

Noelex Teltales

Volume 13 – Issue 3

The official newsletter of

May/June 2008.

NOELEX



Yacht Association of Australia Inc

ABN 81 063 080 148

Incorporating **Noelex Yacht Squadron Inc**



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- **Noelex Yacht Squadron Inc**

and more

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Editor's notes

Last – but not least!

Fought a war to get subscriptions paid – acknowledged everyone that paid in writing – updated and uploaded new Register information - got the financials for last year into a comprehensible annual report and all that remains (for now) is Telltales; so here we go.....

Over the past few months there have been some good and constructive discussions on the chat site. Various items, such as: the rubber that circumnavigates your boat, removing painted names and numbers from a fibreglass hull, 'blogs' on cruising activities and more; obviously too much information to reproduce at once in Telltales. The cruising articles will be used in future issues of Telltales and any handy hints will be saved at the next re-write for inclusion in the 'Handy Hints' booklet on our web site

As a matter of interest and for those who may have missed some items, all discussions remain on the site forever in a permanent archive. At any given time, simply log on to our group site, type a keyword -for instance *engine* or *keel* - into the search box (at the top right) and click on search. A short list of every discussion containing that key word will come up. This method saves you scrolling through reams of messages when attempting to find one covering a particular item.

Members were advised of the change in and the title of the substituted password relating to the '*member pages*' of our web site. No doubt you have made a printed copy for future reference, saving me those frequent (yes, very frequent) replies to 'forgotten password' emails.

As required under our Rules, completely updated pages of the official Australian Noelex Register have been inserted on the web site. There are four sections:

1. a list comprising every Noelex25 and every Noelex30/Farr940 that we know to exist;
2. a list comprising all members sorted by NX number;
3. a list comprising all members sorted by Boat name; and
4. a list comprising all members sorted by surname.

All lists are in Adobe Acrobat format and all can be printed if desired. If you do not have Acrobat Reader available, go to www.adobe.com and download/install the latest version; it is free of charge.

It is not practical to use a format such as MSWord as files need to be limited to size when included in a web site. As an indication, list (1) as a .pdf file is just 36Kb whereas the same list as a word document is 782Kb or more than 20 times larger in space required on a web site. Don't worry too much if you do not understand – just get Acrobat Reader installed.

An Annual General Meeting needs to be arranged shortly and you will be informed. You will also be told when you can peruse our financial reports on the web site once the committee persons have read the draft copy.

Fred Viergever – Editor.

President's Report



I shall be brief here as most things that need explaining will be in the Annual Report. Other items will be covered in the relative sections following.

I will touch on the ultimate response received from our membership regarding continuing support. Initially we sent invoices as part of Telltales with good results; there were 54 very prompt payers. This was followed up four times via email to the remaining 120 or so, then once via 'snail-mail' to another 50 mid June and finally via telephone to the last 30 stragglers at the end of June. In the end we renewed 178 members, had 8 resignations, another 5 'Associate Members' (those without a boat) decided to leave and 6 are yet to pay. The overall result as at 1 July is very good and indicates that you are happy with what we are trying to do. My sincere 'thank you' for responding and, yes, apologies that were offered are accepted and all is now forgotten.

I have no updated information available regarding the previous published Blind Sailing Regatta and it is not clear at this stage if in fact there will be sufficient water at Albury/Wodonga later this year to even launch a Noelex. We will just wait and see what Mother Nature brings.

All Noelex jackets have now been distributed – all remaining items have been sold and despatched.

Official notification of AGM is also enclosed. The past three years has shown very little interest by members to attend. This year, the meeting will be held at the residence of Rowan Sawers as indicated in the notice of meeting. During the event, we will allot just a little time to get the formalities of a meeting documented. There are indications that John Burgess may volunteer to represent us at monthly YV trailable meetings and from Diane Kemp to assist on committee if needed. So far no other committee person has indicated intentions to step down and if there are no new nominations there will be no need for elections.

If anyone wishes to join committee, please let me know by phone on (03) 9796 8269 or email to fred@noelex.com

Fred V – President.

