

# Noelex TelItales

Volume 12 Issue 3

May/June 2007.

The official newsletter of

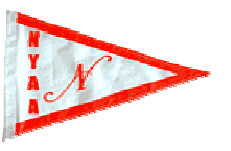


**Yacht Association of Australia Inc**

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**
- **Cruising**
- **Windcheater Order Form**

**and more**

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## **Table of Contents**

<b><i>Your Committee for 2007/2008</i></b> .....	<b>3</b>
<b><i>Editor's notes</i></b> .....	<b>4</b>
<b><i>President's Report</i></b> .....	<b>4</b>
<b><i>Treasurer's report</i></b> .....	<b>6</b>
<b><i>Handy Hints</i></b> .....	<b>6</b>
<b><i>Membership</i></b> .....	<b>7</b>
<b><i>Cruising</i></b> .....	<b>8</b>
<b><i>For Sale</i></b> .....	<b>10</b>
<b><i>Special announcement</i></b> .....	<b>10</b>
<b><i>Member Contributions</i></b> .....	<b>11</b>
<b><i>Noelex Yacht Squadron Inc.</i></b> .....	<b>13</b>
<b><i>Order form</i></b> .....	<b>15</b>

## Your Committee for 2007/2008



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### Editor's notes



**M**y sincere thanks to the members who have send me some items for publication.

It goes a long way towards letting our members know that there are many Noelex owners having a great time and who are willing to share their experiences in the various excellent cruising areas in our great country.

To others, don't be afraid to write your story; these do not necessarily have to be about sailing. You may have some humour to contribute or had a trip to Siberia. We just aim to keep our newsletter informative and interesting.

We held our Annual General Meeting recently and there will be more about that further on. Our thanks to the many members having sent an apology. Of course, most of them could not attend due to geographic reasons but it is an indication that we are not wasting our time letting members know what goes on. It takes quite some effort writing a newsletter and judging by the responses received, Telltales is being read. Any feedback, by whatever means, is great to receive.

On a final note, as at 1 July, all amendments will be made to our Register. In the following few days thereafter the updated version will be inserted in the member pages of the web site.

Fred Viergever – Editor.

### President's Report



**A**s was notified to our members, we held our AGM on 19 June. The meeting was well attended with some members travelling from as far as the Geelong area.

Whilst we had an agenda to attend to, the overall format was mainly congenial and in a social atmosphere. The Association provided refreshments to those attending.

As a quick rundown of proceedings, apologies were recorded, the past Minutes were read, any correspondence was dealt with, followed by make-up of incoming Executive Officers and Committee persons. On this last point, there were no indications of any person resigning and there was just one person interested in committee participation. David Willcox, -NX887 – 'Moonshadow', indicated his

interest and was subsequently added to our list of committee persons. All others remained as the 'status quo'. I point out that the list contains quite a number of 'area contacts'. Members are encouraged to contact those persons if contemplating to undertake a holiday in those respective areas. You then get a good indication of how to go about planning to make your trip as pleasurable as possible. It is always best to have some prior knowledge of the prospective area, parking etc.

The fully disclosed and comprehensive Annual Report had previously been published on our website to ensure that any questions could be formulated by attending members and that matters could be dealt with quickly. The report included the full Treasurer's report, the usual annual statistics of boats and member movement and a budget forecast.

It was confirmed that the rate of annual subscription for the year 2008/2009 will remain at \$60.00.

As for Noelex Yacht Squadron Inc. it should be noted that it's year runs from 1 July to 30 June. The items included in the report were confirmed as those pertaining to the Squadron's Annual business as at 30 June 2007. Formal required lodging of Annual Returns to the Department of Consumer Affairs will be attended to within the prescribed time.

The Treasurer reported the healthy state of our finances which led to a general discussion regarding the sources and disposal of our income.

It was noted that our bank balance has increased each year and this prompted some discussions as to the amount of annual subscription with a view to a slight decrease. In the end it was decided that a decrease of just a few dollars was meaningless and that it would be better to give some reward to our loyal members in some sort of form.

