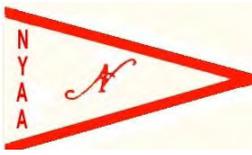


Noelex Telltales

Volume 15 – Issue 2

the official newsletter of

March/April 2010.



NOELEX



Yacht Association of Australia Inc

ABN 81 063 080 148 & A0033794K

Incorporating **Noelex Yacht Squadron Inc**



Contents preview

- **President's report**
- **Committee reports**
- **For Sale**
- **Member contributions**
- **Noelex Yacht Squadron Inc**

And more

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Your Committee for 2009/2010



Position	Name	Phone	E-mail
Executive Committee			
President and admin	Fred Viergever*	03 9796 8269	noelex@noelex.com
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Public Officer	Fred Viergever	03 9796 8269	noelex@noelex.com
Officers shown with an * behind their name comprise the 'Association's Committee of Management'			

*Telltales is the official newsletter of Noelex Yacht Association of Australia Inc - ABN. 81 063 080 148 & A0033794K
Contents are private and confidential to members only. Prepared printed and edited by the Editor Telltales
Noelex Yacht Association of Australia Inc c/- 22 -23 Harries Court Narre Warren North 3804 Victoria.*



Editor's Notes

Having sent out subscription renewal notices last month, followed by the administrative work to assist the Squadron with its Annual Regatta, I can now get onto the next exercise and attempt to put these Telltales together.

Our members John and Veronica Burgess have put together an excellent article which is displayed further on. Study it, think about it and maybe you too will undertake that sort of discovery cruise. The article is included in its entirety together with pictures and diagrams.

I spend some time with our Treasurer just prior to attending at the Squadron's event and will now spend some time to get all his information into a printable document. This will eventually appear on our web site after presentation at our next AGM to be held in July.

Members will be informed regarding the AGM in due course.

I would like to note that we commenced our 15th year on 1 April and when I add on the ten years or so presiding over the then Victorian Association, it seems to add up to a Silver Anniversary next March. That is on top of my 50th year last month with the same lady. (I thought a message from the local member would have been appropriate but the telegram never arrived). How did I last 50 years so far? I think I spend at least 25 years with, in or on a boat and she spent at least 25 years shopping. Together that seems to make 50 years in total.

By the way, you can easily print these Telltales for future reference; it will disappear this time next year.

Fred Viergever – Editor.

President's Report



It is time to change hats again and attempt to fill a page.

As mentioned before, year 15 has commenced and all appears to be well with your Association.

At the time of publication of the previous Telltales, members were supplied with that document, a Notice of Race and an invoice to re-enlist for another year.

My praise goes to almost 100 members heeding the re-enlistment call but for some reason the entire exercise has dried up since about 10 April. As this appears to be rather unusual at this time of the year, some 90+ members have been written to via mail in an effort to get the affair rolling again. Perhaps cyberspace decided that I should not despatch so many email messages at the one time and discarded a number as Spam or Junk Mail; not so for the Notice of Race on behalf of the Squadron which seems to have been received by many.

Can I ask members to please action the request that should be received by all via Australia Post by Tuesday 27 April. Every renewal is acknowledged in writing and if you have not received such acknowledgement, you most likely have overlooked the above described invoice.

As for the health of your Association, initial indications are that we ended the year slightly in credit but figures are subject to confirmation and audit. I have yet to organize our flag and pennant; furthermore, there has not been time to arrange for a printer replacement compatible with Windows7. The current printer does work albeit very slow but I can put up with that for now.

At the end of the Cruising section is a special comment regarding a proposed group cruise in Southern Tasmania early 2011. Please let me know if there is an interest.

Fred Viergever – President.

Treasurer's report



I have now finalized my bit of bookkeeping and balanced the books for the year. All details will now be collated into various reports that can be easily understood and eventually included in the Association's Annual Report.

At this stage I can report that our books balanced exactly with our Bank's figures.
David Wilcox - Treasurer

Website

Members were advised that Telltales will now be displayed in our web site and each issue will remain on display and for downloading for a maximum of six months. Members should note that the format will be in Adobe Acrobat.pdf file format. To download or print the document you must have Acrobat Reader installed on your computer. This program can be downloaded free of charge from www.adobe.com
Once on that site, simply select to install. This is the first issue so displayed.

Web editor. (who?)

