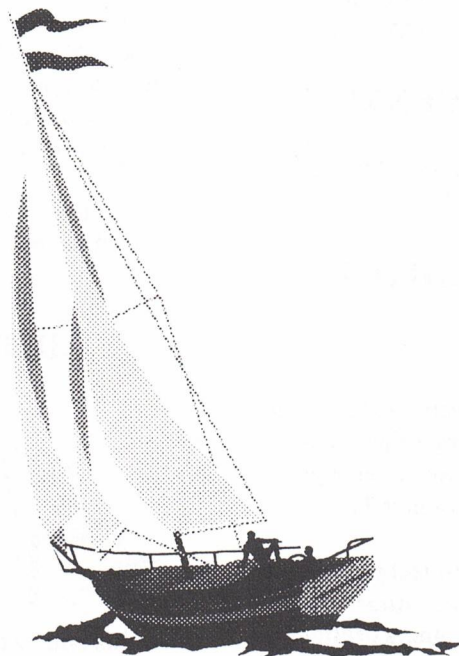


FYC C/Tee

# WESTHEADINGS



The newsletter of the

## **FLINDERS YACHT CLUB**

PO Box 58

Flinders 3929

tel (059) 890762

**April/May 1996**

## OFFICE BEARERS 1995-96

Commodore:	Len James	059 890 999
Vice Commodore:	Sue Slater	03 9598 3924
Rear Commodore:	John Derham	059 890 209
Treasurer:	Darcy Smith	03 9818 6826
Secretary:	Gwen James	059 890 999
Club Captain:	Doug Thorne	059 892 754
Committee:	Frank Bancroft	059 890 654
	Clay Manners	03 9827 3127
	Rod Slater	03 9598 3924
	Peter Dawson	03 9589 2962
	Alan Farrar	03 9882 0776

## FORTHCOMING EVENTS

AGM:	Sunday, 9th June, 11.00 am
Presentation night:	Sunday, 9th June, 7.00 pm Flinders Golf Club

## LETTERS TO THE EDITOR

Dear Club Members,

I still cannot believe Ian is no longer here, its like some horrible nightmare, but I will never forget that fateful Sunday. I will never be able to thank you all enough for the effort you gave in trying to resuscitate Ian.

Thankyou Joy for driving me, I can still feel your warm hand in mine giving me strength. Annie, directing all those phone calls, I realize there were others behind the scenes, you were all so wonderful. Mary massaging my back, it was such a good feeling, and Sandra just being there with her positive vibes.

We all have our memories and there are many happy ones floating around the Club I am sure.

Our heartfelt gratitude to you all for your support.

Sincerely,

**Patricia, Christine and Timothy Freeland**

Dear Madam,

Our erstwhile sailing Captain has asked for our thoughts on variations to the sailing program for the next season.

The writers sailing activities tend to be governed by other influences than the program...primarily the availability of the boat IN the water rather than BESIDE it, the preference for really nice weather, the ability of the foredeck hand to get out of bed in the DARK later on in the season AND the supply of a good lunch!

Having said that our preference is for:

1. Occasional Saturday PM and Sunday PM races...(crew can get out of bed).
2. Occasional Saturday twilights (means we could sail).
3. We couldn't cope with more than one race a day...its difficult enough to sail one!
4. We do prefer a good mixture of long legged races and some much shorter legged races...(this enables the helmsman to abuse the crew more often, and will often supply the helmsman with someone to blame if we lose).
5. We were not sure of the question of 'allocated yard space', but keel boaters need yard space for their dinghies, preferably fairly close to the seaward gates, because our early starts often mean only two aged people to carry the dinghy, lunch, bar supplies etc.

We would be grateful if this information could be passed on to the sailing Captain!

**Mary & John Iles**

## EDITOR'S IMPRESSIONS

**West Headings Editor**

Annie Dawson

7 High Street

Beaumaris 3193

Tel: 03 9589 0151

Fax: 03 9589 0779



In this issue we pay tribute to a remarkable man, Ian Freeland, who we knew to greater or lesser degrees. Patricia in her letter refers to the many happy memories that we may collectively hold of Ian. His good deeds have impacted us all and his death reminds us of the value of belonging to a club such as this. Our deep sympathy extends to Patricia, Christine and Timothy. The individual tributes included in this issue give us a greater insight into the life and contributions of this understated man.

