

Noelex Telltales

Volume 14 – Issue 2

the official newsletter of

March/April 2009.

NOELEX



Yacht Association of Australia Inc

ABN 81 063 080 148

Incorporating **Noelex Yacht Squadron Inc**



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And more

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Your Committee for 2008/2009



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Editor's notes

Another administrative year over and the start of our fourteenth year. There is a lot of work to be done by our office staff. Doing this newsletter, get members re-enrolled for another year, financial statements and balance sheets.....the work seems to be never ending.

Looking back, we have had another good year retaining our membership numbers much as last year, we set up the boat history register, held a very successful regatta recently, we supported the worthwhile cause of the Blind Sailors World Championships conducted earlier this year in New Zealand and during the year we were instrumental in the placing of some 17 Noelex yachts with new owners. As far as the Blind Sailors event, we must not overlook the outstanding efforts by our Albury/Wodonga members in their organization and familiarisation of Noelex25 yachts by Australian participants when Albury/Wodonga Yacht Club staged a series on Lake Hume. All in all, the committee is pleased in the manner that the Noelex flag remains at the forefront in trailable yachting circles.

It would be nice if some members were to supply some worthwhile articles for publication in Telltales. These articles do not by necessity have to relate to a Noelex yacht. You may have traversed Siberia or visited the Amazon Basin and have some good stories to relate. Look forward to receiving something.

Fred Viergever - Editor

President's Report



Your Association ended another successful year on 31 March and early results show that a modest surplus was achieved in overall finances. It is of course never intended to make a profit at the expense of members. Once surplus funds (if any), accumulated over time reach a realistic figure, that surplus is returned to members in some way. We did this 2 years ago when all members received a free Noelex embroidered jacket, each valued at \$40.00 which included postage cost.

Whatever the final figures will show, members will be advised of the outcome in due course through publication of the financial statements on our web site.

Earlier this month the Association again sponsored the annual Noelex Championship Regatta with a full report and results shown later in the NYS report.

Our next undertaking will be to arrange an *Annual General Meeting*. In this regard members are advised that now is the time to submit anything worthwhile that may be listed for discussion in General Business at an AGM. Members should also submit nominations for possible participation in serving on committee; existing committee persons should also make their intentions known for the ensuing year.
 Fred Viergever – President.

Treasurer's report



The financial Statements and Balance sheets for the past financial year are currently being prepared. Members will be advised when these documents are available for viewing. Those intending to attend the forthcoming AGM will have copies made available at the venue at that time. As for membership, the final figure at 31 March is 188.

Joan Rockliff – Treasurer.

Handy Hints



Noelex yachts have now not been constructed for many years and, like everything else, boats manufactured until the late 90's have been subjected to ageing. This was brought to the fore whilst reading contents of discussions that appear on the chat site from time to time. I have seen the subject of leaks emanating from the anchor well and some other places and more recently discussions concerning the coming away of the mast step fitting on the deck. Noelex30's see the deterioration in their keel hydraulics and then there is the usual ageing of sails. Well may you ask what can be done in certain circumstances and apart from renewing your sail wardrobe and other regular maintenance the answer in most cases is 'very little'.

To trace some of these occurrences we need to look at materials used in the construction. Whilst the major part of the hull consists of GRP (*glass reinforced plastic*), there are many areas that needed to be reinforced such as keel, rudder, transom, bow and a number of other areas. Using nothing else but GRP would have made the hull much heavier and far more expensive.

The designers and builders instead used timber and cardboard in many places and most of the areas where these materials are used are out of sight. For instance, reinforcement underneath the top surface of the aft bunks consists of rolled cardboard, glassed over and attached onto the inside of the upper surface that forms the base of the bunks

There are several other areas where this method has been applied. The bow section, keel and rudder, keel box and areas around the pop-top opening all contain timber as does the area between the double skins under the mast step. The use of timber saves weight and fasteners such as stainless steel screws are easily and securely affixed. That is, until over time, water has found its way along the thread of those fasteners where these attach into the timber.

Now, I am not a construction engineer or boat builder and don't want to be seen as being critical of the methods or materials used. All timber and cardboard is covered over with GRP and becomes impervious to water – except where fasteners are screwed into the material. The timber used in most areas appears to be simple pine timber and from my home handyman experience I know what happens to pine timber once it becomes impregnated with water.

The most vulnerable areas appear to be under the mast step, the lower area inside the anchor well and the interior of the rudder blade.