Chat site

There is very little to report regarding our site as it is supposed to run itself. It is pleasing though that we treat our site in a friendly and co-operative manner. Members can ask questions or supply answers to problems they themselves may have encountered and found a satisfactory conclusion.

Membership



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

Noelex 25

- Brian and Ann ENNO of Frankston South Victoria and recently listed as new associate members are now the proud new owners of NX804 'PANACEA' which was previously owned by our longstanding members Matthew and Donna Anderson;

Noelex 30

- None;

Associates

- none

Current membership remains unchanged at 189, *for now*.

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

NX812 'Hurry Back' with an amended asking price @ \$37,500.00
NX827 'Palomino'- Asking price \$37,500.00 location Queensland
NX926 'White Pointer' - Asking price \$45,000.00 Located at Loch Sport Marina Victoria
NX1028 '(unnamed)' – Asking price \$75,000.00 location Queensland.

Noelex30

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

NX1521 "Strawberry and Cream" - asking price: \$81,500.00 location Victoria.

New listings: (see next pages)

The following pages list a number of boats currently for sale and not fully described in previous Telltales. All are listed on our web site with multiple pictures. It is not possible to display all those pictures in the newsletter and only one picture is reproduced within each advertisement in Telltales.

New Listings

NX811 Trivial Pursuit



NZ built 1985 with de-internal headliner- This boat is in and is ready to sail;

luxe teak fit-out, pop-top and maroon stripes. exceptional good condition

Good sail wardrobe

including Genoa, spinnaker,

2 jibs, 2 mains, boom cover, boom tent; clear side covers for pop - top slide out pantry and icebox - 2 burner Metho stove, Stereo/cd with I pod port (new 08),

27 MHz marine radio, 'Northstar' log with depth/temp (new 09), deep cycle battery and 10w Solar panel.

Spectra halyards (new 09), new mast base with sleeves (09), 4 new 'Easylock' rope jammers;

horseshoe ring, life jackets, flares, boathook, magna BBQ, full canvas boat cover not often used, single handed mast raising bracket, cockpit cushions;

Mackay tandem axle trailer 4 wheel discs, with sensor brake air braking system incl car kit, (axles, wheel discs, sensor brake) all new in 08, keel rollers new(09) tyres 80% with brand new spare, 712 electric winch.

8hp Mercury 4 stroke outboard (new 12/08) fully serviced 12/09
Asking Price \$38,000.00
Excellent cruising/racing yacht!!!

Location – Melbourne area
Contact details: PH: Terry 0418 520 141
or
Association email noelex@noelex.com

NX 1001 'Knot Home'

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



Interior – teak fit out, pop-top incl. clear plastic in-fill - Maxi 2 burner with griller

Sails – new North jib and main - 2 cruising jibs - storm jib and spinnaker.

Engine – 9.9 Yamaha electric start and remote controls 4 yrs old (rarely used)

Communication – VHF and 27 MHz radio – new VDO marine CD/FM/AM radio.

Instruments - Log/depth etc, Compass

Electrical – 2 HD Gel Batteries (installed 2007), Auto helm ST 1000 with remote.

Safety – Life buoy and life buoy float with light - life jackets - new flares – anchor - bilge pump- fire extinguisher

Rigging – new spectra halyards and sheets

Centre board – fitted with a brake winch (only 14 turns to raise).

Extras - Boom tent, Porta Potti, professionally fitted Bimini

Trailer – MacKay tandem with new light truck tyres and electric brakes and emergency breakaway back up, fitted 2007 - repainted and serviced 2007.

Price \$52,500 ***negotiable***
Location – Mornington Victoria

Contact Association on 03 9796 8269 or noelex@noelex.com

or

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

Member Contributions

A Guide to Cruising the *D'Entrecasteaux Channel*

A SHORT HISTORY

In 1642 the Dutch explorer Abel Tasman discovered the beautiful island that now bears his name however, it was not until 1772, that a French Rear Admiral named Bruni D'Entrecasteaux commanding the ships Recherche and Esperance discovered the channel which, Bruni named after himself. A monument to commemorate D'Entrecasteaux's landing is situated near Woodbridge.



GENERAL

The picturesque D'Entrecasteaux Channel is situated south of Hobart and enjoys a very mild climate.

The northern entrance to the Channel is between mainland Piersons Point and Dennes Point on Bruny Island. The best time to cruise the D'Entrecasteaux Channel is in autumn and early

winter. The weather during this period is more settled with quieter, steady breezes combined with warm days and cool nights. Such conditions are conducive to pleasant day sailing with the Channel providing many sheltered and safe anchorages should a southerly front come through during the day or night.