Patricia has conveyed her gratitude to all who assisted in the attempts to save Ian. As a witness in the tower that day, I am compelled to comment also on the cool professionalism exhibited by Sue Slater in the tower, by John Iles and Chris Moran on *Skittish*, Ant and Darcy in the rubber duck and the crews of other boats on the water that day. Lessons emerge from all new situations as they arise but it is clear that every thing that possibly could have been done on that sad day was effected without fuss or delay.

The sailing season has slipped away yet again. Let's enjoy a special Presentation night together at the Flinders Golf Club on Sunday, June 9. **Annie Dawson**

## COMMODORE'S REPORT

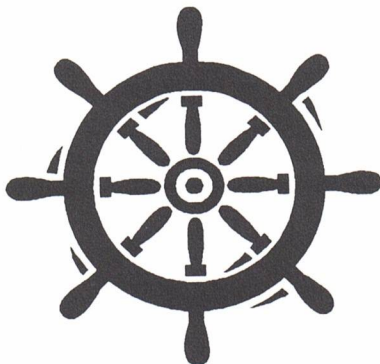


The end of the Club year comes around next month and our sailing for the season finished last month. We concluded the season with our Working Bee and everything was tidied up and put away thanks to those very willing hands who turned up. The only things left to do over lay time is for the 2 Club boats to be serviced. Andrew Shirt Marine, who works alongside Central Marine, does this for us and donates all labour. Thanks must go to Andrew Shirt and Chris Twikler and, as usual, after so many years, Graham Pittard (Western Port Marine Services) who will clean up, polish and anti-foul the Patrol Boat, gratis, for which we are most appreciative. Both boats will have to be taken to Hastings for this work. They will be stored either in my shed or at the marina yards, when overhauled.

On a very sad note, as most will know, our much loved and respected Club member, Ian Freeland passed away while sailing on Skittish with John Iles and Chris Moan. It was a very traumatic day for FYC and was especially hard for John & Chris. We have passed on the Club's condolences to Patricia, Christine & Timothy and can only trust that time will heal. Thirty plus of our members attended the service.

Our AGM will be held at 11.00 hrs on Sunday, 9th June, 1996 and nominations for office bearers and committee must be in the hands of the Secretary seven days prior to the meeting. Proxies must be received by the Secretary 24 hours prior to the meeting.

**Len James,  
Commodore.**



## CAPTAIN'S CORNER



Hello to you all,  
Well here it is , the end of the season and head first into the deep end of autumn or should that be the shallow end of winter.

I hope you have had an enjoyable year both sailing and in social involvement at the club as much as I have. Looking back over the past season, there certainly have been some memorable moments; here are just a few to jog your memory:

Spring Series	cold, cold, cold
Opening day	wind, rain, wind
Cup Weekend	yachts on the rocks
Gala Dinner	wine, food, bidding, David Adams
14 footers	sounded like early duck opening
Sailing school	kids, kids, kids
New Years Eve	rain, wine, music, pyrotechnics
Flinders Hotel Race	lightening, thunder, lightening
Portsea/Flinders	high speed white knuckle sailing
FYC v Pt Leo 1	laser surfing
FYC v Pt Leo 2	laser aerobatics
Easter Series	similar to all other OB races, no wind at the pole, isn't that right FRANK??

After looking back on all that, the whole club seems to be on the up and up, with all divisions having good numbers on race days, despite the absence of a reasonable breeze of any description on most days.

Great enthusiasm was also seen throughout the year on non-race days with as many as 9-10 OB boats on the water enjoying the fresh afternoon sea breezes usually encountered on race days as we are finishing or packing up. (Afternoon races here we come!)

Having said that, as a famous sheep farmer once said, a rough draft of next year's sailing program is somewhere in my computer, the 97 program is looking great at the moment. We can look forward to the re-introduction of more afternoon races, more ocean influence, more twilights, more bbq's after racing, a cruise to somewhere not too far and a very special trophy series for all divisions around Easter.

Well that's about all there is from me for this month, so I hope you all have a wonderful winter stripping, sanding, filling, painting, polishing, anti-fouling etc. Don't forget the new season is only six months away.