I am now pleased to inform our members that each member will be supplied with a neutral coloured wind cheater, embroidered with our logo. This offer is to any financial member on our books as at 1 July 2007. (If you have not yet paid your subscription, now is the time to do so). Members will be given the opportunity to order extra items at a cost of \$30.00. The first free item will be send later in the year and will include postal charges. As there is little extra postal cost involved for sending additional items, there will not be any increase in the cost of \$30.00 per extra item provided we can send all as one parcel. All orders for extra items must be pre-paid with the return of the attached ordering schedule as we are unable to return any to the manufacturer.

Various sizes will be available; these will range from 'M' (medium) to 'L' (large) and 'XL' and 'XLS' which are the usually larger sizes. An ordering deadline will be set and will be strictly adhered to.

We need to place an order for the entire exercise and there will not be any supplementary orders. This means that if you do not meet the deadline or are not financial at 1 July, you will miss out on this once only offer.

At the same time, it may be appropriate to order your Noelex cap at a cost of \$10.00. This will avoid extra postal costs later on.

It is appreciated that this will be a large undertaking and will stretch over a number of months so we do ask for your patience.

As for the balance of the report, it was noted the success of us finding new owners for boats that members intend to part with. The only charge we levy is for advertising or referrals, which remains at \$100.00 to members. In most cases boats are placed within a few weeks and almost always the boat's membership is retained.

Non-members sometimes approach us but they are levied \$200.00

Fred V – President.

## Treasurer's report



There is no point in further elaboration as the full report is on view on our web site. Non electronic members will find a copy of the report enclosed with this Telltales.

## Handy Hints



Members are reminded of the wealth of hints contained in the '*Handy Hints Compilation*' contained in our web site. It is appreciated that many of us are barely computer literate. If that applies to you, don't be afraid to ask us to print the booklet for you.

Those with Internet facilities can also research the message data base on our chat site. There are now close to 2000 discussions in the archive although many are on the one topic discussed at the time. No messages have ever been deleted hence it is fairly simple to look up any topic. All you need do is to type in a subject word in the search bar on the top right (once signed in) and all discussions containing that word will be listed. For instance, if you want to see what was discussed regarding the word 'outboard' or 'winch', just do a search for that word. This method saves having to go through the entire archive, quickly referring you to related articles.

For those members who can send and receive messages but find that they cannot open the chat site pages, I again stress that this is as a result of not having established your 'profile'. This simply means that you have not arranged to give yourself a name. A name can be anything you select so long as you keep it 'clean'. It does not necessarily have to be your surname if wishing to remain anonymous. The chat site is limited only to our members. Anyone resigning from the Association or after selling their boat, is removed at the time.

The boson's mate.

## Membership



Below is a long list of new members enrolled since our last Telltales and we warmly welcome those into the Noelex family membership:

### **Noelex 25**

- Jeff LINDSAY and Robert LASSLETT – Carrum Downs Victoria – NX724 ‘*Just Magic*’ – (previous non-member boat);
- Peter and Susan FRESTEL – Nedlands WA – NX821 ‘*What’s up Doc*’ (previous non-member boat);
- Nick and Kate DATTNER – Collingwood Victoria – NX926 ‘*White Pointer*’ (previous member boat John and Angela Slack);
- Ray and Jan BOUVET – Wantirna South Victoria – NX957 ‘*Wind Quartet*’ (previous member boat Kevin Wardell);
- Andrew and Linda STOCKS – Glen Waverley Victoria – NX971 ‘*Syrah*’ (previous member boat John and Glen Sowerby);

### **Noelex 30**

- Nick and Charly KNEZIC – Brighton Victoria – NX1607 ‘*Finesse*’ (previous member boat Ross Hartnett);
- Mark HALTON – Seaford Victoria – NX1622 ‘*Maitresse*’ (previous non member boat);

### **Associates**

- Geoff and Adrienne SMITH – Arthur’s Seat Victoria – looking for a good Noelex25.

Current total of members stands at 191.

