

WEST HEADINGS



The Newsletter of the
FLINDERS YACHT CLUB

PO Box 58
Flinders 3929
tel (059)890-762

November 1996

Commodores Report

Your Commodore and his good lady spent September in Europe enjoying the European sunshine, some bad weather and excellent Italian wine.

The yachts we saw around the Mediterranean were generally bigger than what we have around Flinders, more plentiful, and seem to have a high proportion of attractive females on-board. "Oh to be a Mediterranean Skipper". So this is the reason for my missing the Club's last Newsletter.

The Flinders Yacht Club season opened on Saturday 20 October and we had a low key sail past and a pleasant afternoon tea. Some of the juniors sailors carried water missiles on the sail past but mercifully they were very poor shots. This year the club decided to do its own thing and we intend to invite all the nearer Western Port Commodores to our cocktail party in January.

The fleet took to the water on Sunday 3 November and it was great to see our junior and off-the-beach sailors well represented. Only two keel boats sailed and SuperGoof were soundly thrashed - well done Alan!!

I regret that we have not yet started the new Club shed as we are awaiting a decision on a Commonwealth Government grant which would obviously help the Club's finances. If we are successful we might be able to do a few special things over and above what we had originally planned.

For those of you who have not yet had your first sail for the season I would encourage you to start as early as possible as we should have some pleasant sailing days up to Christmas. The weather has been so dreadful that something good should be assured from now on.

I look forward to seeing you on the water or at the club house in the near future.

Regards

Darcy Smith.

Stop Press!

Race Results Continued:

Handicappers comments on race results

Racing was very close in the first heat of the Vice Commodore's trophy. Junior elapsed times converted to the equivalent of three laps, 7 boats (4 seniors and 3 juniors) finished within 6:30 minutes corrected time yardstick, and within just over two minutes on club handicap. We should have everyone over the same course more often.

Brian Coleman

◆ West Headings ◆

November, 1996

Captain's Corner

Hello to you all and welcome to the 1996-7 season. Well haven't we all been busy over the winter months. Green boats, white boats, blue boats and even that red and blue boat has had a face lift but if there was to be a prize for originality it must go to Kylie Slater for her floating seaside scene.

The 96-97 season was off to a great start with the opening day and sail past. Weather conditions were perfect and the sail past began in an orderly manner with Bill Thomas and Tulak leading the fleet of off-the-beach boats past our Commodore. The orderly conduct soon ceased when water bombs, secretly supplied (by our Vice Commodore) to all junior boats, were targeted at our commodore. With nowhere to run Darcy soon found the meaning of "sitting duck!" All in all great day was had by all who participated.

Our first race for the season was sailed in what started to be ideal conditions. As the day progressed the forecast showers soon took hold of the situation and dampen the spirits of the patrol boat crews more so than of those sailing. Except for the boat crew who enjoyed the afternoon under the shelter of the Patrol Boat sipping hot tea and demolishing a whole pack of choc mint biscuits.

With the sailing program set for P.M races this season

we should see a lot more activity both on the water and at the BBQ lunches. So on those sunny Sundays grab a snag or two and come down and make a full day of it at the Club.

Any member not currently rostered on race day should give me a call. I will definitely find a place for you.

Also would patrol boat skippers and crews please keep the speed of the patrol boat to less than 5 knots in the vicinity of those participating in races. This will not only stop the frustration of competitors bashing through wakes, but it is also a boating regulation. (A 5 knot speed limit applies to boats within 30 metres of another vessel.).

Due to the spring tides and the large swell throughout October the sand we placed on the sea wall has been lost So if you are down at the club and have a spare 5 minutes, bring a shovel and throw some sand, to fill the holes and feed the marron grass. This is our only hope of defeating the erosion problem.

Well that's about it for me this month, so see you on the water

Doug Thorne

Don't forget sailing declarations and safety certificates must be completed no later than Saturday 14th of December, **NO EXCEPTIONS.**

"NO TICKET, NO START."

PLEASE READ THE ARTICLES ON SAFETY I HAVE INCLUDED IN THIS EDITION



Upcoming Events

Date	Event
November 17	Vice Commodore's Trophy Heat II (all classes)
November 23&24	14 Foot Skiff Visit
December 7	Dinner and Guest Speaker- <i>Mark Willet</i> 7:00pm
December 8	Junior Coaching Clinic 11:00am
December 8	Vice Commodore's Trophy Heat III (all classes)
December 15	Aggregate I (all classes)

1996 Sailing School

It's that time again,
the FYC's Sailing School is
wanting students now!