When trip planning it is prudent to have an alternate destination/anchorage in mind should the weather turns foul. Remember, the weather in this area can be quite unpredictable and the Channel can become very rough, very quickly.

WEATHER

The Channel area is classified as *warm temperate* and is supposedly similar to that of north and north-west coastal Spain. Don't be fooled by this description and always have warm clothes on hand. Being in latitude South 43 degrees to South 43 degrees 30 minutes, (the roaring forties) it is subject to unpredictable weather. Cold fronts in spring and summer may follow each other in rapid succession and even though the weather may be warm between the fronts, the winds are usually strong. In summer hot northerly winds tend to back south west followed by a strong frontal change.

The length of the D'Entrecasteaux Channel from Piersons Point to Southport is approximately 31 nm and if you venture to Recherche Bay, a further 7 nm south, you will be sailing in the open waters of the Southern Ocean.

TIDES

The greatest tidal range in the Channel is approximately 1.5 metres at springs and the high and low water times are similar to Hobart. As the tide time difference between Hobart and Recherche Bay is of little significance, the Hobart tide time can be used as a general guide when trip planning. As well, the tidal streams in the Channel are small and can almost be ignored however, subject to weather, tide flows in the narrows between mainland Piersons Point and Dennes Point Bruny Island, can reach up to 1 knot.

Tidal streams in the Derwent and Huon Rivers are in the order of 1 knot but this can increase on the ebb tide if influenced by heavy rains causing strong fresh water inflows to the rivers.

Tide Information

Port Huon	subtract	7 minutes from Hobart
Recherche Bay	subtract	33 minutes from Hobart

COMMUNICATIONS

Reliable radio communication is via VHF and HF. There is a 27 MHz service available in the D'Entrecasteaux Channel but due to poor propagation caused by the topography of the area, many dead spots occur. This is particularly so in the southern reaches of the Channel and in most sheltered anchorages. An excellent guide to radio communications is available from the Marine and Safety Tasmania website – www.mast.tas.gov.au

The installation of a VHF radio is strongly recommended and, for those who venture to Recherche Bay, and the southern reaches of the D'Entrecasteaux Channel, a mast head aerial is almost essential if you wish to receive weather forecasts or make contact with Coast Radio Hobart.

To legally operate a marine VHF radio you must be the holder of a Marine Radio Operator's licence or be under the direct supervision of a licensed person. It is an offence under the Commonwealth Radio communications Act to do otherwise and carries a hefty fine if you are caught out.

Weather Information.

VHF Ch 16 Weather schedule times
BOM Boating Weather

0745, 1345 & 1903 hrs
Phone: 1900 969 940

MAST Boating Weather Service

Coast Radio Hobart VHF Ch 16

Weather warnings are broadcast by Coast Radio Hobart on receipt of any changes.

ABC Local Radio. Weather reports on the hour

Hobart Port Corporation VHF Ch 12

Marine Police

Phone: 6233 9955

Phone: 6231 2276

AM Band Freq. 936

Phone: 6235 1000

Phone: 6230 2475

ANCHORING

When selecting a safe anchorage it should satisfy three conditions.

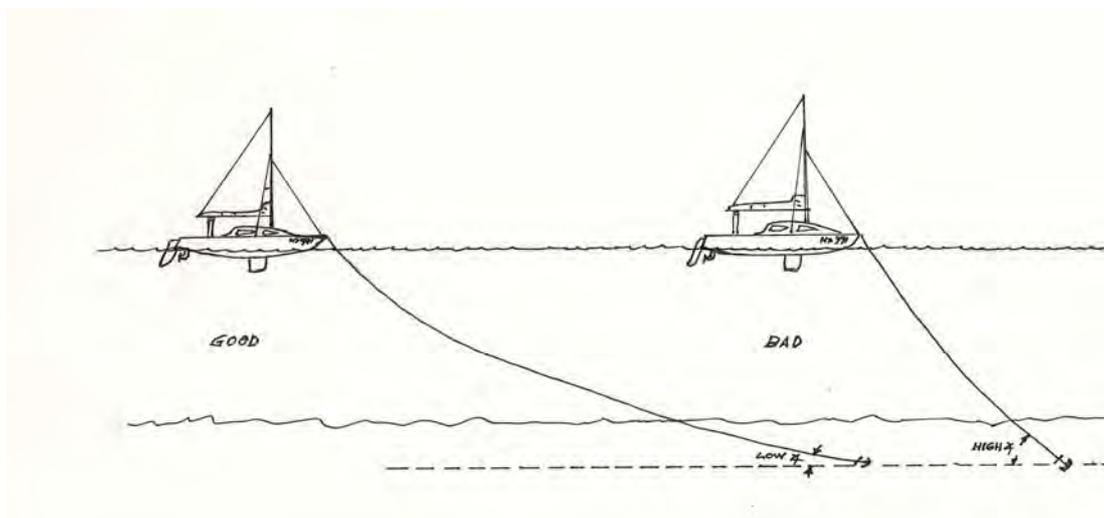
- Shelter from the sea
- Good holding ground
- Room to swing.