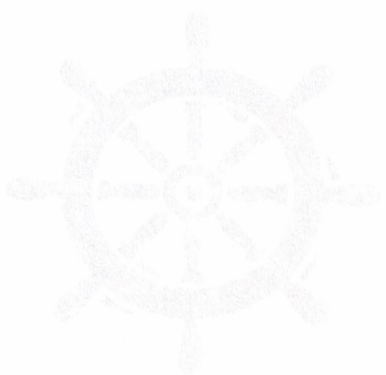
**Doug Thorne**

# WIND DIRECTION AND STRENGTH

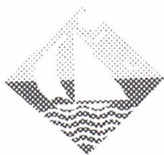
## TOTAL 19 EVENTS

As observed by Frank Bancroft.

KNOTS	0-5	6-10	11-15	16-20	21+	
NUMBER	6	9	3	1	4 (cancelled)	
DIRECTION	NE	E	SE	S	SW	NW
NUMBER	4	1	5	3	3	3



## KEEL BOAT NOTES - April 1996



There were two races scheduled to end the season, and one of these was abandoned with the sad and sudden death of Ian Freeland, aboard *Skittish* in the last Aggregate. There are tributes to Ian elsewhere in this issue, for the friendship he gave to all of us who sailed with him from time to time. It is worth saying though, that the Club itself worked exceptionally well that day - as the emergency became known, people came together and took the actions and initiatives which are vital in such a situation, and made things happen more quickly and without fuss. That in itself was a tribute to Ian, who put so much time into the organisation of the Club as well as into the pleasure of sailing.

The last Ocean Series race was on Easter Sunday, and brought out not only some interesting and generally kinder weather, but some yachts which don't often race on the Bay. John Newton sailed single-handed in *Anoora*, while Holly and Angus Fletcher in *Tevake* were helped by Michael Newton to lead the regulars - *Benchmark*, *SuperGoof* and *Jacky 11* - out towards Seal Rocks and back again.

In between, we rounded Fairway, No 2 Channel marker, and Pilot buoys once or twice, in choppy seas and strong tide current with a breeze that strengthened, then became lighter, then couldn't make up its mind what to do. As the boats came in towards the finish, the sou'westerly swung to south, then north, then back all within ten uncertain minutes, before settling in the nor'west. Frustrating, but the sort of thing that sticks in your memory, and makes you wonder whether you could have coped with it somewhat better.

The results of the two keelboat series will be calculated by the handicapper Alan Farrar, and will be announced at the annual dinner. The best result though, was the good sailing that we all enjoyed throughout the season.

**Ant Grage**

## TREASURERS REPORT



Annie Dawson is a persuasive editor, particularly on a pleasant Sunday morning in the main street of Flinders. The result is a short report on the financial affairs of the year.

Most of you would be aware that the club balances its books on April 30 each year and I am about to take out our annual accounts. The year has been a good one for the Club with a number of notable events. The most significant of these is that during the year we paid out some \$5,300 to extinguish our debt to the West Head Co-op, which means we are now debt free, for the first time in the Club's history. We have had an excellent Social Club result in raising nearly \$5,000 for the year and we currently have some \$9,700 in cash or on deposit, for the future development of the Club.

All this would not have been possible without the hard work of the Committee and in particular the Social Committee, the ever vigilant efforts of the Secretary in ensuring all the subs were paid and our Commodore in keeping our costs to a minimum. The result also indicates the dedication of all the members of the Club who have willingly participated in the social functions which allows a small Club like ours to survive and accumulate funds for the future.

During the year we asked the original donors of the funds to build the Club house to forgive their original donation and I am waiting on Keith Hando to advise me of the results of this. As far as I understand the majority have done this. I am confident the Club is in a good financial shape and that 1996/97 will be a year of further development for the Club.

**Darcy Smith**

## BENDY v RIGID MASTS: THE LATEST

New Zealand won the America's Cup Challenge last year with *Black Magic*, which whitewashed the American defender 5-0 in a manner which put *Black Magic* in a class of its own. In the elimination series and in the Challenge she sailed 43 races and won 42 of them, and in the five matches of the Challenge match she was the first to the windward mark in every race and then proceeded to lead at the windward mark at every one of the fifteen upwind legs in the five matches. She had such a superiority that she avoided the aggressive manoeuvring prior to the start and merely sailed to the end of the line which suited their tactical plan for sailing the leg, their ability to point high lifting them above *America 3* no matter what.