You can do a lot to prevent water damage to the timber reinforced areas, firstly by way of inspection. If there is water inside your anchor well, ensure that the drain hole is free of any blockage. Inspect the edges glassed to the hull for any cracking. If this is present you may have to resort to applying a fresh layer of f/g material and resin. To do so you may have to remove most of the 'flo-coat' – (which is that light brown final coat on the inside of the well, lockers and inner hull) for another layer of glass cloth and resin to adhere. Cracks in the joints inside the anchor well are mainly caused by crashing into a solid object such as a jetty (by accident of course). GRP is incredibly strong and will flex before cracking and more often than not there appears no damage except at jointed areas.

The mast step is a slightly different matter. The deck fitting is simply screwed into the hidden piece of pine and, through time and seepage along the threads of the existing screws, it becomes impossible to affix new screws that will hold securely.

If you were unfortunate and snapped a stay, your rig would simply part with the boat and fall overboard. I have been there and done that. Upon retrieval of all gear you will find that, apart from the failed stay, all other gear survived, except perhaps the windvane. The mast step would have been ripped off without much damage to the deck.

You cannot re-fit that step in the same position because the pine timber has deteriorated over the years to hold screws. You can now attempt to insert s/s bolts through the deck similarly to the method your deck hardware is fitted and affix washers and dome nuts inside the roof even though that area is very close to a bulkhead. Using this method, the next time you lose your rig, you will have extensive damage to your deck because bolts and washers on the inside will most likely leave a gaping hole in your deck if the mast step was bolted through. So, if the mast step was a very rigidly placed piece of gear, either your deck is at risk or the mast would actually bend or break if a stay failed. Perhaps the designers intended the mast step to come off easy without too much damage except that pine timber is not really the correct type of material for longevity.

The alternative is to use a 10mm spade drill bit and drill much larger holes where the original screws lived. Do not drill right through the inner lining. Clean out the new and now much larger holes, get some chopped strand and f/g resin+hardener which is easily obtained in hardware shops if you don't have a yacht chandler in your area. Mix a sufficient quantity of resin and hardener but use less off the recommended quantity of hardener to facilitate slower setting of the mixture. This gives a bit more time to handle the stuff before it starts to go off. Use scissors to cut up some of the chopped strand and add this to your resin. Mix the lot well and fill the large holes. The mixed-in chopped strand will give body to your repair. Leave it to set properly overnight, reposition your mast step after you have sanded your job back to deck level, drill pilot holes and re-attach the step, preferably with self-tapping s/s screws that you can cover with a bit of silicone along the thread before screwing them in. If you are a bit handy, you can actually pour your mixture in the holes, insert the screws through the step and place the whole thing in position with a brick on top. The resin will now harden around the thread of the screws, anchoring them watertight forever until the next time you decide to lose your rig.

Instead of a liquid resin you could use f/g putty which will set very hard and can be sanded, filed and drilled. It is advisable to also mix in some chopped strand which will strengthen the putty once it has set. Because putty is not in a liquid state it is difficult to avoid any air pockets.

Fortunately we have a very low incidence of masts going for a swim so you may have to do just one repair if the mast step has come loose through age. It will still rip out if the mast were to go overboard but deck repairs will be minimal.

Mast failure is often caused through lack of maintenance at the points where the side stays are attached to the spreaders. If a stay pops out whilst sailing, you have a real problem. The stays are held in a slot with a bit of wire securing it in place. You should not use copper wire. It is best to get a strand from an old stay or halyard wire and use that. Stays and wire halyards are made of stainless steel which will not rust even when covered. Copper wire is much more pliable and thus easier to use but it will fail in time due to corrosion that will inevitably occur in a salt water environment.

As for the rolled cardboard mentioned before, this material is used mainly inside the watertight inner areas such as the front berth and under the larger port and starboard bunks. Under normal circumstances these compartments should never see water or moisture but I do not know the circumstance if a boat were to totally fill with water and what might then happen to the cardboard. In any case, the hull would need to be penetrated for water to get into these compartments.

Lastly, inspect the edges and pivoting holes of your rudder blade. This piece of equipment is more often than not immersed. The blade is made in two halves, a left and a right and houses a pine timber frame. The two sections are glued together to make it a sealed blade but it is essentially hollow in parts to provide the buoyancy you will have noticed. If there is any evidence of cracking around the edges, you may rest assured that water will find its way in. One day you will end up with two useless bits of plastic trailing behind and no steering.

As prevention is the best cure, inspect your blade and if there is even the slightest crack in any part of the edge, here is what you do.

