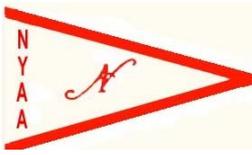


Noelex Telltales

Volume 15 – Issue (4, 5 + 6) the official newsletter of

July/December 2010.



Noelex



Yacht Association of Australia Inc

ABN 81 063 080 148 & A0033794K

Incorporating **Noelex Yacht Squadron Inc**



Contents preview

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And more

Registered address: c/- 22 Harries Court Narre Warren North Victoria 3804

Communication: Phone 03 9796 8269

Email: noelex@noelex.com

web site: www.noelex.com

Group site: noelex_yacht_assn@yahoo.com



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Your Committee for 2010/2011



<i>Position</i>	<i>Name</i>	<i>Phone</i>	<i>E-mail</i>
Committee of Management NYAA Inc and NYS Inc			
<i>President and admin</i>	Fred Viergever	03 9796 8269	noelex@noelex.com
<i>Vice President</i>	Andrew Fedorowicz	03 9853 4500	fedora@ozemail.com.au
<i>Secretary</i>	John Burgess	03 9744 4669	jaburgess@optusnet.com.au
<i>Treasurer</i>	David Willcox	03 9515 3687	dlwillcox@bigpond.com
<i>Suppl.attachments</i>	Doug Cross	02 4984 1469	doug.cross@defence.gov.au
	Trevor Brown	03 5976 1088	mobilevet@pipeline.com.au

Ordinary Committee Persons/appointments NYAA Inc			
<i>Publicity/Media</i>	Andrew Fedorowicz	03 9853 4500	fedora@ozemail.com.au
<i>Property</i>	Fred Viergever	03 9796 8269	noelex@noelex.com
<i>Telltales Edit & Production</i>	Fred and Pauline Viergever	03 9796 8269	noelex@noelex.com
<i>Noelex 30</i>	Trevor Brown	03 5976 1088	mobilevet@pipeline.com.au
	Andrew Fedorowicz	03 9853 4500	fedora@ozemail.com.au
<i>Web site</i>	Fred Viergever	03 9796 8269	noelex@noelex.com
<i>General</i>	John Robb	03 9824 4119	willex@optusnet.com.au
	Ross Wilson	03 9589 1557	rwil624@bigpond.net.au
	Doug Cross	02 4984 1469	doug.cross@defence.gov.au
	Brian Enno	03 5971 3416	brian@majorcarpets.com.au

Ordinary Committee Persons/appointments NYS Inc			
<i>Chief Racing Officer/ Race Director</i>	John Robb	03 9397 5814	willex@optusnet.com.au
General NYS			
<i>Racing</i>	John Robb	03 9397 5814	willex@optusnet.com.au
	Ross Wilson	03 9589 1557	rwil624@bigpond.net.au
<i>Measurer</i>	John Robb	03 9397 5814	willex@optusnet.com.au

Urban representation			
<i>Albury/Wodonga area</i>	Terry Caldwell	02 6043 2663 0400 533 741	Terry.Caldwell8@bigpond.com
<i>Hawkesbury area</i>	Chris and Briar Jensen	02 9620 4830	briarjensen@bigpond.com
<i>Mallacoota area</i>	John and Liz McKay	03 5158 0744	jmc18908@bigpond.net.au
<i>Paynesville area</i>	Michael and Sue Oxer	03 5156 8228	michael@oxer.com.au
<i>Port Stephens area</i>	Doug Cross	02 4984 1469	doug.cross@defence.gov.au

Other			
<i>Public Officer</i>	Fred Viergever	03 9796 8269	noelex@noelex.com

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Noelex Yacht Association of Australia Inc c/- 22 -23 Harries Court Narre Warren North 3804 Victoria.



Editor's Notes

The question has been asked numerous times recently –
“When is the next issue of Telltales coming out?”

The answer is – in part - below and further explained by our President in his summation further on in this issue.

As a result of a slight problem that arose early August, some sections of our work were suspended until a resolve came about. The suspension affected, in the main, Telltales and a necessary temporary shutdown of some of our operations. To ensure minimal damage (if any), our communication lines with persons interested in Noelex yachts and prospective owners remained open as usual.

As the matter has now been resolved, some catching up is necessary. A number of boats advertised for sale on our website have since found new owners and will now not be featured as ‘new listings’ in this newsletter. There are however some new listings coming up but not yet officially to hand. These will appear in our next issue if not sold before.