It was a triumph of focusing design on the basics of sailing. Whereas *America 3* was described as a boat of "flats and flares", which the authority of the computer stated gave a competitive advantage, *Black Magic* was put together by a committee of three sailors who used the traditional measuring stick that a hull should be friendly to the sea and that a sail above all should point high. The hull was narrow to keep frontal area down, it was fine in the bow and finer and rounder in section aft and it dispensed with flairs on the deck as they affected the sailing performance of the hull even though they gave a theoretical advantage in sitting out the crew upwind. This will please the traditionalists among West Headings readers but the best is yet to come. They dispensed with a bendy mast and went back to a rigid mast which stood as a known quantity on which to build a sail plan to which they were able to fit a very flat main and this is what gave them their extraordinary upwind performance. The flat main lacked power but this was overcome by simply making it bigger which presumably meant bigger heeling moment and which was probably compensated by more lead in the keel. This is speculation but *Black Magic* was described as a heavy boat.

Before everyone dumps their bendies for a mast that looks like a mast they have to overcome the additional heeling moment from the bigger main which will be necessary. But it has been proved yet again that high pointing beats high speed upwind and this is a lead to the direction to follow in tuning. Also in club racing we get reaching legs under headsail and main where the fullness of the main is a major factor, while the offwind legs in America's Cup courses are always spinnaker legs which reduces the importance of the fullness of the main, as the spinnaker does all the heavy work.

This is a synopsis of a recent article in "Australian Sailing" which we acknowledge as the source.

Staff Reporter



## MORE ON KEEL BOATS

A quick report from one of those keel boat owners who likes to see boats behind them and only manages to see boats ahead of them, should reveal a few secrets of the water. I now can't remember the race, but it was the one where the crew lolled round on the foredeck with the spinnaker up and a glass of vino in their hands. Unfortunately we not only ran out of wind but vino as well, and had to unceremoniously motor back to the mooring. Luckily no-one behind us could see that we had motored, and if we hadn't been so fainthearted, we may not have owned up!

The previous sail we actually looked as if we were doing well...at the third mark we were AHEAD of the dreaded superboat *Quickmatch*. Oh to see her behind AND in the distance! We were called up by the tactician on *Quickmatch* to advise us of the possible impending danger of the HUGE rollers that we may have been encountering over Middle Bank...the water was as flat as a pancake...was this a ruse to disarm us? Our luck ran out with the tide by the atrocious foredeck work of the L-plated crew. Luckily she was not entirely to blame, and the tactician then had a nervy and spoilt the whole thing, followed by the helmsman who couldn't believe what had happened and had to admit failure in the face of the *Quickmatch* phenomenon! A great sail!

The loss of our dear friend Ian has brought a halt to our boating activities for the moment. Whilst he sailed with us we enjoyed his quiet confidence and his ability to get us going and to hoist the relevant sails earlier than we normally would. *Skittish* will miss him.

Mary Iles

## SENIOR SAILOR OF THE MONTH

### Len James: A Profile

**Age:** young enough to do most things in moderation.

**Occupation:** Len qualified as a plumber and has been self-employed since he was 28. He quickly realised that larger commercial work was the best way and specialised in air conditioning and mechanical systems.

**Current boat:** He has owned Jacky 11, a Columbia 27' since 1987.

**First boat:** Sabot for the kids.

**Later Boats:** In the middle 60's Len built a Hartley T.S. 16. He joined the Sandringham Y.C. with a small keelboat, a Bluebird. He then partnered in a larger K.B. and owned other boats. The most enjoyable was a 30' Van der Staat. Len and Gwen purchased their current block at Flinders in 1990. They commenced building in 1991 and moved to Flinders from North Croydon in early 1992. They joined FYC in 1992 and Len sailed Jacky 11 from Sandringham to Flinders.

**Why Flinders?:** Len and Gwen decided on a small country town near the sea and not too far away from the family. What clinched their decision to purchase their current block was a fortunate meeting with Chris Moran. The James' felt immediately welcomed and accepted by the friendly Flinders community, in particular through contacts made via the Lions Club, FYC and the Flinders Tennis Club.

**Worst Cruise:** A Melbourne to Devonport on a 30' Carter. Len is still hesitant with the spinnaker after an experience on Bass St. when the spinnaker wine glassed and would not go up or down. The boats bow was being pulled down and the wind rose to over 40 knots. With the spinnaker finally freed, they ended up 40 miles off course, just near Table Cape. Len was not the navigator. It was a case of follow that star except the stars have this habit of moving.

**Best Cruise:** This same cruise also proved to be the best as the crew enjoyed a wonderful cruise across the top of Tasmania in idyllic conditions with dolphins in tow. This was followed by a great holiday circumnavigating Tasmania (in a camper van with Gwen).