If you or one of your friends are interested
contact Sue Slater on (03) 9598 3924

Letters to the Editor

Apology

The last edition of West Headings included a letter supposedly written by Mrs Ima Perve. The editor has subsequently been contacted by Mrs Perve. It seems the letter in the last edition was not written by her. We were all the victim of a cruel hoax. She did not travel to Mallacoota as claimed. She, and Husband Bert, were in Flinders all winter. West Headings Editorial staff extend a sincere apology to Mrs Perve and deeply regret any embarrassment. In future all letters to the editor must include the full name, address and telephone number of the writer for confirmation of the authenticity of authorship.

Editor

Dear Sir

While FYC members are eagerly anticipating the coming summer your neighbours are living in fear of what the summer may bring.

My cousin Peter has recently been the father of septuplets.

Little bundles of happiness have also arrived for several other couples in our extended family.



Club members appear to have a callous disregard for their neighbours. They try to run us down in their cars and they release dogs to chase us. Thank goodness they are old fat and slow!

I am led to believe at the opening eve dinner some members dined on Lapin Chasseur. Their insensitivity is beyond comprehension. Your dinner could have even been great uncle Harry who disappeared a month or so ago.

The other day I overheard the old grey haired fellow telling the club captain the Rabbit Claicivirus would be released on the Peninsular at the end of November. He seemed very pleased at this dreadful prospect.

While enjoying your summer spare a thought for your neighbours who may not be here this time next year.

Your neighbour,
Flopsie.

Safety Requirements

Important for all Off-the-beach sailors

Flinders Yacht Club sailing instruction require all yachts to comply with safety requirements prescribed by the Australian Yachting Federation (AYF) and the relevant class associations. The AYF 1993-97 Yacht racing handbook specifies safety regulations for off-the-beach yachts. Owners and skippers should make themselves familiar with these regulations to ensure they do not, however unwittingly, make themselves ineligible to sail with the club. In the interests of everyone, the club must enforce the regulations. The sea is far too unforgiving to treat such matters lightly. Race entries will therefore not be accepted from OB yachts which have not completed a safety check in the current season. Snap checks will also be held to ensure that safety compliance is maintained.

Safety checks completed in recent seasons indicate that particular attention needs to be paid to the following aspects:-

- 1) **Towing Fairlead:** AYF Regulations cover towing requirements in considerable detail, but in general the minimum requirement is for a 38 mm diameter stainless steel ring to be mounted at the bow so that a tow line can be led through it and thence back to a strong-point further aft.
- 2) **Mainsail Fastening:** Regulation 5 requires that a mainsail be capable of being easily lowered by hand with the boat at sea in both the upright and capsized positions. (Some specific class dispensations exist which the safety officer will apply.)
- 3) **Centreboards:** Regulation 6 requires that centreboards be positively secured to the hull, by lanyard, bolt, pin, or other effective means, so that they remain in the centreboard case when the hull is inverted. In a Mirror, for instance, the common shock cord arrangement for holding the board down is not, by itself, enough as it will not secure a partially raised board.
- 4) **Bailers:** Regulation 8 requires yachts, other than those with substantially self-draining hulls, to carry an adequate bailer in addition to any automatic type of bailer. The bailer must be attached to the hull with a light lanyard which permits it to be effectively used without releasing the lanyard.

- 5) **Rudder:** Regulation 9 covers rudder security of - the blade to rudder box or stock, the rudder box or stock to hull, and the tiller to rudder stock. In particular, spring fittings commonly used to "secure" rudder boxes to hulls (flat stainless steel or nylon) DO NOT comply. (The writer can vouch from personal experience that they do not always work.). There must be a stainless steel safety pin through the rudder pin or pintle.
- 6) **Hull Identification:** Regulation 10 details the information which must appear on a yacht's hull and the size of the letters used. Required information includes name of yacht, class, sail number, and club. A local example could be:
- 7) **Paddles:** Although the regulations do not

	Letters	
	Height	Width
All Fall Off (name)	50mm	8mm
Fireball (class)	20mm	4mm
9876 (sail number)	50	8
Flinders Y.C	20	4

require paddles the AYF recommends that yachts carry at least one useable paddle. As old Flinders hands have found, a paddle can be very useful if caught away from shore in a failing breeze (particularly if the tide is ebbing), or even for getting to the starting line before the preparatory signal on light days (but remember, it can't be used after the preparatory 5 minute signal).

- 8) **Tow Lines:** A further AYF recommendation is that yachts carry a tow line which enables the yacht to be towed at least two boat lengths behind the towing vessel, and further that junior training classes have their tow lines permanently attached, passing through the regulation towing eye, and stowed ready for use.

