 2 stroke made it back to the marina with no problems. Many other boats, both larger and smaller did not for a range of reasons, one of which was that with the motor on the transom a Sonata's motor kept cavitating as the swells lifted the prop out of the water and finished up on the lee shore. An RL 24 sunk because the cabin filled with water when she was knocked on her side. A couple of deep keel boats finished up the Myall river because they could not make way against the strong headwinds. I can put up with a bit of smoke because it is comforting to know that in a sticky situation I know the prop is exactly where you want it to be, as low as possible and just in front of the rudder. To reinforce the point, 2 months ago we had our annual Xmas race around the buoys here at Nelson Bay, Santa suits etc. A hundred metres or so before the finish, in about 28 knots of breeze I had two boats close behind, a Benetau 23 and a Sonata sports owned by a good friend, he was carrying a full rig and was slowly gaining on us on a beam reach. Suddenly, to our delight, he rounded up. I initially thought he was because he had too much sail up (the Sonata sports have a very high mast). It turned out he had snapped a rudder. He dropped sails and started to motor home but with tide and wind

there was a good swell happening and you know what Murphy's law says, just when you think you have it bad, things always get bloody worse, sure enough something broke and his motor, mounted on the transom parted company with the boat. Now he's got no rudder and no motor! The rescue is another story.

I am thinking that eventuality is highly unlikely on a Noelex with the motor mounted so robustly in the well.

I am not saying you shouldn't consider changing the configuration of the motor position but simply suggesting you weigh up all of the considerations.

Cheers, Doug Cross - Serenita NX940

=====

I can't recall who I have told this to so here goes to tell the world.

In graduating from a Sabre 22 (with a transom-hung motor) to my Noelex I found it frustrating in doing what I liked most with the Sabre i.e. being able to reverse casually into the shore in any sort of wind and in depths down to about 300mm. I realize that I was being a bit fussy but I had been spoilt with the Sabre.

I persevered for more than 12 months and yes I did and still do realize the benefits of the well-mounted (I just had to change that) motor on the Noelex until one day up on the Myalls it came to me and now I am again a happy sailor.

I still have my 9.9 HP (4-stroke) in the well and have a nice secure place for my 3.3HP that powers the rubber-ducky (I hate the thought of it overturning with the motor on).

The "nice secure place" is on a small outboard bracket on the Port-side transom. In its position on the transom I am able to lower it into the water (with the keel, rudder and motor raised) and slowly guide Savannah into the shore and step into about 300mm (or less) of water. It is actually amazing what the little 3.3 HP will do in flat water with no head wind.

My little 3.3 has neutral and forward gear positions and has to be turned through 180 degrees for reverse, but I no longer suffer the frustration of having to quickly "raise everything" before a grounding etc. At the ramp I also find it easier as I lower and start the 3.3 before pushing off from the shore and can easily motor into deeper water to lower the main motor and rudder.

Somehow I feel as though I have been spoilt once more. Ha!

Happy sailing everyone. – Ian Mac - Savannah (949)

=====

I can but agree with everything that Doug has said. I have also seen trailer sailers with outboards lost off their transoms - three in fact, a Court 750 and two Cole 23's - and believe that the system in the Noelex is the best. Unfortunately very few boats have this system ie Bonito, RL24, Bluebird 22 (a keel boat!!) and I think the Barron. I therefore cannot understand why people want to change our beautiful boats for something second class. Perhaps such Noelex should become the Mark 4 or 5 and have a different CBH! I have had my boat now for 20 years and done over 10000 nautical miles. In that time, I've had two engines, both Honda four strokes. The first was the old Blue one of 9.9hp and now a 1997 Silver model of 8hp. Both have performed excellently and also had (have) electric battery charging capability which I think is necessary. We use our boat predominantly for cruising and in that mode find the cockpit more than spacious for entertaining because we put our cockpit table over the engine with the tiller pushed over and lashed to one side. I also invested in a 'Davis outboard hoist' to make removing and replacing the engine very easily - just like drawing a tooth! I know that I have strayed from the original point of replacement engines but I will not accept the reasons for placing the engine of the Noelex on the transom regardless of socializing or ease of removal for servicing.

David Brook - 'Gun Runner' 807

=====

I have had a number of TS's over the years. Timpenny 670 has the engine on the transom and it works well as it is on the transom not a outboard bracket attached to the transom. The others (Ultimate 18, Castle 650, & Farr) all had the outboard on a transom bracket.

Good for manoeuvring in shallow water BUT difficult in a sea way due to cavitation and power loss.