Treasurer's report

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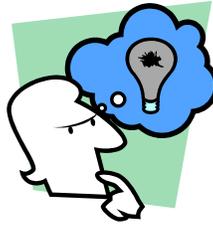
To-date 178 members have renewed for another year. Historically, each 1 July we write off around 20 members but some of those rejoin later. This year we have not yet 'written off' any as there are just 6 remaining unpaid with some having indicated that renewal is forthcoming soon.

The starting figure this year is up by 6 when compared to 1 July 2007.

Financially we are in good shape with current bank balance standing at \$25,015-03, at the same time keeping in mind that there will not be any further major income now until next year. Overall the financial status is satisfactory.

Joan Rockliff - Treasurer

Handy Hints



Here is an item that may interest many – it applies to both NX25 and NX30 ladders.:

An additional rung which telescopes into the hinged lower section of the NX25 boarding ladder can easily be made which makes for much easier boarding.

The photos show this modification which gives a step a maximum (allowing for the telescoping action) of 300mm lower than the original. All components are available from BOAT BIAS at

www.biasboating.com.au

22mm OD stainless steel tube slides nicely inside the tubes of the existing hinged section, 90 degree "T" stainless steel guard rail fittings for 22 OD tube make it easy to connect the step and the two side tubes.



Rigging wire inside each tube attached to the hinge pins at one end and 25mm barrel bead/rope stop balls at the other end, the wires being just the right length so that when the extra rung is lowered it is restrained by the wires & balls.

The hinge pins are drilled out and replaced with removable pins to make assembly easier. The retaining clamp for the hinged section is relocated as its securing rivet obstructs the tube interior.

With the extra rung telescoped into the hinged portion and raised it is level with the hull/deck join so is unobtrusive. Spectra or flexible rigging wire might give a better result so when the ladder is raised the balls shown in the photo can be restrained. (This modification was made to NX990 so check first in case different boarding ladders have been used.)

Alan Benn - NX990 "Sure Thing".

Refurbished deck layout

Recently David Willcox, 'Moonshadow' NX887 did some deck refurbishment and supplied these pictures:



Deck organizer port and s/b



neat layout view from back of mast



Port and s/b rope clutches



continuous vang and all sheets and halyards neatly centralized



David replaced all his sheets with spectra, changed the jib sheets to a 2:1 arrangement and replaced his vang with a powerful and easy to handle 5:1 setup. He also changed the mainsheet traveller to a 5:1 system as described in the 'Handy Hints' booklet.

His keelwinch is a side-winding winch incorporating an automatic clutch/brake with a fold-up handle; this winch takes just 23 turns - (instead of 100) - in all and took minimum alteration.

David's motto is that cruising has to be a pleasure and not hard work.

If you want to see the pictures in more detail, use the magnification button on the top to enlarge the page view.

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

- Russell and Diane KEMP – Mt Martha Victoria – NX935 'Quasar II' (was 'Tru Blew') (previous member boat Bill de Vos).
- Jonathan and Annie STORM – Mornington Victoria - NX938 'Silver Shadow' (previous member boat Bert and Carol Dawson).

Associates

- James PECK – Hawthorn Victoria – prospective NX25 owner.

As at the date of writing, the total financial membership stands at 178

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

NX1008 'Kafran' – asking price \$55,000.00 – now located in WA.

Noelex30

NX1533 'The Colonel' – asking price \$90,000.00

NX30 Pisces

New listings current are the following:

NX-794 – “Director Special”

NZ built & launched 1985 with pop-top and headliner.



Inventory

Sail wardrobe: - Main, working jib, Genoa, Storm jib, Spinnaker.

Engine: - Yamaha 9.9- 4 stroke electric start, high thrust prop with 13 amp charger.

Electrical: - Twin 70AH batteries.

Instruments: - Silva depth sounder and log, Silva wind instruments; Auto helm.

Trailer: - dual axle galvanised fitted with light truck tyres.

Communication: - New 27Mhz and VHF radios. MP3/cd/radio

Safety: - all safety gear and 2 anchors.