Note: As at the date of writing there are still 15 unpaid members which will reflect in the actual membership numbers as at 1 July at a reduced figure.

Membership director.

## ***Cruising.***

Here is an excellent article for those intending to visit Tasmania with their Noelex. A number of members are known to have done so in the past but never have we had such a descriptive article.

### ***Trailable Yachting the D'Entrecasteaux Channel (Tasmania).***

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.
- Alonnah (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 Mickeys 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.

#### **For Sale**

The only current listings are those on our For Sale pages on the Internet.

Currently those pages contain:

Noelex 25 NX774 – Never Blue – Noelex30 NX 1586 Intrigue and Noelex30 NX 1587 Thunder.

#### **Special announcement**

##### **Obituary**

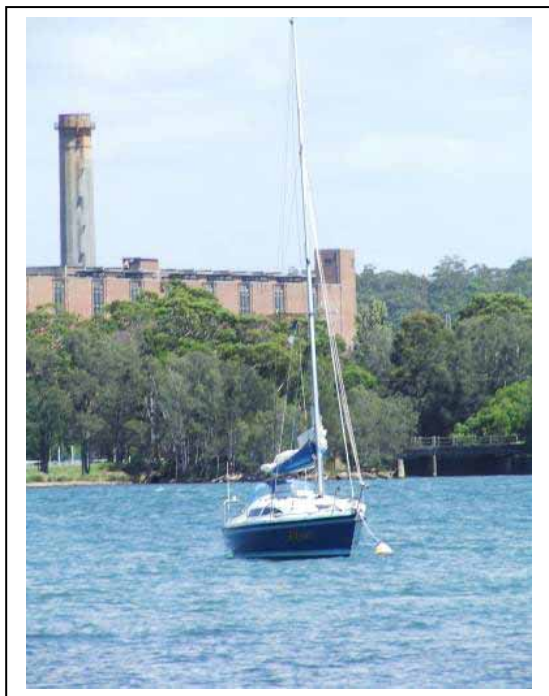
It is my sad duty to relate to members the recent passing of our long standing member Ian White from Brisbane Qld. Ian has been a member since purchasing his Noelex25 NX1012 'Pakeha'.

Ian passed away on May 29 as a result of a long illness.

On behalf of our members I have written to Beverley, expressing our sympathy on the loss of Ian.

## Member Contributions

### A story about NX1530 – ‘Artemis’ (part 1)



*Artemis on a mooring at Wangi Wangi in Lake Macquarie*

### The search for the perfect boat

After several years away cruising, we decided that we'd like a boat that sailed well, was small enough to be trailed long distances, but big enough to live aboard for two to three months at a time. Eventually it all added up to a Noelex 30.

But first there was the decision to look for a boat that could be trailed, as at the time we were living in Brisbane, and planned to return home to Western Australia within a year.

We had been attracted to the Bruce Farr designed Farr B30 for some time, and began the search for one not long after we sold our 52 ft ketch. There it was we thought, right under our noses. She was in need of some attention, but could be just the boat. The owner gave us the keys and suggested we get her lifted out and checked before we made any offer. Our research had already turned up photos of this particular boat in her younger days in a yachting magazine, and we talked to another Farr B30 owner who was enthusiastic about his boat.

When we thought we'd found out everything that we'd need to do to bring her up to standard, a friend, who is a marine surveyor, insisted that he survey it properly. Just as well, because he discovered she was rotten in her main bulkheads, and there were other problems we hadn't picked up. So that sent us back to rethink our priorities. We had already seen a Noelex

30 a year earlier, and remembered that the interior layout had more useable space for our tall frames than the B30, so we set out to find out everything we could about the design.

The more we discovered, the more impressed we were – it would be much faster on all points of sailing than the B30, had a much simpler keel lifting arrangement, and was built in the same place as we'd both been built – New Zealand!