**Favourite Meal:** A feed of oysters followed by a plateful of bangers and mash.

**Sailing Ambition:** To undertake a long voyage on an older style square rigger concluding the journey

with a sail up the Thames to a rousing applause from the madding crowd.

**Greatest indulgence:** Buying his first keel boat and for a time owning two.

**Interests:** tinkering with tools in his shed when Len's not involved with the yacht club.

**Life Ambition:** to eventually fly his model aeroplane, to healthily outlive the rest and to, one day, finish with the best aggregate at FYC.

**On behalf of all club members I wish to thank Len and Gwen for all they have done for the club over the past sailing season.**

## JUNIOR SAILOR OF THE MONTH

### Michael Newton: A Profile

**Age:** 16

**School:** Woodleigh

**Year level:** 11

**Sailing Experience:** Michael began sailing when he was three months old in his dad's Aroona class yacht, Anoora. He has sailed at FYC for about 4-5 years.

**Favourite class:** Jedda / Dory

**Sailing Ambition:** Michael's sailing ambition is to sail to Tasmania on a boat that he makes himself.

**Greatest sailing achievement:** Michael's greatest sailing achievement was winning a race over a good fleet of Flinder's sailors in light winds.

**Career Ambition:** Michael would like to work with boats and diesel engines, this is despite the fact that he doubts there is a promising future for boat-builders.

**Special skills:** Michael excels in manual skills of all types.

**Other Interests:** Michael main interest at the moment is his yacht

**Favorite music/band:** TLC, ACDC, Def Leopard.

**Favourite food:** Pasta

**Part time job:** Michael is too busy with his boat.

**Favourite form of relaxation:** Listening to music.

**Plans for the future:** To get the boat finished.

**Sailing Mentor:** All America's Cup sailor's.

**Boat Progress:** Michael has recently built the hull, the front cabin, the aft cabin, the cockpit, cut out the windows and bought the engine for his 26ft Dory.

**Congratulations on your commitment and enthusiasm Michael. Good luck.**

## A TRIBUTE TO IAN FREELAND

I had the privilege of knowing Ian for about 40 years, over 20 of which I worked with him.

As an Architect, he was of the old school. He went to great lengths to understand his client and to resolve their problems and to present his ideas in the most beautifully simple drawings. He invariably got it right in the first instance. His design reflected what the client wanted and he got his ideas over seemingly so easily. His lovely little sketch of the storage shed in the last FYC newsletter was typical of Ian.

His economy of words in presenting his ideas, either orally or the written expression of his thoughts, was exceptional. Ian would hand write his letters and by the time he handed them to the typist there were no alterations to be made. His ideas were always beautifully developed.

His detail in design work in resolving issues was compassionate and sensitive, but firm. Directions on site were respected by all with whom he worked, which cannot be said for many creative Architects!

There are many moments to his credit. For over 20 years Ian was the partner in charge of all work for the University of Melbourne, Agriculture and Veterinary Science faculties including the re-establishment of Veterinary Science faculty in Melbourne with its major campus at Werribee. He was also the Director in charge of the Darwin Law Courts police complex and was particularly gratified that following cyclone Tracey the building was completely intact. Very few buildings remained standing let alone intact after the cyclone.

His own house in Melbourne and his farm retreat at Point Leo are both testimony to his approach.

I remember discussing problems with Ian many times. I always listened quietly and invariably the next day I would find a delightful little sketch on my desk resolving a problem or a paragraph refining an issue that he had put a lot of thought into overnight.

When Ian was in his 50's he embarked on a Post Graduate course in Landscape Architecture at the University of Melbourne to pursue a particular interest of his, being the relationship between buildings and landscape. Not only did he meet the very grueling study commitments on top of a heavy practice workload, but he achieved outstanding results.

It was only when sailing with Bob and Simon Barrett a few years ago when the "Memphis Belle" film was first released that he talked about the bombing raid he had

experienced in Germany. He told us he had limped back to England with his shot up and broken down crew for which he was awarded a DFC. A very different story to the one we saw in the film!

He continued flying after the War, both to many remote projects that the Practice undertook and recreational flying, including a number of fascinating aerial safari's through Northern Australia.