Firstly, clean your blade with a rag dipped in acetone to remove any polish. Next, sand along the edge and about 25mm into the centre away from the edge with a coarse sand paper which provides a key for the next step. Get some f/g tape, white gel coat and hardener. Buy a cheap very small paint roller and take off the roller. Many paint roller axles have a threaded end with a small nut and washer to hold the roller on. Fill the entire axle of the roller with small washers to make a 'metal' roller and re-attach the nut so that the washers stay on. Paint the gel coat generously along the edges and about 10 to 12 mm onto both sides of the faces of the blade and firmly cover it with the tape whilst the gelcoat is still liquid; make certain that the resin is squeezing through the tape. Get your metal roller and roll it over the applied tape as though you were painting a wall and roll out any air bubbles from the edge towards the centre. Your tape will change colour and will appear wet. Now carefully paint over some more gel coat with a brush, leave it to set and when hard, apply elbow grease and sand smooth. At first you can use a dry and coarse sand paper. Once you get to a reasonably smooth surface, change to using wet and dry and finish off with a very fine grade. When satisfied with your work, apply the appropriate polish and you should have a new looking job. Your blade will never crack again.

Whilst you are at it, examine the pivoting holes to ensure there is no cracking. If there is, repair it.



The boson's mate!

Website

Our site remains popular as ever. Since we established the site there have been more than 13400 visitors. You can check this yourself when you look at the progressive visitation counter situated on the home page, bottom left corner.

I get a weekly report that details those numbers and delivers a breakdown in time spent, pages visited and some other details such as the geographic location of the visitor. Often there are visitors from other countries so I guess we must have something to offer.

Web editor.

Membership



We have a few new members to report and we extend a warm welcome to the following:

Noelex 25

- NX659 Noel and Kieran THOMAS – Aspendale Vic 3195 ‘MOONDANCER’ for now but subject to change (previous non member boat named ‘Seldom Seen’);
- NX843 Stan BEVAN - Coffs Harbour NSW 2450 – ‘SYRINX II’ (previous non-member boat);
- NX930 John and Maureen HORROCKS - Tarbuck Bay NSW 2428 ‘LYONA’ (previous non member boat ‘Lyona II’);
- NX960 Jan and Jennie LEBBINK - Melton Vic 3337 ‘THE MISTRESS’ (previous member boat Warren Nancarrow);
- NX964 Glenn and Rhona MARSHALL - Bon Beach Vic 3196 ‘UPTOWN GIRL’ (previous member boat K & A Hammel);
- Previous Telltales welcomed: Bill and D? GOFTON with NX822. The D? Stands for Diane.

Noelex 30

- 6634 (Farr 940) Peter MILLER Kedron Qld 4031 ‘EXILE’ (previous non member boat); Peter is our existing member NX897 Amadeus featured for sale in this issue);
- (NX No. Not yet known) David ROBB and Sandy ANDERSON – Napier NZ 4144 ‘ALADDIN SANE’

Associates

- nil.

Current membership is 190 (this figure assumes we will renew subscriptions for all existing members as at 1 April and due to be paid by 30 April).

Membership director.

For Sale

The following boats remain for sale as shown on the web site and were featured with full description in previous issues of Telltales:

Noelex25

NX933 ‘Wild Honey’ - Asking price \$50,000.00

Noelex30

NX1533 ‘The Colonel’ – asking price \$90,000.00

New Listings, all of which are featured on our web site with many more photographs:

NX708 "Special Edition"

New Zealand built 1982 – White with orange stripe - has pop top.



Inventory:

Motor: 8 HP Yamaha in as new condition

Sails: Main, Self Tacker Jib, Genoa, Spinnaker

Interior: -Deluxe edition-fit out

Trailer: Mackay Tandem, over ride brake system. Very stable ride at highway speed.
Victorian Registration.

General: Very neat boat. No anti-fouling, mainly sailed in fresh water.