When I first got the NX 25 I had to get used to the motor in the well. I have learnt to motor on and off jetties, and back on to sandy beaches with no hassles. In the rough the motor in the well is the best.

I now have a Yamaha 8 four stroke that a bit heavy to lift for annual servicing I usually get the son in law whose big and strong. Failing that my cousin and I do it. As they can be a bit unreliable I would like

to obtain some more information on the out board hoist mentioned below.

Regards, - Peter - Winsome NX 748

=====

So there you have it – something to think about!

(for my part, I owned NX867 for 16 years and during that time the log recorded a total of 6720 Nm. She was fitted with the blue 8 Hp 2-stroke Yamaha located in the well and was fitted with a high-thrust reverse propeller. Only modification was the addition of a charging module. That engine was totally reliable – kept two batteries charged - never broke down and always performed to expectations, whatever the conditions at the time).



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

- Drs John TAYLOR and Julie ATKIN – Harden NSW – NX801 *'Marandi II'* (previous non-member boat);
- Tibi and Sharon STRAUB – Macquarie Centre NSW – NX1025 *'Ice Dancer'* (previous non member boat)
- Rowan GILLIES (associate member) has now acquired NX934 *'Celtic Dawn'* (previously member boat John and Brenda O'Callaghan).

Noelex 30

Les STEINMAN – Paynesville Vic – NX1570 *'Room to Move'* (previous non member boat)

As at the date of writing, the total financial membership stands at 196.

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;

NX1008 'Kafran' – asking price \$55,000.00.

New listings current are the following:

NX 938 'Silver Shadow'

Australian built 1989 - white hull with black stripes – headliner and pop-top.



Inventory

Sails

Main sails X 2 - Storm jib - Self tacking jibs X 2 - Genoa's X 2 one Mylar/Kevlar
Spinnaker - Sail cover and sail bags.

Electrical

Switch board with PL 20 solar panel controller and 60amp shunt;
Deep cycle batteries X 2 less than 12 months old - 12V DC to 240V AC 350W inverter - VHF, 27MHz,
FM and AM radios. (VHF mast head antenna); Waco fridge – Solar panel -
Autohelm 800 - LED lights in main cabin - AC to DC inverter built in for OBM;
Silva Depth sounder - Silva 2200 Digital Log.

Engine

8hp Yamaha (new 5hrs use) - 2 X 20 fuel tanks - Vented fuel tank locker.

Other

Whisker pole - Spinnaker pole - Boat hook - Fenders X 3 Travel cover;
2 X food boxes, one original other with fridge - Metho 2 burner stove - Rail mounted BBQ.
All safety equipment including 2 anchors, one CQR one Mud and 3 anchor lines.

All running and standing rigging in good working order - Spectra halyards;
All turning blocks and winches serviced - Original document history.

Trailer

New soft rollers - New wheel bearings and seals - New disk break pads /disks turned;
Light Truck tyres, Good order - Spare Tyre - Electric winch.

Asking price **\$45,000**

Location – currently at Johnsonville Victoria

Owner located in Melbourne area but prepared to arrange for demo sail by arrangement.

Contact Association on (03) 9796 8269 – email noelex@noelex.com

or contact owner on (03) 5427 1520

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NX 1001 'Knot Home'

Australian Built 1992 - Hull - light grey with blue and red trim. (Never anti fouled).



- Interior*** – teak fit out, pop-top incl. clear plastic in-fill -
- Sails*** – new North jib and main - 2 cruising jibs - storm jib and spinnaker.
- Engine*** – 9.9 Yamaha electric start and remote controls 4 yrs old (rarely used)
- Communication*** – VHF and 27 MHz radio – new VDO marine CD/FM/AM radio.
- Instruments*** - Log/depth etc, Compass
- Electrical*** – 2 HD Gel Batteries (installed 2007), Auto helm ST 1000 with remote.
- Safety*** – Life buoy and life buoy float with light - life jackets - new flares – anchor - bilge pump - fire extinguisher
- Rigging*** – new spectra halyards and sheets
- Centre board*** – fitted with a brake winch (only 14 turns to raise).
- Extras*** - Boom tent, Porta potti, Maxi 2 burner stove with griller;
- Trailer*** – MacKay tandem with new light truck tyres and electric brakes and emergency breakaway back up, fitted 2007.- repainted and serviced 2007.

Price \$52,500 (no offers please)

Location – Mornington Victoria

Contact Association on 03 9796 8269

or

Owner on mobile 0414 303 419 - Sandy McPherson - Email: sandymcp@bigpond.net.au

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Noelex 30
NX1533 - "THE COLONEL"

Built by Marten Marine New Zealand 1983 - White hull with green stripes – no trailer.
This boat is in excellent conditions with many major items replaced in recent times.