I have also received input from members which is included.

Fred Viergever – Editor.

President's Report



Your last Telltales advised the date for the Annual General Meeting covering the period 2009/2010 of our existence. That meeting took place as scheduled and the usual items listed in the Agenda were attended to.

The mandatory election and/or re-appointment of Office Bearers (the executive committee) and Ordinary Committee Persons took place and the matters were considered agreed by the attendees at the meeting.

There was one vacancy in office for which no nomination could be found, the office of Secretary.

At a previous AGM the incumbent Secretary was re-elected in absence and upon return from a safari trip to the Red Centre advised that there was no intention to again fill the position. In the event, our then Treasurer, David Willcox, although somewhat reluctant, agreed to act as Secretary/Treasurer for the balance of that year. The next AGM went in a

similar fashion, David agreed to carry on the joint position during 2009/2010 but at the last AGM made it known that he would carry on only for the year 2010/2011. Meanwhile it was agreed that efforts would be made to secure a member willing to become Secretary. The AGM ended with Fred as President, Andrew – Vice President and David in the joint position as Secretary/Treasurer. Most of the existing Ordinary Committee Persons chose to carry on for another year and the meeting was closed.

Within days and before AGM proceedings could be related to the membership, a challenge to the election results was received. Furthermore, the meeting had overlooked the mandatory requirement to elect two members as supplementary to the Committee of Management for the ensuing year which complicated the matter.

After lengthy electronic discussions no resolve could be achieved which resulted in all members receiving a letter from the Vice President, notifying the membership of the problem.

In the end, John Burgess came forward to volunteer, filling the position as Secretary for the remainder of our current year.

A number of members had indicated their willingness to help out in efforts to rectify the situation and as a result I can now welcome Doug Cross (Nelson Bay Nsw) and Brian Enno (Frankston Vic) as additions to our official Committee forum. Trevor Brown, already a committee person and Doug Cross both agreed to be added to the Executive committee which in total makes up the Committee of Management. Kenton Lillecrapp and Rowan Sawers tendered their resignation from any further committee involvement during the slight constitutional upheaval.

I can now report that the entire matter has been satisfied and the new committee for the remainder of this year ending on 31 March 2011 is displayed on the Committee page. There was no need for action as was previously advised in writing to each member concerning a Special General Meeting. I do thank those 40 or so members who responded and for taking an active interest in the wellbeing of their Association.

To ensure that all members have been made aware of reasons of delay in certain proceedings, it was decided to supply each member with a hard copy of this newsletter, supplied via surface mail. You do not need to now print your own copy. Please note that future editions of Telltales will be displayed on our web site and members will be advised via email when this occurs.

This edition of Telltales will be displayed on the relative web page in the usual manner. In addition, copy of Financial Statements will also be displayed.

On that note, I thank all members for their support during 2009/2010, wish you a very enjoyable festive season and a happy new year.

Fred Viergever – President.

Treasurer's report



Results for the past year are now displayed on our web site. In addition there is a page showing certain statistics which may be of interest to some members.

The Agenda item relating to a set of Noelex25 drawings was duly passed, the drawings have now been received and the cost of \$500.00 was duly paid. Current bank balance stands at just under \$27,500.00.

If any member is interested in further details regarding the drawings, you should contact Fred direct. I understand that copies can be produced at a small cost.

David Wilcox - Treasurer



Website

The matter of members having difficulty accessing the member pages continues to come up. Members are assured that the problem is not with the site. Most likely your 'pop-up blocker' installed on your computer or your antivirus programs are the culprits. I also know that the Google Toolbar causes blocking of displaying certain web sites on your machine.

Perhaps you are missing the message that appears at the top of your screen, advising that the site wants to install an 'Active X' control. This message is usually shown in yellow writing, just below the toolbar.

You can safely accept to install that control as our site is completely safe with not one other person, other than the web editor, being able to attach unsafe items that might harm your computer.

There is not much I can do to assist any further, other than to follow previous advised procedures.

Some members use a Mac and also seem to have problems with access. I am not conversant with the Mac operating system and the only advice I can offer is to ask a Mac technician on how to allow safe sites being displayed on your computer.

At the end of this year the Boat Registers will be updated as will the Boat History pages.

Web editor. (Who?)



Chat site

The chat site is running in a satisfactory manner and is supposed to run itself. The only editing required is to add members, often through invitation, or delete members leaving us and requesting deletion.

