

# ◆ West Headings ◆

February/March 1997

## Commodore's Report

Well who could complain about the last two months. The weather has been sensational and for most of us the sailing was supreme, although there are always those who want more wind? (or less heat!)

We have also had some wonderful social events including the Adults Progressive dinner- thanks to the Wrights, Slaters and Tozers- the only casualty was a Slater. The annual cocktail party was also a well attended evening in our front garden- mercifully the weather was again kind to us.

But the best news is that the shed is on schedule and is now erected. Thanks go particularly to Dough Thorne and a courageous group of volunteers who always seem to respond to Doug's call when required- no matter when. If you haven't seen our new shed you should. It is a superb construction and will provide the



club with a lasting asset for many years.

For those who read West Headings, we have always emphasised safety. While Flinders can often look calm and tranquil it can change so quickly.

A few weeks ago we had a minor incident when four children were caught in an unexpected squall and were taken out to sea on the out going tide. The drama ended when a passing Ab fisherman picked them up and the squall passed quickly. The Club responded reasonably well on a non racing day but the situation could have been worse if the weather conditions had deteriorated or the friendly Ab fisherman had not been around.

To re-emphasise the dangers of the Flinders area for small craft I have asked our Editor to repeat one of our previous articles on safety.

We hope to have a grand shed opening celebration at Easter  
Darcy Smith  
Commodore

## Upcoming Events

Date	Event
March 1	Westernport Challenge Resail
March 2	Clean Up Australia Day, Foreshore 10am
March 8	<i>FYC Barbecue, 7pm</i>
March 16	Newhaven to Flinders Trophy Race
March 29	<i>Ian Freeland Memorial Trophy Series (All Divisions)</i>
March 29	<i>Easter Dinner, All Welcome, 7pm- inc <u>Grand Opening of the Shed!</u></i>
Easter	<i>Triathlon, ALL MEMBERS</i>

# THE JUDITH GRAGE TROPHY 1997

The Judith Grage Trophy is an off-the-beach event competed for annually between Flinders Yacht Club and Point Leo Boat Club. Its rules specify that two races should be sailed, one at each venue, but provide that if a programmed race has to be cancelled, a resail may be scheduled. For scoring purposes, the finishing places of all starters of the smaller fleet are counted, as are the same number of finishers (regardless of the number of starters) of the larger fleet. Individual places are determined by correcting elapsed times in accordance with VYC yardsticks. It is customary for FYC to include these races in its OB Aggregate Series.

The first race in this year's series was to be sailed at Point Leo on Saturday 11 January. Three Lasers and two Sabres were road-towed to Point Leo, more in hope than expectation, while another two Laser sailors made their decision on the beach at Flinders. The Sou' Easterly blew, ...and blew! Some of those at Point Leo spent their time on the Club-house balcony making not-too-subtle suggestions to those rigging below them, while the pair at Flinders used mental telepathy. A demonstration of mastery by the apprentice did nothing to disturb the inevitability of cancellation, and a decision was made to resail the first race immediately following the programmed second race at Flinders on 18 January.

The next Saturday saw weather Flinders delights in providing: clear skies and a Southerly that was too light for some, but quite enough for the unfit and un-practiced. Unfortunately, only three Point Leo Lasers could make the trip-towed by the Point Leo rescue boat. The Flinders turn-out was quite good -five Lasers, two Sabres, a Leader, a 125 and a Mirror.

The two races were sailed, each of about one hour's duration, and with only a very brief pause between. Perhaps the home ground advantage was just too great, because in matching Point Leo's three starters, Flinders filled the first three

places in each race. However, racing was close on the water, and even closer when corrected times were taken into account. Master's Apprentice took the gun each time, hotly pursued by Incognito. Farandole and Diddy-Do-It? also figured in the Trophy scoring. The result was a very comprehensive win to Flinders, 11.5 points to 48.

Incognito, Master's Apprentice and Crossfire dominated Club Aggregate scoring, with Incognito managing to slice three points off its Club Handicap in the two races while still winning both. It was great to see a Mirror from the Junior fleet (Seayalater) sailing very competitively on both Yardstick and Club Handicap; conditions were in fact ideal for Juniors to seriously challenge Seniors, and it was a pity more Juniors didn't take the opportunity. Another particularly welcome sight was Jock; although rigging seemed to tax Michael's and Kathy's memories after a twelve months break from racing but things seemed to go well on the water. Master's Apprentice was seen to finish very cautiously in the first race (rounding every buoy in sight just in case it happened to be the finishing mark) and in doing so slipped from first to second on corrected time (Missed the briefing, John?). And the finishing antics of a Sabre in the same race demonstrated that there are certainly no new trix an old dog cannot learn -that super-slick S-turn at the finishing mark had to be seen to be believed.

The two-race format worked well on a such a pleasant day; three hours on the water was certainly no hardship. With a slight reduction in course length, and a very slight increase in breeze strength, the average elapsed time for the second race was about two minutes shorter than the first. Yet two competitors had a longer second race; subsequent explanations by skippers of Farandole and Diddy-Do-It were not particularly convincing.

Brain Coleman

## Wanted

Original Contributions to *West Headings*, photos, stories, classifies ads — Contact Editor  
Clay Manners— 03 9827 3127  
03 5989 0021  
clayman@onaustralia.com.au

# 48 Hours to Hobart

*(Part two of Captain Doug's thrilling trilogy)*

As you remember last time, we had led the fleet through Port Phillip Heads, and had settled down for the first night across Bass Strait.

By 6 pm we had left the majority of the fleet in our wake, but the major opposition could still be seen approx. 6 miles to weather of us.