He travelled extensively, but was always concerned about travelling in Europe due to the devastation caused by World War 11. In spite of extensive overseas travel in earlier years, his real love was the Australian bush and he and Pat had many trips each year to camp in some remote place to "soak in" the environment. This love of camping and the outdoors continued through his life and his respect for the environment no doubt goes right back to his early days on the beach and in the hills behind Airleys Inlet.

Ian's life had many facets - his love of architecture, his interest in genuine people who achieved, his considerable interest in mechanical things, his love and skill in woodwork, his interest in flying, his sailing, his farming, his camping etc. etc. His greatest love, though, was his family and the loss of his daughter devastated both him and Pat.

We were fortunate to have had a Club member at Flinders who quietly did so much and who never wanted the limelight. Ian didn't want to sit around talking about doing things, he just wanted to get on with it, being typical of his whole life. He was very reluctant to join the Yacht Club Committee, and certainly didn't want the role of Commodore. He only wanted to work in a practical sense for the betterment of the Club.

Those who were fortunate enough to sail with him saw a man of great energy, great perception of sails and wind and a love of the company of other men.

I have many, many happy memories of my time with Ian. One of the most recent being a month ago when Ian, my wife Judy, and I shared a bottle of champagne in our hayshed. It was coming on dark after a beautiful Autumn day and Ian had collected a load of hay from us. We sat and talked in this bucolic scene and Ian was at his best.

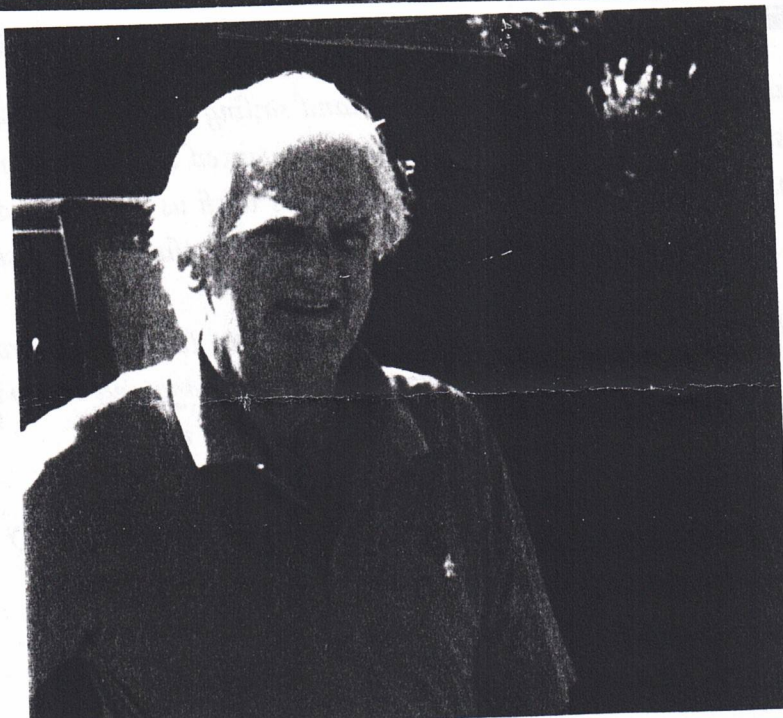
Our love and thoughts are with Pat, Christine and Tim; a very special friend and member is lost!

**JOHN P ALSOP**  
3 May 1996



# IAN FREELAND

*In Commemoration*



*Everyone knows Ian was a quite man. But in any gathering of Yacht Club people you would quickly notice if he was not there.*

*Often, in committee, after everyone else had sounded off, Ian would quietly offer his opinion which was always of value and could seldom be ignored.*

*We did our best to persuade him to stand as Commodore but he refused. He said he was not really a 'front' man. But he continued to work tirelessly for the betterment of the club in every other way possible.*

*Mary and I were especially pleased when Ian was free to sail with us on 'Skittish'.*

*When he did we nearly always won.*

*He cheerfully volunteered to help us with any job we had going; from the awful task of anti-fouling the boat to assisting in the building of our house.*

*He was a dear friend, a valued companion and a terrific bloke who will be sadly missed.*

*JOHN & MARY ILES*

# IAN FREELAND

*In commemoration*

*How fortunate we were to have Ian Freeland sailing with us on 'Banshee'. He was always so cheerful, always there and always wanted the spinnaker up "before the transom passed the mark". He sailed at Flinders with us and we had some wonderful times in the winter racing at Hastings over the past few seasons.*