Electrical: Log, Radio, Tape, VHF, Dual Batteries
Location Geelong area

Asking price: \$35,000

The following Extras at additional* cost:

Auto helm

Boom Tent

Fitted Mattress for V Birth GPS 'Raymarine'

Racing Sails, many (Hardly. used)

Cruising fuel tank

Spare stays

Simple erection mast arrangement

Spare fittings

Portable external gas stove

Cruising Plank

****Additional items Price \$5,000***

Contact: Robert King 0417 552 951 or 5241 3465

Email: rob.king@westnet.com.au

Or Association noelex@noelex.com or phone 03 9796 8269

NX827 "PALOMINO"

Built in 1985 by Marten Marine NZ with pop top and headliner.
Hull Colour Cream with maroon/red stripes - No antifouling



Inventory:

- Sails:** main, 2 jibs & storm jib, Genoa, 1 small Spinnaker & 1 Large Spinnaker
- Engine:** 9.9hp 2 Stroke Yamaha – excellent condition
- Electronics/
communication/
instrumentation:** VHF Radio (New) Lowrance Depth Sounder/Fish Finder 2 Silva Compasses – other Silva instruments
- Internal:** 2 Burner Metho Stove ,Porta Potti (New), all standard Noelex fittings in Teak timber; Pop-top curtain that can be fitted when pop top is up to weatherproof pop top
- Other items** As new Boom cover, Safety Equipment Life jackets/anchor/Vsheet Life Ring etc.
- Trailer:** Mackay tilt. Keel roller axle trailer - Disc Brakes on one axle. Trailer has timber decking walkway
- Boat & Trailer are in very good condition throughout, always kept under cover in shed

Asking price \$40,000.00

Bundaberg area Qld

Contact owner on 07 49747470
Email colinscott@westnet.com.au or
Association on email noelex@noelex.com

NX897 "Amadeus"

NZ built Marten Marine NZ 1986 – White hull with Blue stripe - pop top and headliner.



Inventory:

Engine:

9.9 HP Honda (4 stroke) – recently serviced.

Sails:

2 x Main (new racing main plus cruising), Self Tacking Jib,
2 x Spinnaker (1 new large and one small).

Interior:

2 Burner gas stove, food bin, porta potty toilet, Heaps of storage space.

Trailer:

Tilt Tandem, 2 Disc hydraulic brake system, good condition
Very stable ride at highway speed, spare wheel, Qld Registration.

Electrical:

Log, CD Radio, VHF Radio, ST1000 Autohelm, Solar Panel.

General:

Boom Tent, Boat & Boom covers, Plough & Sand Anchors, Barometer,
Bow roller, Life Buoy, Pop Top Curtain, Standing rigging replaced October 06,
4 lifejackets
2 owners only - well looked after boat.

Location Brisbane - **Asking price: \$35,000**

Contact: Peter Miller 0419 645 127

Email: peter.miller@kbr.com

Or Association email: noelex@noelex.com

NX1020 "Radiance"

Australian built 1995 – White with Blue/Green stripe - pop top and headliner.



Inventory:

Engine: 9.9 HP Yamaha (4 stroke) with electric start & forward controls.

Sails: 2 x Main, 2 x Self Tacking Jib, Genoa, 2 x Spinnaker (1 small), Storm Jib.

Interior:-Deluxe edition-fit out, 2 Burner metho stove, Pull out kitchen bench, Chemical toilet, Brass Clock & Barometer, Chart Drawer, Heaps of storage space.

Trailer: Mackay Tilt Tandem, Electric winch, 4 Disc vacuum brake system.
Very stable ride at highway speed, Victorian Registration..

Electrical: Log, CD Radio (internal & cockpit speakers), VHF & 27 MHz Radios,
Dual Battery system, 80W Solar Panel.

General: Very neat boat. One of the last made, Factory fitted Storm Dodger,
Electric keel winch operates from cockpit, Boom Tent, Boat & Boom covers,
4 winches, Plough & Sand Anchors, 25lt fuel tank, Shelf in back storage locker,
Full Stern Corner Rails, Bow roller, Life Buoy, Pop Top Curtain;
Cockpit Cushions, Mast & Standing rigging replaced December 05.

Location Albury/Wodonga area
Asking price: \$55,000

Contact: Daryl Stone 0407 245 666 or (02) 6055 3717
Email: dmstone@westnet.com.au
Or Association email: noelex@noelex.com

NX1519 "Solitaire"

Built by Marten Marine Industries, GRP, launched 1984,
Sail No. 5459. hull is anti-fouled; two previous owners.



Inventory

Sails

1x New Quantum fully battened main; 1x Old fully battened main 'Lidgard' GIG; 1x Working jib 'Lidgard' GIG; 1x Storm jib 'Lidgard' 'GIG; 1x Large spinnaker 'Lidgard' GIG; 1x Heavy weather spinnaker 'Nalde? EJC; 1x Self furling headsail and Profurl furler

Engine

Yanmar 18HP diesel 2GM20C-EU new 2004 with sail drive leg and Gori 2 blade folding prop.