When passage making and anchoring out the following equipment is required: -

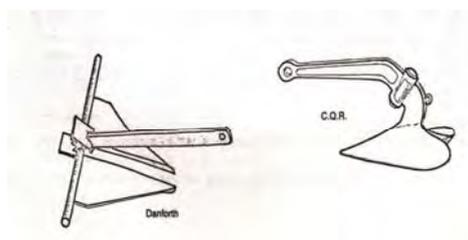
- Suitable ground tackle
- Tide Tables relative to the cruising area.
- Hydro graphic charts of the area

As it may not be possible to pick up a mooring buoy, tie to a jetty or use a marina in the Channel, anchoring will be the normal day to day method of attaching the yacht to `terra firma`. For an anxiety free night on the "pick" it is essential that the correct gear and anchoring procedures are employed.

Anchoring Technique



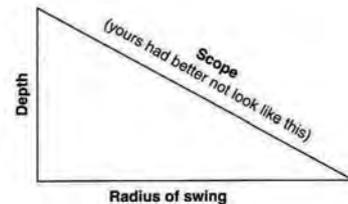
Two Popular Types of Anchors



On our Noalex 25 the primary ground tackle consists of: -

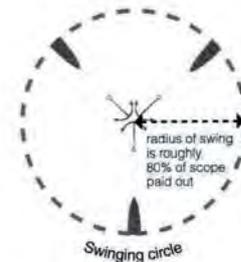
- 7.5 kg CQR anchor
- 20 metres of 6 mm chain
- 30 metres of 13 mm nylon warp attached to the chain and anchor, and very importantly, to the yacht.

This provides a maximum scope of 50 metres. The 20 meters of chain maintains a good catenary (sag), which acts as a shock absorber and assists in keeping the anchor shank from lifting off the bottom, while the nylon warp provides good snubbing properties and acts as a noise dampener if the yacht swings and drags the chain over rock.



Recommended Scope to Depth Ratios vary according to the type of yacht, type of ground tackle, the anchor ground and weather conditions however, it is generally recognised that where practical, the more scope the better.

For nylon or hemp cables a minimum ratio of 6:1 is recommended whereas a minimum scope of 3:1 is recommended for a chain anchor cable. I use a combination of chain and nylon warp and have found a minimum ratio of 5:1 provides good holding.



Prior to anchoring it is prudent to calculate the scope required taking into consideration the following factors: -

- Tide Range. From the applicable tide tables establish the Tide Range.
 - ❖ Tide Range = High Tide – Low Tide
- Maximum depth at high tide is calculated by adding the Tide Range to the Chart Datum Depth as indicated on the applicable hydro graphic chart.
 - ❖ Maximum Depth = Tide Range + Chart Datum Depth
- To calculate the scope required use the formula below
 - ❖ Scope = Maximum Depth x Selected Ratio
- The above formulae when combined may be expressed thus: -
 - ❖ Scope = Chart Datum Depth + Tide Range x Selected Ratio

In the D'Entrecasteaux Channel we take a short cut and add the Average Tide Range (in this case 1.5 metres approx.) to our indicated Depth Sounder Depth. This method of calculation errs on the safe side. Using a 5:1 ratio the formula is expressed thus: -

- ❖ Scope = Depth Sounder Depth + Average Tide Range x 5

When at anchor and swinging with tide and/or wind, either close to the shore or in the vicinity of another yacht, care should be taken to ensure the scope, or radius of the circle through which the yacht will swing will not foul either the shore or another yacht. Depending on how much scope is used the radius of swing equates to approximately 80% of the total anchor cable length.