Inventory
Sail Wardrobe

- 1x fully battened Dacron cruising main
- 1x fully battened pentex /taffeta racing main (New 07) Horizon
- 1x Pentex No. 1 racing genoa (New 07) Quantum
- 1x Pentex No. 2 racing headsail (New 07) Quantum
- 1x Dacron cruising headsail with UV strip.

Interior

Green velour upholstery - beige carpet - hot water service - manual pump for shower - water pressure pump - pump out toilet - eutectic fridge (not connected) runs off engine - two burner gimbaled metho stove.

Instrumentation and navigation

Navman 3100 speed & Depth - Racing compass - Navman colour chart plotter (5505) with map - ST 1000 autohelm - 360° masthead light – spreader lights.

Communication

VHF radio with masthead antenna - CD stereo, MP3, cockpit speakers & internal;

Electrical

2 Batteries with isolator switches - Solar panel with regulator.

Deck and rigging

Electric rope windlass - 2 Lewmar ST16 self tailing winches to cabin top, 2 Clevico 2-speed cockpit winches - new standing rigging 2007 – ‘Allmast’ Jib furler - Lazy Jacks - solid boom vang (no need for topping lift)

Spray dodger - White painted mast & boom.

Mechanical

1 Year old Volvo Penta 20 Hp FWC 3 cylinder diesel engine (Approx. 80 Hrs)

Volvo saildrive (1Year old) - 3 blade bronze folding prop (Volvo) 1 Year old

All completely serviced Jan. 08 with 1 year warranty still in place.

New antifouling Jan. 08.

Safety

Bruce anchor with rope - 4 life jackets, flares, torches, buckets, mooring pole etc manual bilge pump in cockpit - electric bilge pump with float switch in bilge and a manual pump for the shower in the head.

Asking price \$90,000.00

Location Melbourne area

Contact details:

Association on (03) 9796 8269 or noelex@noelex.com

Owner contact details: Brad Taylor

BH (03 9792 3949) - MOB 0427 208 069

Cruising.

Trailable Yachting the D'Entrecasteaux Channel (Tas.)

The D'Entrecasteaux Channel presents an interesting alternative to our mainland waterways and is relatively easy to access via the Spirit of Tasmania. We originally visited the area in our Sunbird 25 nine years ago, but have revisited by land a number of times since.

When to go:

From our experience, the best time of the year to visit the D'Entrecasteaux Channel and surrounding waterways is from the start of February to mid April, bearing in mind that temperatures can drop rather quickly down south from the end of March. We have experienced quite hot conditions in mid February as far south as Recherche Bay, however it can still be interspersed with days of rain.

Equipment:

No special equipment should be needed for the trip, although we would err on caution with anchor gear and take extra chain (to clear the rocky bottom), water containers and fuel containers. A dinghy will be essential as there are few places that you can beach the boat. We've used an inflatable with rigid bottom, but need to watch the oysters on the rocks around the shore. Some warm clothes, beanies and wet weather gear will be welcomed as well!

The Spirit of Tasmania:

Get to Station Pier early; queues a couple of kilometres long are not unheard of, particularly for the weekend day crossing. An early start will save a lot of stress and anxiety. The loading crew are very professional and a trailable yacht presents no extra concern to them, in fact they're probably a lot easier to load than the larger caravans and motor homes.

Prior to loading, they'll check your rig thoroughly for fruit, gas bottles, guns, flammable materials, etc.

We find the day trip quite acceptable, leaving at 9.00am and arriving about 6.30pm. Although by the time one gets through the fruit fly block at Devonport, it can be well after 8.00pm, be prepared for the wait! If going on the day trip, as soon as you've parked the rig, go upstairs and secure a table or two in one of the lounge areas at the stern of the ship.

We were pleasantly surprised when we recently enquired about the possibility of taking our Noelex 30 on the Spirit. The 2.9m beam, 3m height and 16.5m overall length of Patrol and yacht seemingly presents no problem and the under \$2000 quote for vehicle, yacht and two adults on the shoulder season day crossing presented excellent value. A Noelex 25 would probably be around \$250 cheaper.

Launching:

Nine years ago, we launched our Sunbird 25 at the Sandy Bay ramp, just south of Hobart. At that time, car and trailer storage was a problem and we ended up paying full rate for a site at a nearby caravan park (which has now closed down). However, recent enquiries by colleagues for storage at the Derwent Sailing Squadron at Sandy Bay have been positively received.