It is pleasing to note that there has been quite a bit of traffic of late. Please keep it up!

Special Note

Following the closure of Thompson Sails and subsequent loss of a reputable sail maker and sponsor on our books, we have now signed up Peter Green Sails of Seaford in Victoria. An advertisement showing contact details has been added to our web site.

If you are contemplating sail replacement or repairs, give Peter a call, Full details can be obtained by clicking on the 'sponsors' button on our main page at www.noellex.com



Membership

We welcome the following new members and/or amendments:

Noellex 25

- Dean HANSEN Melbourne Vic 3004 - NX696 *'Paradise City'* (previous member boat *'Black Dog'* - Peter White and renamed).
- Paul DANDY and Tamsyn LENNE – Maffra Vic 3860 – NX731 *'Green Velvet'* (previous non-member boat)
- Paul and Colleen GEYSEN – Boisdale Vic 3860 – NX811 *'Trivial Pursuit'* (previous member boat Terry Skitt);
- Wilhelm and Lynne NISSEL – Urangan Qld 4655 – NX827 *'Palomino'* (previous member boat Colin Scott)
- Ed HARRIS – East Melbourne Vic 3002 – NX850 *'Goldrush'* (previous member boat T & T Boschma)
- Bill BARTOLO Bonnet Bay Nsw 2226 - NX926 *'White Pointer'* (previous non-member boat)
- Steve and Angela TAYLOR - Bray Park Qld 4500 - NX940 *'Serenita'* (previous member boat Doug and Aileen Cross)
- Ian and Sue WOOD – Steels Creek Vic 3775 – NX1011 *'Rallentando'* (previous non-member and 'unlocated' boat)

Noellex 30

- Andrew WOOD – Northcote Vic 3070 - NX1521 *'Woodwind'* (renamed) - (previous member boat *'Strawberries and Cream'* Ken Broadbent)
- Doug and Aileen CROSS – Nelson Bay NSW 2315 – NX1610 *'Tangier'* (previous member boat Gary Spivack –USA)
- Ross and Lesley KIDDIE – Rossmoyne WA 6148 – NX1634 *'Okee Dokee'* (previous non-member boat known as *'Encounter Bay'*)

Associates

- Peter GREEN - *'Peter Green Sails'* Seaford Vic 3198 - Sail maker
- Gary SPIVACK Alexandria VA USA – previous owner of NX1634 *'Tangier'* and continuing membership for now.

Other

- Giles and Sonia BRAY – Somerville Victoria - NX917 *'Flying Cross'* have renamed their Noellex25 to *'Grasshopper'*.

Paid up membership as at date of writing stands at 185.

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:

Noelx25

NX812 'Hurry Back' with an amended asking price @ \$37,500.00 – location Victoria
NX857 'Exelon' – asking price \$39,500.00 (negotiable) – location Tasmania.

Noelx30

NX1519 'Solitaire' – asking price \$87,500.00 location Victoria.

Member Contributions

Some lessons to share from "Sure Thing" in the Whitsundays Sept/Oct 2010.

Near disaster at launch when the Yamaha leg was not locked down. Fortunately the tiller prevented the leg from rising in reverse gear and having the transom gouged by the prop. The leg has always been in the lockdown position until this year. When the motor was serviced the latch was apparently unlocked and not checked when reinstalled.

8hp Yamaha 4 stroke running rough, sometimes giving full power, sometimes seeming to run on one cylinder. Drained carburetor and found a teaspoon of water after adding fuel from Hamilton Island. Cleared this but engine finally down to one cylinder operation. Back to Abel Point and replaced defective ignition coil and installed a "proper" in-line fuel filter with water trap in the fuel locker (Eastener C14573P Mercury Fuel Filter).

Cockatoos sometimes visit and need to be moved on promptly before they breakfast on part of the boat. This year our Windex wind indicator was broken by a cockatoo.

March flies in such plague proportions had never been encountered in ten previous cruises here. Regular distress calls from charterers seeking a solution gave little advice other than to anchor further away from land.

Proserpine Council has introduced ticketed parking in many locations at Airlie Beach including the car park at the Abel Point Marina at \$8/day with a limit of seven days. Trailer with car can park in the trailer park at the ramp free with a limit of seven days. Thanks again to Peter & Carol Gault for providing a welcome parking facility.

October, usually the best month for cruising was a disaster with repeated strong wind warnings, 30kt winds and 3m swell with rain or showers. Winds were rarely below 20kt or more from the SE. It seems conditions continued much the same through November.