Anyone with any safety queries should contact the sailing captain or any member of the sailing committee. See the back of your program for names and numbers.

**Any contributions to West Headings
are welcome.**

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Please Note:
 the deadline for any
 articles, ads, classifieds
 is the first of each Month.

Safety

(The following thoughts on safety have been adapted from the Off-the-Beach Report submitted to the Club's General Meeting in 1991. The matter is serious enough to justify repetition.)

Every season there are a number of occasions which remind us that safety should always be at the back of our minds when sailing, and frequently at the forefront. The sea can be totally unforgiving, even in the relatively benign confines of Westernport. It sometimes takes tragedy to drive this home, but lessons once learned must never be forgotten.

Race Committees or Duty Officers can decide whether or not to start a race, and whether or not to abandon it once started if they deem conditions to be dangerous. But the real responsibility always lies with the individual sailor whether it be to continue in a race when things are getting tough, or whether to start at all. And of course it is the individual alone who must decide whether to go for a sail outside race conditions and outside the protection offered by an organised rescue system. Usually, the sailor's decision is influenced by how far the physical condition of the boat and crew might be pushed, and how much reliance can be placed on equipment, skills and experience.

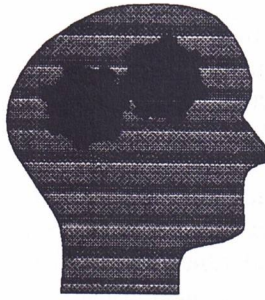
Whenever you sail, you must maintain a running contingency plan. For instance, assessing what to do right now if the mast or sail fell down, or the tiller broke, or if the boat capsized. Could you cope comfortably without help? Would help be essential? Is help available?

Some of these situations have been well illustrated during the last few seasons of racing. On one occasion, conditions got just too much for the crew of a repeatedly capsized dinghy. On another, rudder and dinghy parted company. Then a centreboard left its case and floated away. On several occasions shrouds broke and masts went over the side. In all cases the rescue boat was on hand and could give all necessary assistance. There were many occasions when the rescue boat was not needed directly, but its presence nearby was reassuring. All of these occurrences emphasised the need for sailors to be sure of equipment and personal skills, and they also demonstrated the benefits of organised club sailing.

The most telling lessons in recent times arose from the tragic loss of a dinghy and its crew, from Flinders although not from the club, some years ago. On the day in question, a club race had been planned but had been cancelled because of adverse weather conditions. After the cancellation some club boats did have a short sail, but they were closely watched and shepherded, down-wind and down-tide, by the rescue boat. That brief sail was fun, it

was a good experience, and because of the number of the boats sailing together with the rescue boat in company, it was safe!

Later on that afternoon, after all club sailing had ceased, a small sailing dinghy put out from near the pier. There



was still a very strong off-shore wind, and a fast-ebbing tide. We will never know exactly what happened, but a number of circumstances can easily be imagined. In those extreme weather conditions, a relatively minor problem could quickly have catastrophic results. Loss of sail power or of control would have been disastrous. Paddles or oars might well have been useless

against wind and tide. There was no rescue boat on hand, no companion boat to give help or raise an early alarm.

The sailor's absence was not noticed early enough; when the alarm was raised, it was already too late. Sea and air searches that night and the next day were unsuccessful.

There were lessons which had to be learned, or re-learned, from that dreadful experience.

Now this does not mean that sailing dinghies should never go out without company or escort, but it does mean that every situation must be weighed up very carefully. Most of the questions are obvious:- Is my boat and gear sound? Is my safety equipment complete? Are my skills adequate for the conditions? What are wind and tide doing? Does

somebody know where I am and when I should be back? Is there any potential help around? What if some gear breaks, or I

capsize and can't recover? What if... and so on.

If you can provide satisfactory answers to all the questions you know you should ask yourself, then go and enjoy yourself on the water, but do keep the situation consistently under review.

Similar questions should of course be asked even if sailing in company or in supervised race conditions. Most questions remain generally the same, but the answers, taken in context of available guidance and assistance, can lead to a different decision.

It is because of the potentially serious consequences of seemingly trivial mishaps that Safety Requirements are so stringent and the Yacht Clubs are so diligent in policing them. In your own interests you should make sure your boat never fails a safety check. But do think beyond that; the safety officer can carefully examine your boat and your equipment, but only YOU can complete an adequate personal safety check.

Senior Sailor of the Month

Brian Coleman: A profile

Age: Desperately chasing Ken Lacey into the august company of laser grand masters.

Occupation: Retired for over five years, after 30 years in the RAAF and a further 13 in Association Management. Finding days, weeks and months too short in which to do everything he wants.