So the search began in earnest. We looked at NX30's in Queensland and Victoria and inquired about others in South Australia and New South Wales. Our criteria at that stage had narrowed. The boat must be in good order and preferably with an inboard diesel motor and/or a trailer, although we had decided we would have a trailer built if necessary. Years ago, we'd had a Sunbird 25 which initially had an outboard, and we knew what a pain outboards can be. It hadn't taken us many months to change it and install a respectable little inboard diesel.

Now after years of cruising the Australian coast first in our beautiful Sparkman and Stephens 39 (*Odyssey of Fremantle*), then in a 24 tonne and 52 ft steel Pugh ketch motor sailer (*Spirit of Odyssey*), we think outboards are good for the tender, but not for hanging off the back end of a 30 ft boat that is to be trailed around Australia.

Then it was off to Victoria's Mornington Peninsular, where we had convinced ourselves we were going to buy a specific NX30 and on the way we would have a quick look at another one that looked interesting on paper. What a surprise it turned out to be.

We stopped off at Peter Welch's shed to take a quick look at *Artemis*. Our system of looking at boats is that each of us goes over the boat checking things, making notes and not making any comment to the other, then we go off and have a coffee and compare notes.

As it turned out *Artemis* was exactly what we had been looking for. She was well-equipped with a good sail wardrobe, in good condition, basically used for racing all her life and with an excellent factory fitout and an inboard diesel, but no trailer. We went and looked at the other boat and quickly realised it was not what we wanted. The next morning we rang Peter and said we'd like to come back for another look, but we both knew this was the boat. We organised a survey and for Peter to replace her windows before she was delivered.

Just to complicate things a little, we were on holiday back in WA when *Artemis* was to be trucked from Melbourne to the Moreton Bay Trailer Boat Club in Brisbane, but everything went smoothly. On the water we were more than delighted with our choice – she sails like a dream, takes off like a rocket – but then all Noelex owners know those things.

We gave her a good testing while her trailer was being built in Brisbane, and then set off for three months' cruising – but that's another story. Now we've raced and cruised *Artemis* and trailed her down the east coast and across home to Western Australia during the past 18 months, we're more convinced than ever that the NX30 and *Artemis* in particular is as close to the perfect boat as you can get.

*Next stories:*

- Building a trailer for *Artemis*
- Cruising with *Artemis* (in three parts)

## Noelex Yacht Squadron Inc.



Apart from the items contained in the Annual Report, there is nothing to report at present.

However, there was an item of General Business that I shall bring to the attention of those members who also use the Squadron as their means to obtain the mandatory Silver Card, required in a race environment.

Earlier this year, members were notified of annual subscriptions falling due and those affected were also advised that the Yachting Australia affiliation fee was advised to us as being \$61.00 for the year commencing 1 October 2007.

It transpired that since our notification, yachting authorities came up with an entirely new way of charging. By then though, a number of our members had already paid us \$61.00 for eventual card renewal. Rather than get involved in re-calculations and refunds, it was decided to stick to the initial charge of \$61.00 and make an adjustment next time around.

All those Squadron members affected will be credited with any overpayment and next year the card renewal charge will be for the difference (if any) then to be paid.

Our Race Director was indisposed for the AGM and will submit race details for publication in next Telltales

Fred V (o.b.o race director).

(this page left blank) – There is another very important page following this page!

**Order form**

To Noelex Yacht Association of Australia Inc  
22 Harries Court  
Narre Warren North 3804  
Victoria

Order for Windcheater with Noelex logo.

- 1. I am a financial member of the Association as at 1 July 2007;
- 2. I would like to order my free windcheater and the size required is .....  
(insert either: M – XL – XLS meaning medium – large or extra large)
- 3. I would also I like to order the following extra items and enclose payment of \$30.00 for each extra item ordered:
- 4. (please insert below, the number and sizes of extra items required).
- 5. Number ..... size(s) .....(expand more lines if needed)

Please ensure to add your name and full postal address below.

**Note:** This form, fully completed, **MUST** be returned by 31 July 2007.

Orders will not be accepted after that date due to ordering requirements by the supplier.

Please add your signature, boat name/number and date

.....Signature.....boat name or number.....date.

(notification of date of supply will be made in due course).