Alternatively, would suggest launching somewhere to the north of Hobart in the Derwent, with a keen eye on storage for the car and trailer. Either Bridgewater or New Norfolk are considerations. For launching ramp information, the Maritime and Safety Tasmania site is useful: <http://www.mast.tas.gov.au/domino/mast/newweb.nsf/v-html/fsFacilities>.

For direct access, one can drive through Hobart and follow the Huon Highway southwest and select from Huonville, Cygnet or perhaps Kettering to launch. Bear in mind that the Southern Motorway is quite steep and will certainly test your trailer brakes coming back down!

Supplies:

Depending on where one launched, larger supermarket supplies are accessible from Derwent Sailing Squadron, Bellerive Yacht Club or perhaps you could sneak into Constitution Dock. Further south from Hobart, food is mainly obtainable from smaller grocery and butcher shops, with limited variety. Fresh water is often in short supply in the D'Entrecasteaux Channel (no reticulated water), so make sure that you've got plenty of tankage and fill up in Hobart. This comment also applies to fuel supplies since you may need to motor for extended distances.

Communications:

The entire channel area is abounding with hilly terrain so good communications are limited. Tasmar Radio operates on VHF and 27MHz (limited) and I believe a series of VHF repeaters exist so that coverage is available in most parts. Mobile telephone on GSM is very patchy, but CDMA and the new Telstra 3G (Next G) are far superior. If buying a new Next G phone, wait a bit longer as the current handsets available are of questionable quality.

Cruising:

The D'Entrecasteaux Channel is a cruiser's dream when it comes to anchorages, as can be seen from the publications available. The one's we've enjoyed are:

- North West Bay – in the northern parts, shore access limited.
- Snug Beach – pretty anchorage with a nice sandy beach, could even beach the yacht.
- Kettering (Oyster Cove) – busy and congested but is the centre of attraction.
- Duckpond (Bruny Island) – sheltered from any weather but shoreline is rocky.
- Barnes Bay (Bruny Island) – similar but not as well sheltered, some supplies.
- Woodbridge – scenic anchorage, access to main jetty, exposed to easterlies.
- Great Bay (Bruny Island) – shallow, well protected, watch for oyster leases.
- Isthmus Bay (Bruny Island) – shallow, but protected, exposed to wind.
- Alonah (Bruny Island) – secure mooring behind the protection of a sunken pontoon bridge, some supplies available.
- Port Cygnet – pretty bay, walk to shops at Cygnet, watch oysters on rocks.
- Copper Alley Bay (Port Cygnet) – good protection, anchor off.
- Port Huon – continue up narrow channel past shipping wharf to small marina behind recreation stadium. Showers at stadium, good food at Kermandie Hotel.
- Huon River – beautiful scenery, follow the markers, many anchorages.
- Franklin (Huon River) – limited jetty access but must stop to visit wooden boat school and other attractions, supplies.
- Huonville – head of navigation up the Huon, nose into northern bank to good grassy area, most supplies in Huonville.
- Charlotte Cove – limited room to anchor amongst other moored boats, good shelter.
- Little Taylors Bay (Bruny Island) – many sandy beaches to moor to, no facilities but very scenic.
- Port Esperance (Dover) – Dover jetty is exposed but OK for a morning's visit, stay overnight in Stringer's Cove to the south east. Usual supplies in Dover. Esperance Narrows looks interesting but haven't visited.
- Great Taylors Bay (Bruny Island) – including Miceys Bay, large bays with some beaches for access, sheltered from southerly winds.
- Partridge Island (Bruny Island) – deep water anchorage off old jetty but quite popular.
- Southport – last supplies in Channel, very scenic and nice sandy beaches. Southport Narrows also looks interesting, watch for oyster leases.
- Recherche Bay – fantastic place but navigation around the Foxy Break can be exciting (chart plotter?). Southern part of Rocky Bay provides good anchorage in clean clear water with a little surge. If in doubt, Waterhole Cove is shallow but provides total protection. No supplies, but park ranger based at Fords Green. Take the boardwalk to South East Point, about 8km but worth it to view Maatsuyker Island off the coast.

Other Cruising Opportunities:

- Storm Bay, Frederick Henry Bay, Norfolk Bay, the Dennison Canal and east side of Tasman Peninsula looks interesting.
- Launch at Orford and out to Maria Island, or south to Blackmans Bay.
- Tamar River – launch at Beauty Point, lots of anchorages and can easily spend a week here. Strong tides in some places. New marina at Launceston worth while.