Current Boat: A Leader called "Farandole". Like "Tevake", the leader is a Joe Adam's design, but just a bit smaller! One of Joe's few excursions into one-design dinghies, the leader caught on fairly well in Sydney where it is mainly sailed with jib and kite with crew on trapeze (as many will remember Graeme and Mark Roberts sailing it so well), but there are not many around Melbourne. "Farandole" was in fact named, rather extravagantly, with the class name in mind; in some dictionaries, particularly those with some musical emphasis, Farandole is defined as a lively dance of the follow-the-leader type. This only goes to prove that the performance of boats is not necessarily affected by what they are officially called (nor indeed, by what they might unofficially be called). "Farandole" is now in her fourteenth season, thirteen of them at Flinders

Commenced Sailing: Not really until 1975, although he had very briefly sampled crewing a Sharpie (heavy-weight of course) in the mid-forties. When the prospect of more flying seemed to be disappearing, sailing was seductive. Moreover, having built a Mirror in 1970 for eldest son Ian to campaign around inland NSW, building another dinghy was attractive. Ian then became crew, and teenage sailing instructor to a forty-plus pupil.

First Boat: A 125 called "celerity (another name given more in hope than with justification). Sailed until

the source of crew was exhausted - three sons in turn mutinying against the owner-skipper. "Celerity" sailed at Flinders as a visitor in the club's early days, well before the Clubhouse, when the Pilot Buoy was a mark for OB races!

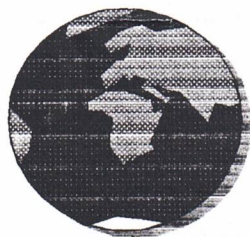
Best Races: Probably in an unfamiliar 420 during Victorian Inter-Service competition in 1978 - and it wouldn't surprise Frank to learn that it was in extremely light airs. Streaking the field by keeping moving at all costs, regardless of heading, but preferably in the direction of the next puff.

Worst Race: But in some ways, also the best - a heat of the 125 Nationals in 1977 - wild conditions - lost count of capsizes after ten - 27th home of 28 finishers - but over 80 starters. Some races in recent seasons have rivalled this, but would be better judged by those around.

Sailing Ambition: To enjoy sailing for a few more years, and to borrow Ian's laser a bit more often.

Interests: Brian played a bit of football (Australian Rules and Rugby Union) and quite a lot of cricket in earlier years, and is still interested in both. Travel was a fact of life for many years (he lived out of Australia for ten years, and the family for eight), and the bug still bites. These days, those lovely relaxing sea trips are no longer possible (people used to HAVE to travel on posting that way!), and car, caravan and aircraft have to suffice. Since retirement, some relatively static years in Melbourne have had to be made up for, and Brian and Margery have averaged nearly four months a year on the move - mainly around Australia, but with visits also to New Zealand and Europe. They have absolutely no intention of slowing down. And, of course, unsettling as the many family moves might have been (twenty houses in the first 25 years of marriage), those moves also stimulated many other interests.

Life Ambition: Just to carry on as at present - enjoy more travel, watch the family grow (particularly the grandchildren), and keep "Farandole" upright for long enough to worry all the youngsters like Frank, Clay and Doug.



Sat. 7th Dec. 7.00pm

Dinner & Guest Speaker

Mark Willet is coming to speak about his experiences with international sailing & in-particular the Whitbread race. A film will be part of the entertainment.

This evening is **highly recommended**

RSVP- Sue Slater 95983924

ADULTS \$14

JUNIORS \$7

Beach Erosion

Most of us spend a lot of time on the coast, certainly during the summer months, so we all have seen the processes that shape that environment, and marvelled at the ocean's power, ferocity, and lack of forgiveness. This power causes many features of coasts like 12, then 11 and now 10 apostles along the Great Ocean Road, and Cape Schanck. The ocean also relieves us of these land marks quicker than they were formed.

The same forces which created the Great Ocean Road also affect our beach, depositing sand, then taking



it back. Just like scrooge withdrawing money if he suspects the bank is about to fold.

Those who have been down to the club recently would have noticed that the beach has partly disappeared over winter. It now several feet below the level at the end of summer.

We all hope this is just part of the natural cycle.

In winter the beach recedes because of the stronger waves generated by the rougher weather. The eroded sand is taken offshore, and deposited as sandbars. As one member put it "the sea floor is now completely different, with sand bars were there were none." Maybe this sand is from

our beach?

In the summer months the beach builds up. The smaller, more gentle waves deposit the sand picked up off shore. In this way the beach is in "dynamic equilibrium". Although changing, the system is in balance.