A new SARCA Super No1 9lb stern anchor proved excellent, setting immediately and holding firm in a number of different grounds. An increasing number of Manson & SARCA anchors evident on yachts in the marina compared with previous years.

Two trailer tyre blowouts resulting from tread separation despite stopping every hour to check tyres & hubs for any sign of being too hot. This gave no indication of a problem about to occur. The failures occurred after the 2000km trip north and about 1000km return. When it was pointed out that another tyre was showing signs of separation (with a bulge on one side & a flat on the opposite diameter) it was replaced and all four are now new 8 ply light truck tyres. Recommendation is to jack all wheels off the ground if the trailer is not being used regularly but who does that?

In replacing tyres it was noted that one side of a brake disc was not being contacted by the brake shoe. One slide pin on the hydraulic caliper had seized probably because the rubber seal boot was missing. Brake maintenance to date has neglected attention to these slide pins which are easy to remove, inspect and re-grease and inspection found that several slide

pins were in need of greasing on other calipers. This is a Mackay trailer with override driving master cylinder and marinised PBR/Holden hydraulic disc brake calipers.

The following article is another, skillfully written, by one of our Sydney based members. The article describes in detail the enjoyment one can have in the general Pittwater/Hawkesbury area. Thank you Chris and Briar Jensen. Reading the article revived a few pleasant memories as I have 'been there and done that'. (Ed.)

Sail, Moor, Walk

Boating and bushwalks go together like sun and surf, and make for a blissful summer's day. Briar Jensen investigates three options within easy reach of d'Albora Marinas.

From the Spit to Manly

The Spit Bridge to Manly is one of Sydney's most stunning walks, taking in foreshore mansions, parklands, beaches and bushland, with dramatic views across the harbour. You'll pass cafes and plenty of beaches for a cooling dip, so take your wallet, bathers and a towel. Allow three-and-a-half hours (or longer if you plan to stop en-route) for the walk one-way. You can catch a bus or taxi back to your boat at d'Albora Marina or organise a crew member to collect you from Manly and cruise back, marveling at how far you've walked.

The track starts from a small park at the northern end of Spit Bridge. You're soon into the bush – and away from traffic noise – where the track skirts the shoreline to Clontarf Reserve. Follow Clontarf Beach to the end and take the steps to a meandering path through the trees, which will bring you to the start of Sydney Harbour National Park.

You can take a side track to the small Grotto Point Lighthouse or continue to some Aboriginal engravings. From here the path skirts the top of the headland, above the fisherman's huts at Crater Cove, to a lookout at Dobroyd Head with panoramic views of Sydney Harbour, the Heads and across to Manly. Wildflowers are prolific along this section of the track in early summer.

You can head down to Reef Beach or continue through the bush to Forty Baskets Beach and cool off in the swimming enclosure. Follow your track notes to North Harbour Reserve and Esplanade Park, which follows the foreshore past Fairlight and Delwood Beaches, before continuing to Manly Cove.

Nelson Bay Heritage Walk

This picturesque foreshore walk, from Dutchman's Beach to Nelson Head, passes d'Albora Marina Nelson Bay, so it's incredibly easy to combine the walk with a day on the water.

Designed by the Port Stephens Historical Society, the walk is supported by numbered posts and a brochure listing historical points of interest, from old street lamps to the area's first church. Unfortunately, many of the historic buildings referred to are no longer standing.

Allow about three hours for a leisurely walk, which incorporates protected sandy beaches, rocky headlands and foreshore bushland. You won't go hungry, as you can stop enroute for drinks and ice creams at d'Albora Marina and finish off at the Inner Lighthouse Reserve tea rooms.

Get the skipper or crew member to drop you off at Dutchman's Bay, where a boatshed and jetty once stood at Red Patch. From the eastern end of the beach follow the waterfront past West Point, Nelson Bay Marina and Fly Point to Little Beach, where you can view Blackbutt trees used for Aboriginal canoe making.

Finish off at the heritage-listed Inner Lighthouse on Nelson Head for magnificent views over Shoal Bay and out through the Heads. Visit the lighthouse keeper's cottage which houses a small museum, before hailing your boat to collect you from Little Beach or Shoal Bay Beach.