*A few weeks ago, we were privileged to be asked to Ian's lovely property where he showed us his camping trailer. He invented it 40 years ago and today it is still practical and has been well loved and used.*

*Ian was good at inventing things and building them, as evidenced by the tower at the Yacht Club.*

*How sad to lose such a wonderful man.*

*PETER & SANDRA BRETT*

*Reminders of Ian Freeland around the Flinders Yacht Club are many. The tower and its plaque, the dedication delightfully composed by John Iles, the honour boards, the shed plans, the hand held compass box, all of the course drawings KB, OB, JOB in the sailing instructions just to name a few.*

*And then there was the 'Freeland factor', simply translated means that with Ian on board the Yacht sailed faster. His love of spinnakers and related philosophies - "the kite should be drawing as the transom clears the mark", "never sail lone-handed", not "is it going up?" but "when and how big?"*

*One of my fondest memories is a delivery job we did on "Banshee", from Hastings to Yaringa, about an hours trip. Ian talked almost non-stop and described in fascinating detail an adventurous, outback trip he and Patricia had experienced.*

*I think though the final words to go to grandson Sam, when discussing the events of that Sunday said  
"I liked that man"*

*FRANK BANCROFT*

# IAN FREELAND

*In Commemoration*

*My first impressions of Ian Freeland when I joined the club some three years ago, was of a man who loved life, his sailing and was always there to lend a hand, no matter what had to be done. I know on quite a few occasions when we had been stuck for patrol boat crews, Ian was always there to offer his assistance, or the day I installed the external shower at the club, there was Ian to lend a hand, nothing ever to much trouble.*

*Reminders of Ian are at the club wherever you look or whatever you do; the tower, which we all watched so closely on race days, the courses we sail each week, the honour boards, the plans and the research for our shed and clubhouse pergola. All of these and many more have had Ian's part, or more often than not total involvement.*

*Yes, that silver-haired man who gave his all to the club and its members will be deeply missed, but never to be forgotten.*

DOUG THORNE

*Ian was a great stalwart of the Club, a fine sailor and a man who was always willing to contribute to the club and any member who required advice or assistance. He was just a nice bloke to be with and always had a point of view which was relevant to any debate. His talents and enthusiasm will be sadly missed.*

DARCY SMITH

*Ian's voice was gentle and his words precise, saying what you needed to hear very clearly, and without mistake. It was the same with his hand-writing and his drawings, beautifully formed and balanced, and like his movements on a boat, deliberate, economical and effective.*

ANT GRAGE

# IAN FREELAND

*In Commemoration*

*I didn't know Ian Freeland well and it was only when "Banshee" could not sail that "Quickmatch" was lucky enough to have him as a member of the crew in the Winter Series of 1995 and during the last summer at Flinders.*

*Ian was very good man in a boat and much sought after, not only for his ability and knowledge of sailing but also for his company and enthusiasm.*

*Retiring and modest, Ian rarely talked about himself. I never knew for instance, that he flew Lancasters during the war and was awarded the D.F.C.*

*We shall all miss him,*

DAVID KENNEDY

*Ian was a wise fellow committee member, an architect and a friend. He was patient, clever, amusing, always pleasant to everyone and a true gentleman. We will remember his ever present smile and the twinkle in his eye.*

ROD & SUE SLATER



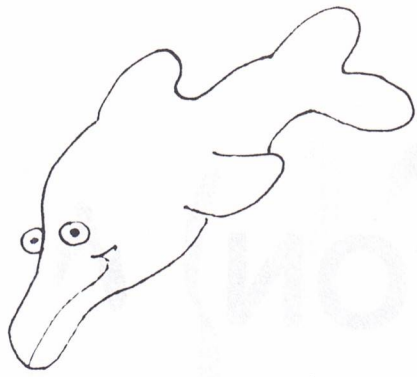
# PRESENTATION NIGHT

FLINDERS YACHT CLUB JUNE 9  
1996

- ◆ Celebrate the 1995-1996 results
- ◆ 7 pm Sunday, June 9
- ◆ Flinders Golf Club is the venue
- ◆ 3 Course dinner is included
- ◆ Drinks from the bar at bar prices
- ◆ Adults \$25 Children \$15

.....  
(Tear this section off and mail as soon as possible)

- ◆ **RSVP with a cheque by May 28 with full payment to;**  
**Gwen James Secretary FYC PO Box 58, 3929.**
- ◆ Name(s).....  
Postal Address .....P/code.....  
Nos. of adults.....@\$25ea. Nos of Children.....@\$15  
Would you care to sit on a particular table?.....