Other items: - new windows fitted 2008 - Canvass boom shade cover - Noelex 30 rear stanchions

Interior: - new curtains - Icebox converted to fridge - Pop-top clear plastic infill with companionway
flyscreen and vinyl cover

Excellent condition with many extras

Location: Gippsland Lakes, Victoria

Asking price \$47,000

Contact Association on 03 9796 8269 or owners Pat or Wendy Richardson (03) 9580-2892

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NX960 – 'The Mistress'

Australian built 1982 with pop-top and headliner.



Inventory:

Sail wardrobe: 2 mains – 2 jibs – 1 genoa – 2 spinnakers
Instruments: racing compass – Plastimo compass – 'Sea Dolphin' marine transceiver - GME
Electraphone AM/FM cassette player – autohelm ST30 speed/log and autohelm
ST30 depth;
Trailer: Mackay trailer (not registered);
Engine: 9.9Hp 4-stroke Honda
General: Set of Zemx Binoculars – yellow extension cord – Sanyo vacuum cleaner –
Arlec battery charger – 240V fluoro light – gas light and cylinder – 240V
powerboard – sundry bedding – Porta Potti 245 – cutlery, crockery and
glassware – boom tent – boat hook – tiller extension – full set of boat covers –
Fireboss fire extinguisher – 4 fenders.

Asking price \$45,000.00 **ono** - Located in northern NSW.

Contact Associaton on (03) 9796 8269

or owner: Warren Nancarrow on 042 713 0843

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Humour

An Australian ventriloquist visiting New Zealand walks into a Small village and sees a local sitting on his veranda patting his dog. He figures he'll have a little fun, so he says to the Kiwi:

'G'day mate, mind if I talk to your dog?'

Villager: 'The dog doesn't talk, you stupid Aussie.'

Ventriloquist: 'Hello dog, how's it going mate?'

Dog: 'Yeah, doin' all right.'

Kiwi: (look of extreme shock)

Ventriloquist: 'Is this villager your owner?' (pointing at the Villager)

Dog: 'Yep'

Ventriloquist: 'How does he treat you?'

Dog: 'Yeah, real good. He walks me twice a day, feeds me great Food and takes me to the lake once a week to play.'

Kiwi: (look of utter disbelief)

Ventriloquist: 'Mind if I talk to your horse?'

Kiwi: 'Uh, the horse doesn't talk either...I think.'

Ventriloquist: 'Hey horse, how's it going?'

Horse: 'Cool'

Kiwi: (absolutely dumbfounded)

Ventriloquist:'Is this your owner?' (Pointing at the villager)

Horse: 'Yep'

Ventriloquist: How does he treat you?

Horse: 'Pretty good, thanks for asking. He rides me regularly, Brushes me down often and keeps me in the shed to protect me from the elements.'

Kiwi: (total look of amazement)

Ventriloquist: 'Mind if I talk to your sheep?'

Kiwi: (in a panic) 'The sheep's a f*****g liar'.

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Irish flagpole

Two Irishmen were standing at the base of a flagpole, looking up.

A blonde walked by and asked them what they were doing.

Paddy replied: "We're supposed to be finding the height of this Flagpole, but we don't have a ladder"

The blonde took an adjustable spanner from her bag, loosened a few bolts and laid the flagpole down. She got a tape measure from her pocket, took a few measurements, and announced that it was 18 Feet 6 inches - then she walked off.

Mick said to Paddy, "Isn't that just typically like a dumb blonde! We need the height and she gives us the length."

2 Americans

Two American businessmen in New-York were sitting down for a break, in their soon-to be, new store. As yet, the store wasn't ready, with only a few shelves set up.

One said to the other, 'I bet any minute now some thick tourist is going to walk by, put his face to the window and ask what we're selling.'

No sooner were the words out of his mouth when, sure enough, a curious Australian walked to the window, had a peek, and in a broad Australian accent asked 'What are you selling here?'

One of the men replied sarcastically, 'We're selling arse-holes.'

Without skipping a beat, the Australian said, 'You are doing well ... only two left!'

Americans - God bless them - should not mess with Australians!