From Akuna Bay to Bobbin Head

Take a leisurely cruise down Cowan Creek to Bobbin Head, where you can anchor at the side of the creek, just before the moored boats, and take the dinghy to the public wharf (tie up on the inside, as the ferry comes and goes from the end) or up Cockle Creek to the small launching ramp. Pop into the National Parks & Wildlife Service (NPWS) visitor centre in historic Bobbin Inn for track notes, maps and books.

Beyond the fenced children's playground follow the sign to Gibberagong Boardwalk, past honeycomb-textured sandstone and across a cable footbridge. The stroller-friendly boardwalk meanders through the mangroves and is an easy 10 minute walk. Little kids love watching tiny fish swimming amongst the mangrove roots or crabs scuttling over the mudflats at low tide, where herons stalk and cormorants dry outstretched wings.

At the end of the boardwalk take the steps cut between the huge sandstone boulders and follow the ridge track for another 15 minutes to an Aboriginal engraving site that includes large human figures and axe-grinding grooves used by the Guringai people.

If you're feeling energetic, you can continue to Gibberagong Waterholes, but allow three hours for the return trip to Bobbin Head. Walk quietly and you might come across echidnas or a goanna.

From Akuna Bay to West Head

Head out early morning and cruise through Broken Bay to Pittwater. From Hungry Beach onwards, you can spot the remnants of several World War II military installations, built into the cliffs to protect the approaches to the Hawkesbury River.

Lion Island, on your left, is a breeding ground for fairy penguins, so if you're sailing, or motoring quietly, keep your eyes and ears peeled for these dainty little creatures who are often seen paddling around the bay.

As you round West Head and cruise into Pittwater, keep to your right and anchor off Resolute Beach (or Great Mackerel Beach for a longer walk). Take the dinghy ashore to sandy Resolute Beach, which is completely surrounded by Ku-ring-gai Chase National Park. There are two options; the track to West Head Lookout, which takes an hour return, or the inland loop along Headland Track to Resolute Picnic Area, onto West Head Lookout and back down to Resolute Beach, which takes about two-and-a-half hour's return.

The track to West Head takes you over a couple of streams, through a rainforest gully, and round a rocky headland, where sandstone boulders glow myriad shades of ochre. There are lots of grass trees, Sydney red gums and she oaks, which carpet the track with needles. A concrete fortification close to the track is easily explored. If you're feeling energetic, you can take the steps down to tiny West Head Beach, before climbing back up to West Head Lookout, where you'll be rewarded with stunning views across Pittwater, Broken Bay and Lion Island.

Reading

Nelson Bay Heritage Walk brochure available from the Port Stephens Visitor Centre, Nelson Bay, for \$1.10.

Sydney's Best Harbour & Coastal Walks, by Katrina O'Brien, Woodslane Press. Available at bookstores.

Walking Sydney, by Jeff Toghil, New Holland Publishers. Last published 2004, so check your library.

Discovering Ku-ring-gai Chase National Park on Foot, by Alan Fairley, Envirobook. Reprint, due November 2009, will be available at NPWS Visitor Centre, Bobbin Head.

Cruising Guide to the Hawkesbury River and Cowan, Broken Bay, Pittwater, by John and Jocelyn Powell, Deerubbin Press. Available from selected book and boating stores or direct from www.deerubbinpress.com.au.

Track maps are available from NPWS Visitor Centers.

For further information, maps and details of guided walks see the National Parks & Wildlife Service at www.npws.nsw.gov.au.

What to take

Wear closed shoes and a hat. Take a map, plenty of water, sunscreen, insect repellent, anti-itch cream and a camera. Take bathers and a towel for a refreshing swim.

-o-o-0-o-o-

Here is an article of interest to all of us regularly towing our Noelex around.

I received an Internet URL some months ago and by surfing to it members may see what could happen.

The URL is shown below but if you find it easier, go to Telltales on our web site and click or Ctrl+click on the URL. There are quite a few pictures of the incident.

Ed.

<http://picasaweb.google.com.au/maggieg27/20091230Accident?authkey=Gv1sRgCJ6Jpp-ThvIJ#>

USE OF CRUISE CONTROL WHILE TOWING???

We left home for our holidays in late December with two rigs - him in Falcon sedan towing boat, me in 4x4 towing old heavy caravan, and following!

Worse than seeing your boat fly past you on the freeway is watching your other half as the boat takes control, fishtailing, then jackknifing and losing the boat onto the median... It was a relief to see D get out of the car OK.