References:

- Maritime Tasmania – Brettingham Moore
- D'Entrecasteaux Waterways – Cruising Yacht Club of Tasmania
- Maritime and Safety Tasmania: <http://www.mast.tas.gov.au>
- AUS 171 Hobart to Norfolk Bay
- AUS 173 D'Entrecasteaux Channel

Ian & Kerrie Gloster, NX 1613 Roller Coaster', Ph. 9561 6243

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Noelex Yacht Squadron Inc.



The Squadron has scheduled the 2007/2008 National Class Championship Series for Noelex25 and Noelex30 classes. The event will again be sponsored by the Association and will be hosted by Royal Yacht Club of Victoria at Williamstown on the weekend 12 and 13 April 2008 on behalf of the Squadron.

Full details are described in the Notice of Race on the following pages. Any enquiries should be addressed to our Race Director John Robb; contact details are listed at the front of Telltales on the Committee page.

Please Note:

Entries are open to financial members of the Association. As annual subscription renewal is due on 1 April, participants must ensure that membership renewal is paid with or before submitting entry form.



NOTICE OF RACE

1. Date, Venue & Organising Authority

The Noelex 25 and Noelex 30 National Championships will be held on 12 and 13 April 2008. The Organizing Authority for this regatta is the Noelex Yacht Squadron Incorporated. Royal Yacht Club of Victoria Inc. will conduct the Championships on behalf of Noelex Yacht Squadron Inc. as the host club. Royal Yacht Club of Victoria Inc is located at 120 Nelson Place Williamstown Victoria. Mooring facilities will be available at the club and will be allocated on first come first serve bases.

2. Rules

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

3. Advertising

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

4. Eligibility & Entries

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

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

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

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

5. Fees

The entry fee is \$60.00 per boat for entries received on or before 5th April 2008. Any entry received after this date (5th April 2008) will incur an additional \$10.00 fee.

6. Schedule of Events

6.1. Registration and Sailing Instructions

All competitors shall complete registration at Royal Yacht Club of Victoria Inc Club on 21st April 2006 before 0900hrs. Sailing Instructions will be issued to each competitor on completion of registration at the host venue.

6.2. Event Schedule

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

Date	Warning	Event	Class
12 April 2008	1025hrs	Heat 1 & 2 (Back to Back)	Noelex 30
	1030hrs	Heat 1 & 2 (back to Back)	Noelex 25
		LUNCH BREAK	
		Heat 3 & 4 (Back to Back)	Noelex 30
		Heat 3 & 4 (Back to Back)	Noelex 25
13 April 2008	1025hrs	Heat 5 & 6 (Back to Back)	Noelex 30
	1030hrs	Heat 5 & 6 (Back to Back)	Noelex 25
30 Minutes after return to Royals		Presentations	Noelex 30
60 Minutes after return to Royals		Presentations	Noelex 25

7. Measurement

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

8. Racing Area

The Racing Area will be in and adjacent to Hobson's Bay.

9. Courses

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

10. Scoring System

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

11. Support Boats / Coaches

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

12. Radio Communications

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

13. Safety

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

14. Prizes

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

Note " AGGREGATE RACE " Prizes overall for first –second and third place getters

Further trophies/prizes as determined by the organising authority.

15. Rights To Use Name And Likeness

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

16. Entry Disclaimer

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

17. Insurance

All competing boats competing in the 2007 Noelex 25/30 National Championship shall have third party insurance cover of not less than AUD\$2,000,000 (recommended AUD\$5,000,000) or equivalent thereof in any other currency for any accident. All owners/competitors who sign the Entry Form are deemed to have made a declaration that they hold such cover. Competitors may be required to produce evidence of such insurance and any competitor not holding this cover shall withdraw their entry.

18. Information & Entry Address

Ring John Robb (Racing Director) on 0418 580 833 or (03) 9397 5814 about where to launch, leave your trailer and where to berth your Noelex etc.

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

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

2007/2008 Noelex 25 and Noelex30 National Championships

ENTRY FORM

Boat nameClass NX25 – NX30 (delete one)

Boat number

Sail number

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

Spinnaker colors

Club

Skipper – name:.....MYA No.....

Crew – name(s)

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

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

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

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

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

Signature: (skipper)Date / /2008.

Measurement completed satisfactory.- (if required).

Signature.....: (measurer)

Payment of entry fee \$60.00 is attached and entry is submitted for acceptance

Signature: Date / /2008.

Declaration, Entry Form and payment of \$60.00 to be forwarded to:

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

NOTE:

Entries received after 5th April 2008 are subject to a late entry fee of \$10.00. The Host Club may decline to accept late entries on the day of the Regatta.