I receive lots of the above and will keep saving them for future use. To the persons supplying those, thank you and keep them coming.

Cruising

Cruising the D'Entrecasteaux Channel – Tasmania February 2008

Noelex 25 – Silk Department and – Crème Caramel; Lidgard 25 – Zest;
Duncanson 26 – Scott Free; Austral 24 – Alouette; Austral Clubman 8 – Halcyon;
Seaway 25 – Scallywag; Sonata 26 – Serenata

Eight boats from the Bayside Trailable Yacht Club (based in Melbourne) cruised the D'Entrecasteaux Channel over 4 weeks in February 2008.

The D'Entrecasteaux Channel is approximately 50 kilometres long and runs south from Storm Bay below Hobart between the mainland and Bruny Island. The Channel is a beautiful cruising area varying from 2 or 3 kilometres wide in a couple of spots at the northern end to over 10 kilometres wide further down. Both sides of the Channel offer interesting bays, safe anchorages and good deep, generally sheltered waters.

The group set off on the Spirit of Tasmania in early February with half choosing the daytime sailing and the other half, night time.

Those sailing daytime arrived at Devonport just before dark and booked into the local caravan park for the night, sleeping on board and meeting up with the others on the road the next day. The main road down to Hobart is excellent and interesting, with stops at the historic towns of Ross and Richmond, although the detour to Richmond is steep, windy, narrow and rough, and not recommended when towing boats of this size.

We arrived at the Bellerive Sailing Club at Hobart mid afternoon and immediately started rigging up and getting organised for the cruise. We had arranged for the club to host us for our stay and to look after our cars and trailers while we were away cruising. We were each given keys to the showers, toilets and the marina and told where to tie up the boats. There was a big shopping centre less than a kilometre away and a good pub on the waterfront just near the club. We settled in there for dinner and final planning.

The next day was spent launching boats, shopping for supplies, filling up with water and fuel and generally getting organised. Because we were planning to be away for about 4 weeks and with only a couple of places where we could get re-supply we had to pretty much carry everything we would need for the whole cruise. The boats all sat a couple of inches lower in the water that evening as we had our first happy hour all sitting out along one of the fingers of the marina.

We left the club Monday morning in beautiful sunshine and a light north easterly breeze varying from 10 knots down to almost nothing. Crème Caramel threw up a spinnaker, but I think the rest of us had left them at home to save space. We arrived early afternoon at The Duckpond, at the very top end of Barnes Bay on Bruny Island. As the name suggests, this is a small, very sheltered bay surrounded by farmland and wooded hills and with a small settlement a couple of kilometres down the other end. We closed the day with drinks on the beach and fresh oysters from the rocks.

The forecast for Tuesday was for 15-25 knots with a big change around middle of the day. We decided to stay put for the day but to motor up to the other end of the bay in our dinghies to have a look at the little settlement. The sky was very overcast but with little wind, the eight inflatables raced down the 2 kilometre inlet looking like something out of a James Bond movie. After a long walk we headed back, and only just in time. No sooner were we back on board than the change came through with 30 knot bullets coming over a saddle in exactly the right direction to have prevented us from getting back in the dinghies.

The next day was still overcast and windy, so rather than go far we motored across to Alexanders Bay, a nice sheltered spot just at the entrance to Barnes Bay. Here there were oysters by the thousands on the rocks and we ate our fill. Happy Hour was a challenge, with 13 people crammed onto one the Noelex25.

Thursday morning we set off for Kettering on the mainland with a threatening sky and 20 knot southerly. Kettering is about 4 km across the channel and we were soon tied up at the main wharf three deep and off for a coffee. The wharf is very much a big fishing boat wharf and not very yacht friendly. We ate a leisurely lunch and then motored out amongst the hundreds of moored boats to anchor for the night. Scallywag took the opportunity to pick up a mooring rather than anchoring and a little later up at the pub were surprised when somebody said, "So who is the owner of Scallywag? You are on my mooring!" In Tasmania everyone knows when there is somebody new around.