FYC club members at the recent working bee undertook engineering works albeit on a small scale to hold back the sea. Our efforts are very modest in comparison to some other projects to conquer nature through engineering. For example the United States government has spent \$10 billions of dollars over 100 years in an effort to control the Mississippi river.

"the same forces which created the Great Ocean Road also affect our beach"

Locally attempts have been made along Beach Road in Melbourne to protect the coast. Earlier this century the coast began to erode, threatening the road, and nearby houses. At Black Rock control measures were undertaken. The sandstone cliff at the back of the beach were excavated, and stabilised using marron grass. A blue stone wall with a walking path was built in front of the dunes to protect the cliff.

This sounded like a good idea at the time but when larger swells arrived the blue stone wall did its job and protected the cliff, but at the same time reflected the waves energy, just like a mirror. These reflected waves then removed the sand from the beautiful beach. Over time the fine white sand was reduced to nothing. This was corrected by trucking in coarser sand from another source that was harder to remove.

According to the US Army's Engineering Corps "the best defence against marine attack is a good beach"

James Manners

Tee-Shirts and Jumpers

Great Christmas Presents!

Made of High quality cotton and embroidered with the FYC logo.

If you are interested please phone Sue Slater on 03 95983921.

Tee-Shirts	\$18.50
Sweat Shirts	\$39

JUNIOR REPORT



Well finally the season has begun, and its good to see that there are so many white boats on the water, not boring colours like Green

and blue. Anyway the first race was interesting with 2 sets of new sails, just so they can have a chance to win! Where was everybody else? Leigh? Morgans? Ramsdens? (just because you live in Sydney is no excuse!!) Congratulations to Kylie, and Michael who are our new captains. They are contactable at any time of the day, even am!! Anyway see you *all* on the water at the next race, on the 17th of November.

Captains & Committee note there is a meeting on Sunday the 17th of November, Be there!!

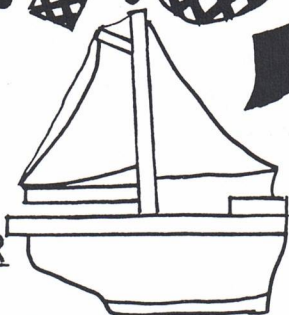


F.Y.C.

Junior

96-97

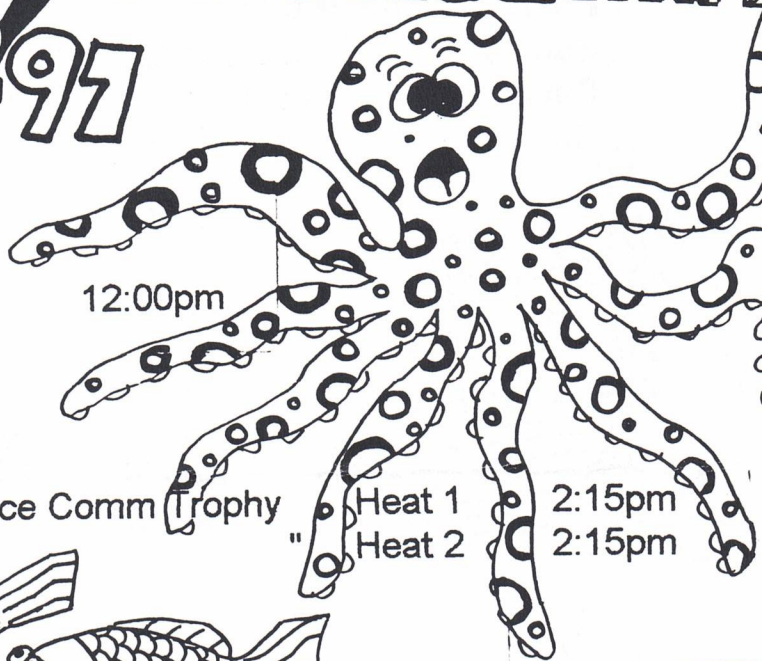
PROGRAM



OCTOBER

Sun 20 Opening Day and Sail Past

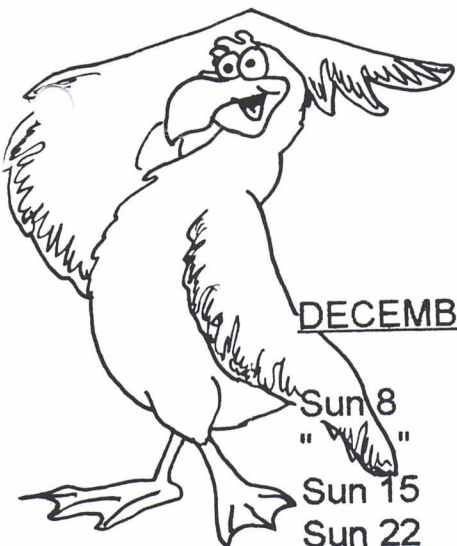
12:00pm



NOVEMBER

Sun 3 Vice Comm Trophy
Sun 17 "