Why did the man  
with one hand cross  
the road to get to the shop  
to get to the shop  
second hand cro  
sent in by James  
manner's



What do you get if  
you cross a sheep and  
chocolate?  
Chocolate bars &  
baas

kindly sent in  
by Luke Morgan

# F.Y.C JUNIORS

# ONLY NEWS!!!



## WHAT'S ON AT THE YACHT CLUB AND WHAT'S COMING UP?

send jokes in any time <sup>me to</sup> to be published <sup>10 Victoria St</sup> SANDRINGHAM <sup>3191 Melbourne</sup>

WELL WE'RE ALL BACK AT SCHOOL AFTER THE EASTER HOLIDAYS AND THE LAST SAILING SERIES FOR THE 95-96 SEASON IS OVER. WE HAD JAMES AND ST EVIE COMING EQUAL FIRST WITH LEIGH AND BEVEN, IN SECOND PLACE AMELIA AND TIM .R. AND IN THIRD PLACE ANDREW .M. AND PAUL.N. A GREAT EFFORT BY ALL.  
ALL TROPHIES ETC WILL BE PRESENTED AT PRESENTATION NIGHT TO BE HELD AT THE FLINDERS GOLF CLUB ON THE 9th OF JUNE AT 7pm (queens b'day long weekend) SO I EXPECT I WILL SEE EVERYBODY (INCLUDING LUKE, WILL, DAVID & JOANNA MORGAN) AT 7PM WEARING NICE CLEAN CLOTHES! YOU MIGHT WANT TO BRING SOMETHING TO DO BCOZ I CAN GUARANTEE YOU IT'LL BE RAINING!!!!!! IF IT'S NOT FREE DRINKS ON ME!!!!(but don't count on me giving them to you)

FOR THE 96-97 SAILING SEASON I'M COUNTING ON EVERY SINGLE MIRROR TO BE A DIFFERENT COLOUR.  
**A TOTAL BAN ON WHITE MIRRORS HAS BEEN ISSUED** ▼▼▼  
SO GET PAINTING!!!!!!!  
no i'm only joking, but paint them any way!!!!!! I HEARD RUMOURS OF A BOAT THAT'S GOING TO HAVE LIGHTING BOLTS DOWN THE SIDE OF IT??? WHY DOESN'T SOMEONE THROW DIFFERENT COLOURED PAINT ALL OVER THE BOAT AND CALL IT "THE VOMIT" OR "CHUCKY" COOL HA? NO MAYBE NOT!  
ALSO NEW YACHT CLUB JUMPERS (WOOL) AND WINDSHEATERS (SOMTHING ELSE) ARE GOING TO BE UP FOR SAIL haha or sale ASWELL AS T SHIRTS. THESE WILL BE ON DISPLAY AT THE PRESENTATION NIGHT AND ORDERS CAN BE MADE see future newsletters for details



(PS Morgans you bett uba at presentation nig



see you all at presentation  
on right

F.Y.C. TOPS NOW AVAILABLE !!!

Three tops will be offered all embroidered with our logo. These products are excellent quality and are made in Australia by Clubknit. Consider them for CHRISTMAS or BIRTHDAY presents. They will be available by order only and will not be for sale throughout the year. The sweaters will be on display at the A.G.M. or see Sue Slater. **ORDERS IN BY : 22/6/96**



**WOOL SWEATER**

Heavy rib bulky knit, crew neck, drill patches on shoulders and elbows, machine washable, pure wool. Colour: Navy  
Price: \$95



**COTTON SWEAT**

Pure cotton, machine washable, crew neck. Colour: Navy  
Price: \$37.50



**T SHIRT**

Fine quality pure cotton. Colour: Navy  
Price: \$18.50

**ORDER FORM**

Please complete the form below and send it with your cheque made out to "Flinders Yacht Club" to: The Secretary, F.Y.C., P.O.Box 58, Flinders, 3929. **BY 22/6/96**

Tops will be available in August. You will be notified through the newsletter.

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**NAME**-----**PH. NO.**-----**ENCLOSED \$**-----

	Small	Med	Large	XL	XXL
CHEST CM	90	95	100	105	110
Wool Sweater \$95					
Cotton Sweat \$37.50					

F.Y.C. ~~Alert~~ Committee  
Of John Berkman.