At 9.00am we set off for Ford Bay on Bruny Island, passing a couple of big salmon farms along the way. We anchored off a long sandy beach and motored in in our dinghies for a walk, ending up at the Bruny Island Cheese Factory and Café. Our mouths were watering, but not one of us had brought any money with us. We returned to the boats and I tossed a line in, catching 5 flathead in rapid succession. The others were doing the same. Dinner menu solved.

From Ford Bay we headed to Little Taylors Bay with a break for lunch in Isthmus Bay where Bruny Island narrows down to a neck only about 100 metres wide. Half way along there is a large sandhill with a lookout called Truganini Lookout. We anchored offshore and left our dinghies on the edge of a vast tidal sand flat for a walk of well over a kilometre to the beach. The view out over the Southern Ocean was spectacular with huge cliffs and bluffs along the ocean side of the island. Other tourists looked out at our dinghies way in the distance and thought that they were basking seals.

For the rest of the afternoon, we had a beautiful 15 knot southerly and a lovely sail all the way down to Little Taylors Bay, anchoring just off The Quarries where stone was once quarried for the Melbourne GPO. Here we had arranged to meet up with my wife's sister, Jody, and her husband who had sailed over from Dover in their beautiful 50 year old timber Sydney to Hobart racer Karura. What a change to have dinner in the relative spaciousness of Karura. They also brought us 20 litres of their own precious fresh water (Tasmania is in severe drought too!).

We left The Quarries on a beautiful sunny Sunday morning with a very light north westerly and headed for Micky's Bay, further south on Bruny, anchoring around lunch time and then setting off for a walk across to the ocean side to see Cloudy Bay with spectacular views across to Cloudy Bay Head and huge Southern Ocean surf.

Monday dawned with a strong wind warning on the radio and, with about 15 km across fairly open waters to reach Dover, most of us set out with a reef in the main. Of course the strong winds never eventuated and we had a beautiful sail across to Dover in little more than 10 knots passing a huge salmon farm on the way. Dover is another fishing port with a fairly yacht unfriendly pier. We rafted up there and climbed at least a couple of metres to get to the top of the jetty, replenishing water and supplies and having our first showers for a week. The town is small but interesting and the pub meal good, but incredibly slow coming. And in the home of Atlantic salmon farming, they ran out of Atlantic salmon!

Tuesday morning was a perfect sunny day but with a strong wind warning. North to north east winds of 15 to 25 knots. We headed for Southport, about 10 km further south, but this time completely outside the shelter of Bruny Island and in the full Southern Ocean swell with huge cliffs on the mainland side. Gybing to turn past the headland into Southport we travelled the last couple of kilometres with 30 knot bullets belting us from the nearby hills and gullies. We took a long walk along the foreshore. The town of Southport is completely made up of old holiday shacks, mostly small and all pretty colours but no actual shops or town centre. Expecting a south westerly change, we motored over to the southern side of the bay and anchored for the night in a spot called Deep Hole and had happy hour in a little tourist rotunda at the end of the little Ida Bay Railway line. This is a tourist railway now, but used to carry limestone from the local quarries to barges at Deep Hole.

At this point Silk Department left the rest of the group so that we could spend a few days with my wife's sister's family on their farm near Dover. The others headed south for Recherche Bay while we sailed north for the Huon River where we left the boat in a small marina for a few nights. Our timing was perfect. A major cold front came through with very strong winds and snow on the surrounding hills. The rest of the group were trapped in a tiny inlet in Recherche Bay for 5 days, unable to go anywhere while we sat in comfort by the fire.

Unfortunately, because of work commitments, we were booked on the Spirit of Tasmania nearly a week before the rest, so this meant that we had to start making our way north just as the others were getting ready to leave Recherche Bay. We motored down the Huon River in icy cold conditions and back into the Channel for the long sail across to The Quarries. One other larger old yacht arrived just

before dark and the skipper rowed over to have coffee with us. It turned out that he was a boat builder from Port Huon and had built the first Tasmanian boat to win the Sydney to Hobart race. He had just completed a cruise around Bruny Island on his own.