As T/Y's can anchor in reasonably shallow water the length of nylon rope payed out varies but we always use all 20 metres of chain, even if in 1 metre of water or stern into and almost on the beach. We make it a rule to never use a (chain + nylon warp) scope to depth ratio of less than 5:1.

Anchor Light

One other very important piece of equipment when at anchor is a masthead "all round white light". It is a mandatory item of equipment and must be serviceable with the yacht's power able to sustain the anchor light on, from sunset to sunrise. We have installed an LED bulb in our anchor light which draws very little electrical power.

SAFETY GEAR

A rubber duckie with outboard is almost essential for cruising in the Channel if you wish to go ashore. It is a legal requirement that you wear a PFD 1 when using the dinghy. I recommend visiting www.mast.tas.gov.au for a list of mandatory safety equipment.

On `Frontliner` we endeavour to maintain our Safety Gear to a minimum standard of YA Special Regulations Part 1, Category 5N, with the following additions: -

- An EPIRB
- 1 white hand held & 2 red parachute flares
- A secondary anchor, chain and warp
- A safety harness and tether for each crew member
- A RIB with an outboard motor and oars
- A Safety Grab Bag for the RIB consisting of flares, anchor, water, knife, torch, strobe light and a hand held VHF radio



As the Tasmanian mandatory Safety Equipment requirements differ a little from Victoria a prospective visitor to this area should ensure that the safety equipment carried aboard accords with the MAST requirements.

When we visited the Channel and Macquarie Harbour we were subjected to two safety checks.

The first was done on the launching ramp. The second, on the road while towing our Noalex to Strahan. Fortunately we passed each time but, I was reliably informed by a sailor friend that if your gear is not up to standard you will be fined and directed to remove your T/Y from the water.

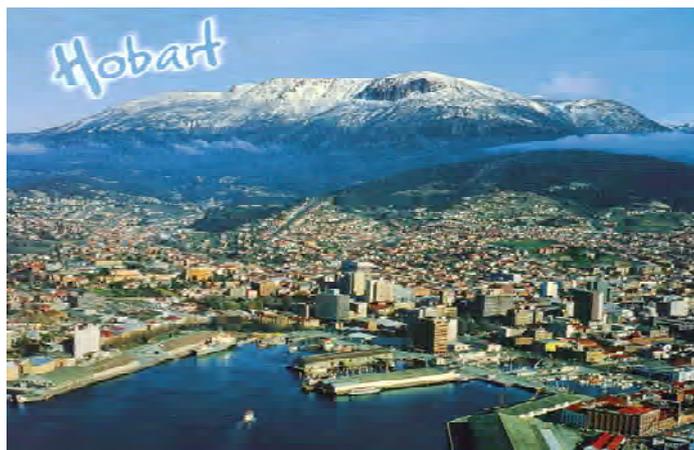
REFERENCE MATERIAL:

Australian Hydrographic Service Nautical Charts.

- AUS171 Hobart to Norfolk Bay
- AUS173 D'Entrecasteaux Channel
- AUS 174 Tasmanian South East Coast (Contains maps of Southport and Recherche Bay)
- Tasmanian Tide tables

Other Publications.

- Cruising Yacht Club of Tasmania. "*Cruising Southern Tasmania*". 3rd Edition 2006 ISBN 0-7246 6428 9.
This publication is a must have item as it is a comprehensive guide to the waterways of the D'Entrecasteaux Channel and its tributaries. It contains detailed maps of the Channel, Derwent and Huon Rivers and each is accompanied by a good description of the respective area.
Each map contains the disclaimer; "not to be used for navigation" therefore the map should be crosschecked with the applicable Australian Hydrographic Service Chart. We found this guide to be an invaluable source of information.
- Royal Yacht Club of Tasmania. "*Tasmanian Anchorage Guide*". 3rd Edition 2006 reprinted May 2007 (with minor corrections)
- Brettingham- Moore. "*Cruising Tasmania*", Shadrach Pty Ltd, Cambridge 1997
- Gandy, Dick. "*The Australian Boating Manual*", Oceans Publications, NSW 2000
- Marine and Safety Tasmania – "*South East Tasmania Boating Guide*", Edition 1, 2004



Disclaimer:

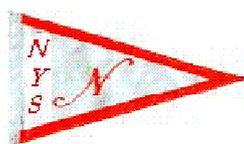
Whilst every effort has been made to ensure the accuracy of this guide, it is intended only to assist T/Y owners and skippers, not to relieve them of the responsibility for the welfare and safety of their vessel and crew.