Heat 1 2:15pm
Heat 2 2:15pm



DECEMBER

Sun 8 Coaching Clinic
" " Vice Comm Trophy
Sun 15 Aggregate 1
Sun 22 Xmas Cup
Fri 27 Sailing School
Sat 28 "
" " Beach Party
Sun 29 Summer Series
" " BBQ Lunch
Mon 30 Summer Series

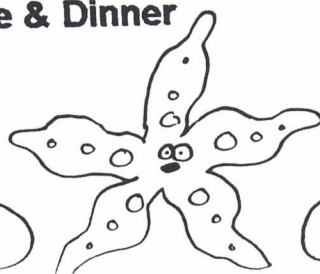
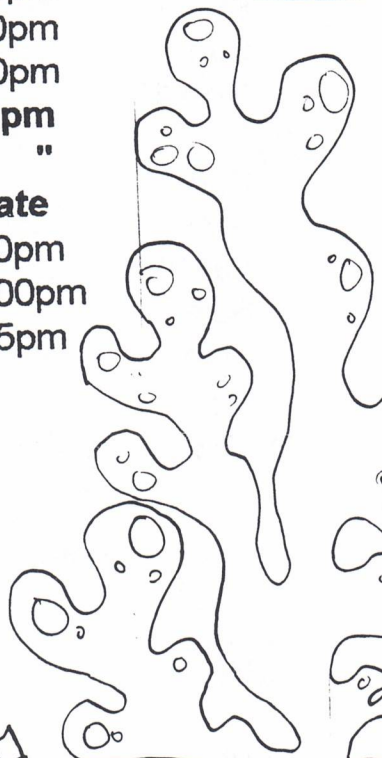
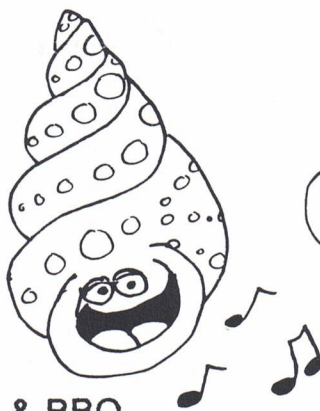
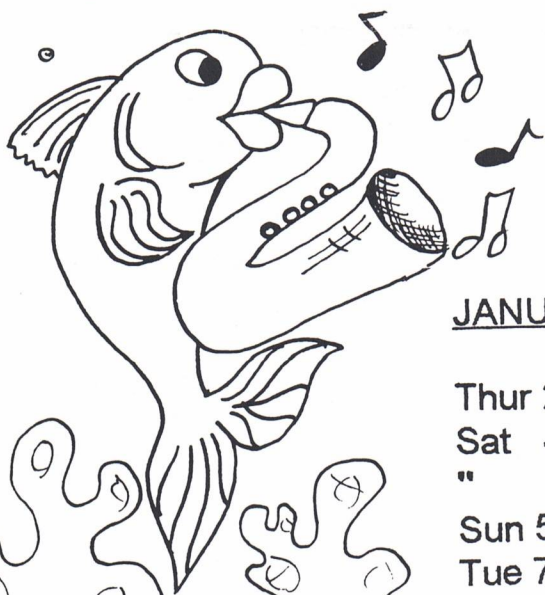
Heat 3 11:00am
2:15pm
2:30pm
2:30pm
9:30 - 2:00pm
" "
6:30pm - late
Heat 1 2:30pm
12:00pm
Heat 2 2:15pm



JANUARY

Thur 2 Twilight 1 & BBQ
Sat 4 Kids on Keel Boats (short race)
" " Disco/Dance & Dinner
Sun 5 Aggregate 2
Tue 7 Twilight 2

4:00pm
2:00pm
8:00pm
2:30pm
4.00pm



Thur 9
Sun 12
 " "
Fri 17
Sun 19
Sat 25
Sun 26

Progressive Dinner
 Coaching Clinic
 Aggregate 3
Sleepover
 O'Bryans Beach Picnic Race
 Australia Day Heat 1
 " " Heat 2