Police and fire were called, and the police called VicRoads. The CFA were very attentive to the ruptured fuel tank – it had been full when we left home – and was leaking copiously for a bit when the car came to rest against the cable fence! They didn't leave until the car had been removed from the scene. The first thing they did apart from having hoses ready was to disconnect all the batteries – car and boat.

The police who attended the accident – one officer in particular who was investigating – reckoned that using cruise control was a contributing factor.

They first raised the cruise control issue when they were asking D about what happened. He had been using it all the way. I was wondering how his speed was so constant and thought he might be. It was set on 80kph.

The accident happened just over a hill, so the cruise control would have been accelerating up, and then wanting to slow as it came down the slope, which isn't necessarily what should happen when towing heavy stuff. The policeman, and all the towies and emergency people he talked to about it at the scene all agreed it was a major contributing factor. It sounds logical. He also said not to use it in the wet, or in hilly and windy areas. We had heard that said in other places! The car takes control and you haven't got a hope.

As the trailer swung, the next thing I noticed was the rear tie down flying free. Without the restraint, the boat started to move independently, and the trailer has caused some - much - of the damage to the hull. When I inspected the trailer, the weld on the tie-down point had given way rather than the webbing break. As the rig jack-knifed and came to rest against the safety fence, the boat left the trailer. D says that as everything stopped he looked out the driver's side window at the rear of the boat as it slid off the trailer away from him. There was nothing to stop it as the stem post was no longer in front due to the draw bar bending. The safety chain carabiner and the turnbuckle eye both were straight; the force of the boat pulled them out.

VicRoads also investigated with interest in the towing setup. They weighed the trailer and boat as it was all reunited on the truck! We were passed as legal with heavy duty hitch (rated at 2300kg), and boat and trailer under 2000kg.

Just to give an idea, salvage costs alone were around \$3500 for the boat and trailer... It required a heavy haulage truck and heavy crane!

The trailer requires a new drawbar – and the old one is imperial measurements, not metric! Several roller supports were bent or cracked slightly.

The boat has many scrapes and gouges on the hull from the trailer and the fence, particularly the steel posts, but the landing was relatively gentle, fortunately, and on grass. Several other bits were damaged, including one of the radio aerials, snapped by the flapping tie down, I think. The bow eye was bent and needs to be replaced and re-bedded, as the strengthening inside the hull was also affected, and the bow repaired. The boat will have to be painted.

So what caused it? We don't know. The first we were aware of difficulty was when the front of the car crossed the white line suddenly. D felt it and I saw it from behind. The rest is history. The boat may have caught a gust of wind or been buffeted by a passing truck – we are not sure. The whole incident took seconds. I have replayed it in my mind and cannot see what started the sway, but once started it was not stoppable.

The only other query I have is whether in my packing of gear I upset the balance of the boat. I had been stowing various items for our cruising trip, and had relocated an anchor. Without accurate weights I don't know.

So what will we change?...

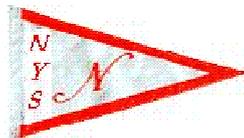
We are getting the brakes on the trailer upgraded with control from the tow vehicle. Because the boat is near 2000kg I am going to add brakes to the rear axle.

There will be a trip or two to the weighbridge when I get the boat back to check the weight. The trailer is around 550kg, the boat 1300kg to 1400kg. The other figure to check is the tow ball weight, and I am wondering if this was a bit light on the day, but I don't know! Because of the drawbar damage, the down weight was not able to be measured accurately. When I have these figures accurately, not just ball park, I will feel happier about what to do to set the rig up safely. An old certificate which came with the boat gave the boat and trailer as 1940kg.

I will not rely on welds for the rear tie down, rather putting the tie down around the frame, and I will be obtaining eye and eye turnbuckles for the bow. The safety chain – and turnbuckle(s) need D-shackles rather than a carabiner type clip.

For the record, the car was set up with a Hayman Reese heavy duty hitch, and the trailer had hydraulic override brakes. Previous trips had been uneventful except for some crosswind buffeting between Stratford and Sale on the way home from the Lakes on Cup Day in very high winds. We were using a weight distribution hitch which we have since been told is problematic, but the trailer brakes appeared to be working satisfactorily.

The car has been written off due to the usual financial constraint of value compared to cost of repairs, and the boat and trailer are currently being repaired. I hope to be back on the water very soon.



Noelex Yacht Squadron Inc.

As at date of writing nothing was reported by the Squadron for inclusion in this newsletter.

NYS Inc.

E.O.& E