Keel & Rudder

580 kg lead in a bulb at base. Keel retracts into central keel box using hydraulic ram rebuilt 2004, pumped by an electric motor at 12v. Two switches, one just inside companionway hatch, the other at keel box. Rudder is a Mk 2 deeper model than original. Transom mounted

Rigging

New 2005 all stainless steel wire and braided color coded running rigging, halyards, sheets, braces. Painted aluminium mast and boom. 2 x Harken self-tailing & 2 x 'Arco 10' winches.

Interior

Finished in teak. New squabs / cushions throughout 08 New marine internal cloth lining throughout, Sleeps 6 comfortably, 7 tightly. Forward V birth, Starboard settee birth, Port dinette / saloon birth with lowering dining table. Port rear quarter birth. Separate 'Brydori Marine' head, manual flush, and vanity basin. Opposite is hanging locker and shelving behind a door. Galley. kero stove, Stainless steel sink, manual fresh water pump. Teak plate rack, cutlery draws, ample teak cupboard space, pots, pans, cutlery. Built in teak retractable storage bin. Several interior cabin lights inc. one red night light.

Electrics

House and engine battery, 'Solarcharger' solar panel, 'Autohelm 1000' autohelm, 'Raymarine' instruments new 2005, log, depth and wind, 'Navman' GPS new 2005 'Belcom' VHF, radio cassette x 2 with external & internal speakers, 1000kg anchor winch / capstan at bow.

Safety

Tricolor masthead light, stern light, horse shoe life ring, 4 x PDF 1's, 1 x 1.25kg powder fire ext. Gas solenoid and alarm. First aid kit, flares.

Accessories

'Danforth' anchor, 14m of 8mm chain, 30m of 14mm nylon warp, locking front 'Lewmar' hatch, masthead windex, spinnaker pole, jockey pole, canvas spray dodger (poor condition), varnished tiller and 'Ronstan' extension arm, clear perspex storm boards, with originals and flyscreen option, clock and barometer, 2 x winch handles, 2 x fenders, boat hook, mooring lines, fresh water tanks, bucket with lanyard.

Trailer

Built by MacKay Trailers' Melbourne in 2003. Tri axle with 'Sensa' brake system. Manual retrieval winch & spare wheel.

Location Mornington Victoria area – Asking price \$79,500 – contact details Andrew 0412 637 003 or Association email: noelex@noelex.com

Member Contributions

This segment is awaiting your input.

Ed.

Noelex Yacht Squadron Inc.



The Squadron conducted the 2009 Noelex Championships over the weekend 18/19 April. The event was held on the waters of Hobsons Bay and was again hosted by Royal Yacht Club of Victoria situated in Williamstown Victoria.

The club offered excellent facilities and competitors and non-sailing members were invited to a social get-together on the Saturday evening. The host club kindly allowed the use of its first class club house facilities.

The event is an important item on our calendar as we can feature a fleet of Noelex yachts in action and show off our boats to persons interested in obtaining a Noelex at some future time.

This time we managed to assemble a total of 14 competing yachts and several non competing that cruised around the course. We noticed Rob Minato from Albury/Wodonga in his Noelex Blue Mist hovering around the fleet.

Conditions were good on both days although a little more breeze would have been nice. Nevertheless competition was fierce with several first time boats showing their transom to many of the usual participants.

The final results firmly established newcomer Andrew Stocks in 'Syrah' take out the trophy for 2009 with John Robb in 'Footloose' in second placing and the consistent Phil Clements in 'Rum Runner' third. It is understood that many pictures were taken during the heats and these will be inserted on our web site as soon as these come to hand. Results will also be placed on the site.

The Squadron was unable to muster a fleet of Noelex30 yachts which was a little disappointing.

It has been noted that at least half a dozen NX30's participate in the Skandia Week Regatta held annually in January by Royal Geelong Yacht Club. That being so, we shall make enquiries from RGYC in an effort to perhaps integrate a Noelex30 Championship in their annual event on the basis that participating boats are Association members and we make available trophies for the first 3 placings together with a new perpetual trophy.

If there were sufficient entries by NX25 members in the event consideration to make some recognition available in that class may also be an option.

It is noted that Skandia Week receives extensive sport coverage in the media and featuring our Noelex yachts may well be worth a small monetary outlay in the form of trophies.

The recent World Championships for Blind Sailors recently held in New Zealand received outstanding media coverage in that country. In that event the Noelex 25 was the exclusive selected class yacht.

Race Director – John Robb.