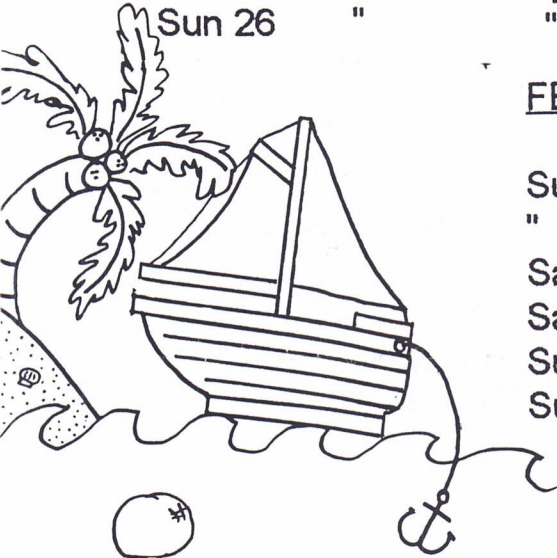
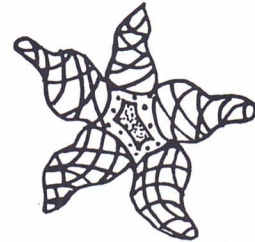


6:30pm
 10.00am
 1:00pm
 6:30pm
 10:15pm
 2:30pm
 2:15pm



FEBUARY

Sun 2 Coaching Clinic 11:00am
 " " Aggregate 4 2:15pm
 Sat 8 Triathlon 3:00pm
 Sat 15 Aggregate 5 2:30pm
 Sun 16 Flinders/Shoreham/Flinders 1:15pm
 Sun 23 Mums Dads Ma's & Pa's Race 2:00pm



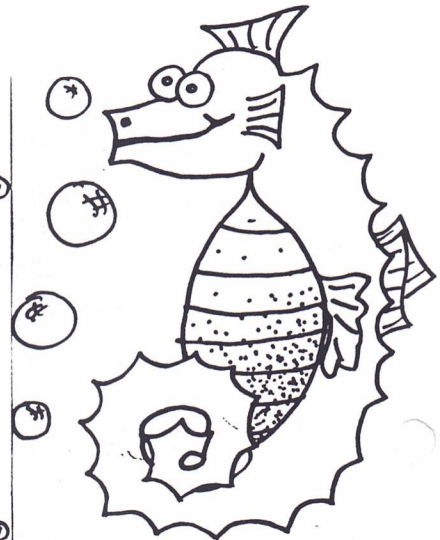
MARCH

Sun 2 Aggregate 6
 Sun 9 Labour Day
 Mon 10 " "
 " " Resail Race
 Sun 16 Aggregate 7
 Sun 23 Aggregate 8
 Sat 29 Ian Freeland Memorial Trophy 1
 Sun 30 " "
 Mon 31 Resail Race



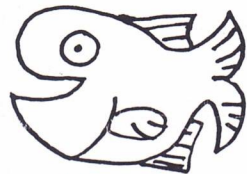
Heat 1
 Heat 2

2:15pm
 2:30pm
 10:30am
 2:15pm
 2:15pm
 10:30am
 2:30pm
 2:30pm
 10:30am



APRIL

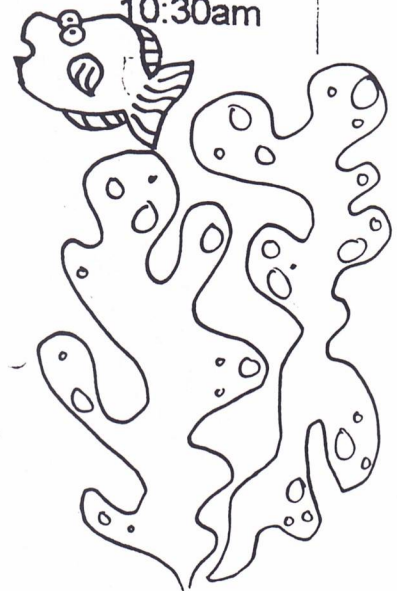
Sun 6 Resail Race
 Sun 13 Stern Chaser



10:30am
 10:30am



9:30am



MAY

Sun 4 Working Bee



For further information about program,
 contact Flinders Yacht Club POBox Flinders.
 FYC Ph:
 or junior captains:
 Kylie Slater: Ph 0395983924 / 03 59 890 703
 Michael Newton:

SAILING SCHOOL
AT FLINDERS YACHT CLUB INC. 1996

WHEN: Fri. 27th Dec. 9.30am-2.00pm - Sailing School
Sat. 28th Dec. 9.30am-2.00 pm - Sailing School
" " " 6.30pm-9.00pm - *Beach Party*

COST: Members: \$10.00 Non-Members: \$20.00

TRAINING

PROGRAM: Participants will be taught in a fun and friendly manner. They will learn about boat and water safety, rigging their boat, launching, sailing, capsizing, etc. For those who can already sail, they will be placed in an advanced group which will cover racing techniques, flying a spinnaker etc.