The weather forecast was for three days of 30 knot southerlies so we decided to make our way back up to Barnes Bay and the Duck Pond again to shelter for a couple of days before sailing up to Hobart. Taking heed of last time we anchored in 5 metres of water in a tiny bay called Gentleman's Corner just around the corner from The Duck Pond, but sheltered from the southerlies. Here we sat in relative calm in the rain for two days watching white caps on the Duck Pond and a large pod of playful dolphins.

Friday we had to go, no matter what as we were due on the ship at Devonport Saturday evening. The forecast was for 25 knots from the south. No big problem we thought. About 11am we left the Channel and nosed past the cliffs out into Storm Bay and the full force of the southerly. What was worse though was the 3 metre swell, thrown up over the previous three days with wind swept chop on top. We were the only boat out on the water and for two and a half hours we raced down the big waves with the wind right behind and concentrating very hard on not ending up with a Chinese gybe. We were very glad to reach Hobart and turn into the calm of the Bellerive Yacht Club. A week later the rest of the group sailed up to Hobart in perfect conditions and just on an off chance radioed the Harbourmaster at Constitution Dock. He agreed to raise the bridge and let them all in to tie up for a final lunch!

Kenton Lillecrapp
Noelex 25 NX660 "Silk Department"

Some notes on the trip

1. We carried enough food and water to cover most of the time away, although we knew that we could get limited supplies at Kettering and Dover. I left Hobart with about 120 litres of water and 50 litres of fuel. I got 10 litres of water at Kettering but had to walk a long way with it. One of the others actually had to pay for their water. At Dover we were able to fill up at the pier. Locally they are very short of water and are not keen to part with it. We only used about 20 litres of fuel overall.
2. Don't bring extra fuel on the Spirit of Tasmania as it may only be carried in a proper outboard fuel container. It will be confiscated before you board, as will any out of date flares.
3. We anchored every night. It is really important to have a good heavy anchor and plenty of heavy chain.
4. All boats in the group had a small inflatable dinghy (ie 2 person) with an outboard. It would be impossible to do this trip without one. As long as the dinghy stays within 600 metres of the main boat, it is a tender to the main boat and does not require all the usual safety equipment etc.
5. Charts used were: AUS173 D'Entrecasteaux Channel - AUS171 Hobart to Norfolk Bay - AUS 174 Showing separate plans of South East Coast and (not necessary unless you want to visit: Southport and Recherche Bay)
6. As well as charts, the book "Cruising Southern Tasmania" was invaluable. This is a guide to the River Derwent, D'Entrecasteaux Channel and Huon River and as well as large scale maps of all the bays and anchorages, it has really good narrative descriptions of each one. We referred to this book all the time.
7. Very good weather forecasts were broadcast several times a day on VHF radio by Coast Radio Hobart.
8. An oyster shucker would be a really useful tool to have on board.

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Noelex Yacht Squadron Inc.



Squadron members, most of whom are Silver Card holders, will have learned that there have been changes to the Card system. Essentially, the card now comes free of charge but can be obtained – as previously – only through a registered yacht club; anyone racing must have a card.

The trade-off is that all clubs are now levied a bulk charge, calculated on the size of membership. In our case we have been rated to pay an annual charge of \$815.00 for the current year (2008/2009).

The advice is that each club decides how to cover that charge and/or pass a charge on to its members.

The Squadron effectively has no income and relies on the collection of race entry fees and subsidies from the Association for any genuine Noelex Class event held. Under our Rules, any Association member receives automatic Squadron membership, with the member paying the cost of Card affiliation – that cost now having been abandoned.

Squadron membership fluctuates, making it impractical to simply divide \$815.00 by the number of Squadron members, hence we have set a new Squadron membership fee at \$30.00. This is still well below actual cost but the difference will be subsidized by the Association. In addition, the Association will continue to arrange for affiliation of each such member with Yachting Victoria and arrange for card renewal each September.

All existing Squadron members involved have been written to already and all arrangements for their card renewal are in place. Any existing Association member not being a member of any other yacht club and intending to apply for a card should contact the Association.

Fred V.