The author shall not be liable to any person for any loss or damage arising from any statement, information, recommendation or advice made or given in this guide. Those who act in reliance upon the information contained in this guide do so entirely at their own risk.

SPECIAL NOTE

In the first instance, my appreciation to John and Veronica Burgess for providing this comprehensive article. John is a well weathered yachtsman with years of in shore and off shore experience and I venture to say that Veronica knows a thing or two.

Recently we received a communication from the Trailable Yacht division of Yachting Victoria in which we were advised that it is intended to arrange for a group of trailable yachts and owners/crew of course for a group cruise of the above waters early in 2011. Whilst I do not have exact details, it is assumed that there will be someone to oversee all arrangements, including a group booking on the Spirit of Tasmania ferry. If any member is interested, please contact us via email for further information.



Noelex Yacht Squadron Inc.

The Squadron had set aside April 17/18 for its annual Noelex Classes Australian Championship Regatta and I am pleased to say that the event was again very successful. Unfortunately we were again not able to get participation from Noelex 30/Farr 940 boats and we understand that it is quite easy to bring a Noelex 25, not so a Noelex 30. Perhaps at some future time we have more success.

The event commenced around 10.00am on Saturday with a fleet of 14 NX25's all jockeying for a position at the start line. Weather conditions were good although a little light which made it necessary to use as much skill as possible.

As the day progressed, conditions improved slightly and this carried on into the next day. Competition was nevertheless fierce and after 4 races on day one, there were just a couple of points separating half a dozen boats. Only Sunday would provide the overall winner. I have included results from which interested members can deduct how varied and competitive each race was.

In the end Terry Caldwell from Albury/Wodonga in *Pisces* was victorious but only just. Phil Clements in *Rum Runner* also from AWYC was so close in second place.

It was great to see Rob Rainsford in his local NX25 *Cocktail* take 3rd place after he went to a lot of trial and error to get his new mast tuned in the week before the event.

On this occasion and in view of the greater number of competing boats, it was decided that there should also be a handicap rating with Peter Kalin's *Plane Sailing* from AWYC adjudged the best, followed by David Barker (Leongatha) in *Halcyon* taking 2nd and Rowan Gillies from Bendigo in his first appearance steering *Celtic Dawn* into 3rd place. There was also an award for the best improver during the regatta. John Landon - *Sirocco*, yet another AWYC competitor, was adjudged that his 9/8/6/5/2/7 deserved the award. The past front runners, John Robb *Footloose* and defending title holder Andrew Stocks *Syrah* were given ample opportunity to study the transom(s) of a (number of) Noelex25(s). Oh, well, there is always next year.

I should also highlight the excellent social event on the Saturday evening when we again enjoyed the excellent clubhouse and surrounds of Royal Yacht Club of Victoria. The Squadron passed a vote of thanks to the club for its hospitality and professional organization of the event

John Robb – Race Director.

Results of the various heats were:

Sail	Yacht	Skipper	1	2	3	4	5	6	Total	Placing
740	Pisces	Terry Caldwell	[10]	1	1	4	7	1	14	1
814	Rum Runner	Phil Clements	[5]	3	3	3	3	2	14	2
963	Cocktail	Rob Rainsford	1	2	7	[9]	4	3	17	3
747	Plane Sailing	Peter Kalin	4	4	4	1	[8]	6	19	4
971	Syrah	Andrew Stocks	2	[15]	5	8	1	4	20	5
145	Mondial	Mark Harris	7	6	2	7	[10]	5	27	6
723	Sirocco	John Landon	[9]	8	6	5	2	7	28	7
968	Footloose	John Robb	9	7	[10]	2	5	8	31	8
925	Halcyon	David Barker	6	5	8	[13]	6	10	35	9
420	Celtic Dawn	Rowan Gillies	3	9	[12]	6	9	11	38	10
1027	First Star	Ross Wilson	12	[12]	11	11	11	9	54	11
981	Misty Blue	Rowan Sawers	8	10	13	12	[15]	12	55	12
744	Tainui	Ron Parker	15	11	9	10	15	[15]	60	13
972	Black Dog	Rick Holder	11	13	14	[14]	12	13	63	14

If anyone is interested, results of individual heats, including elapsed times can be viewed at <http://www.rycv.yachting.org.au/> select 'sailing' then 'racing' then 'results' and scroll down to the relative heats.