BOATS: Boats will be supplied by the Club and Club members. They will be mainly Mirrors. If you have a Mirror or similar boat that could be used please let us know.

AGE: 8yrs. and onwards, adults welcome.

PRE- No sailing experience necessary.

REQUISITES: Participants must be able to swim about 25m minimum.

REQUIREMENTS: -Life jacket- Australian standard AS1499 or equivalent
-Sailing clothes- shorts, shirt, jumper, old runners
-Change of clothes
-Towel and bathers
-Wetsuit (optional) or slicker (spray proof jacket)
-Sun hat and sun screen

INSTRUCTORS: All the instructors are Club members who are experienced sailors and are *volunteering their time*.

WEATHER: The Sailing School will be held regardless of weather. On-shore activities will be planned for bad days.

PARENT HELPERS: You need not be a sailor to assist us. We would like at least one parent to help at least once. We need assistance crewing the patrol boats, at the social functions, and with participants on-shore (in a non-teaching role).

SAFETY: For each session at least two patrol boats will be supervising the participants.

P.T.O.

SOCIAL
EVENTS:

We invite the Sailing School participants to the following events.

1. **Junior Beach Party!** - Obviously for the juniors 5-18yrs.
BBQ dinner, beach games, lots of fun. Cost \$5.00 each.
This is for members, sailing school participants & friends.
When: Sat. 28th Dec. 6.30 to 9.00pm
2. **Sausage Sizzles**- These are for participants and their families ,
instructors and helpers. Sausages, cakes and drinks provided.
Cost: \$2.00 each (instructors free).
When: Fri. & Sat. lunchtimes (or you can bring your own lunch)

ENQUIRIES: Mrs Sue Slater -03-95983924
-059-890703
Mr Russel Barrett -03-95294183

F.Y.C. Any person wishing to continue sailing with the Flinders Yacht Club after the
MEMBERSHIP: Sailing School would be welcome to do so. Our Junior events are suited to
to new sailors (young and old) with short courses close to shore, supervision
and ongoing training. Family, Senior and Junior membership is available.
For membership enquiries contact:

The Secretary,
Flinders Yacht Club Inc.,
P.O.Box 58,
Flinders, 3929.

SAILING SCHOOL APPLICATIONS: Send completed Application form with payment to:

Mrs Sue Slater,
Vice-Commodore,
Flinders Yacht Club,
P.O.Box 58,
Flinders, 3929.

SURNAME

DATE

FIRST NAME

AGE

PARENTS' NAMES

MAILING ADDRESS

PH. NO.

HOLIDAY ADDRESS

PH.NO.

RELEVANT MEDICAL INFORMATION

F.Y.C. MEMBER YES/NO

CAN YOU SUPPLY A BOAT? YES/NO TYPE

CHOSEN GROUP BEGINNER/ADVANCED

DO YOU WANT TO ATTEND THE JUNIOR BEACH PARTY? YES/NO
Pay at the door, brothers, sisters & friends welcome ! NUMBER ATTENDING?

DO YOU WANT TO JOIN IN THE SAUSAGE SIZZLE EACH DAY? YES/NO
Pay at the time, everyone welcome! \$2 per person. NUMBER ATTENDING?

ADULTS WHO WOULD BE WILLING TO ASSIST WITH.....

PATROL BOATS	YES/NO	NAME
BEACH PARTY	YES/NO	NAME
SAUSAGE SIZZLES Fri/Sat	YES/NO	NAME

DISCLAIMER

(FOR PARTICIPANTS UNDER 18 YRS OF AGE)

I.....being parent/guardian of the participant named on the application form consent to the participation of that child in the activities of the Sailing School at the Flinders Yacht Club Inc. I hereby agree that the Flinders Yacht Club Inc. or anyone connected with it, whether a member or a non-member, is not liable or responsible for any damage or injury to the child or to the boats used by him/her. In case of an emergency, if I cannot be contacted, I consent to a member of the Flinders Yacht Club Inc obtaining and consenting to medical or surgical treatment by a qualified medical practitioner for the child named on the form.

SIGNED.....DATE.....

FORWARD APPLICATION AND FEE TO:

Mrs Sue Slater, Vice-Commodore, Flinders Yacht Club Inc.,
P.O.Box 58, Flinders, 3929