Because the boat's lack of windward ability the decision had been made early that if the breeze stayed in the south east we would have no option but to slightly spring sheets and go west of King Island. Although 15 miles further it would give us better boat speed over the much lighter and faster "Future Shock"

With the sun closer to the horizon it was time to feed the animals. Forty chicken, cheese and lettuce rolls, half a chicken each, 2 sliced up water melons, 2 large platters of cheese and biscuits and 20 cups of coffee soon satisfied the beasts of "Bobsled"

Midnight and the Cape Wickham light on the north coast of King Island was in sight. A light easterly and very warm conditions. Our boat speed dropped to around 7 knots at times which would not help our tactics against "Future Shock" at all.

Because of the light conditions, the entire crew on end off watch sat around above and below deck chatting or telling jokes that always come up on this annual event.

The light conditions persisted throughout the night and our chances of keeping pace with "Future Shock" seemed rather doubtful. We needed 20 knots plus to push this lump of Aluminium to Hobart and have any chance of a win.

First light Saturday we were positioned 5 miles south King Island in a very light North West-

erly. Masthead spinnaker and 10 knots of boat speed. Somewhat better pace than during the night. The morning Radio schedule was not until 8am, and it was time to feed the now rather unsettled crew. Scrambled eggs, bacon and sausages, coffee, orange juice, followed by toast and vegemite, with another coffee for 20 was the order for the morning. "Oh to be a cook at sea."

With all that out of the way the morning schedule put us in line with "Future Shock" but 15 miles further to sea. Much better than we had anticipated with the light conditions encountered throughout the night. With all our spirits lifted by our position and a belly full of breakfast we soon found ourselves back into full racing mode. By mid morning we were in a 15-18 knot north westerly and slipping along quite nicely with a mast head spinnaker. A visit from the ABC chopper and a chat on the radio made things even better when we were informed we were the only boat to sea and the rest of the fleet were becalmed in shore.

By midday the breeze had dropped considerably and our boat speed fell to 8-10 knots, but with clear blue sky and the temperature about 25° on the west coast of Tasmania, who could complain. More food was the cry, so roast chook and salad, cantaloupe, watermelon and OJ was the order for lunch.

During the afternoon we watched weak southerly frontal activity come over the horizon only to pass very high overhead and position itself on the coast of Sandy Cape and the surrounding mountains. By late afternoon the build up of frontal cloud was very intense, with reports of waterspouts 500m wide and 1 km high, 60 knot winds and hail large enough to make some boats drop all sails and go below.

With the breeze now in the west-south west, at 25 knots and our position 12 miles offshore our distance from "Future Shock" was decreasing rapidly.

Nightfall saw us with 18-20 knots boat speed, massive electrical storms ahead and about 10 kg of Spag Bog on the stove.

The night became somewhat eventful with 3 of our 11 spinnakers blown out, a broken steering cable on one of the wheels (repaired by the cook while the Spag Bog was cooking) 20 cups of coffee flung into the bilge after the bow buried itself up to the mast and a couple of very worried "Bobsled" owners.

The midnight sked. Put us on the same track as "Future Shock" and two miles astern.

From midnight to dawn saw boat speeds of 25-28 knots, huge lightning bolts hitting the water around us and a clear view of "Future Shock's" port nav light, putting us just ahead but inshore.

At 4.30am a navigation error put us 1 km off Low Rocky Point and not 7km as thought by our Navigator. This was discovered after a huge rock just 200m ahead was spotted at the arrival of first light.

Low Rocky Point has numerous large and small rocks similar to Pyramid Rock jutting from the water. The masthead spinnaker was dropped and gathered in a somewhat hasty manor as the boat went from a broad reach to hard on in seconds. After this excitement the owner, navigator was severely abused by all on board. We found ourselves now five miles behind "Future Shock" which was now at South West Cape

On Rounding South West cape the 30 knot south westerly destroyed another spinnaker minutes after the hoist tore 20' from the masthead, and the remains wrapped itself around the forestay. The Bowman was sent aloft to cut it free. Not a pleasant task in 30-40 knots. Over the next 40 miles we saw another 4 spinnakers

destroy themselves, some disappearing all together, leaving only the luff tapes. With all the time lost from blowing out sails our hopes of catching "Future Shock" had disappeared.

Now that we were on the southern coast of Tasmania with a strong south westerly conditions were very cold, everyone in full wets and thermals with the temperature hovering around 5°. Team spirit was very low, but soon lifted dramatically when on arrival at South East Cape "Future Shock" could be seen inshore and becalmed. As we were 5 miles to sea ward the plan was to sail around them and avoid the shadow created by the high cliffs and mountains of SE Cape. This payed off as we closed the gap to within 500m across Adventure Bay. The crews spirits lifted and more food was the call. So some 60 toasted ham and cheese and tomato sandwiches were put together.

The battle up the Derwent was no different to any other ending to this annual event, sailing in anything from 5 knots to 25 knots breeze in a matter of seconds and over 100 meters or so becomes very frustrating. This is why the final part of these races has the title A.I.D.S "Arriving In the Derwent Syndrome" Many a race has been won or lost in the trip from the Iron Pot to the finish, some 5 miles. Ours was no exception, we were beaten across the line by only 7 minutes!

So all in all the race was rather pleasant considering what the West Coast had dished up. With the race record beaten by over an hour by both boats and a very close second in a boat which should be recycled for V.B. cans, it was time to celebrate once more in good old Hobart.

## Stop Press

### *Tulak Wins Twilight, Skipper and Helmsman celebrate win.*

There was a real buzz about the club one Saturday night a few weeks ago. *Tulak* edged out *Super Goof* to take second place behind *Skittish* in the last of the keel boat twilight races. Normally this would not be exceptional except but on this occasion it meant that Bill Thomas had won the twilight series.

With some justification Bill and helmsman Doug Thorne were very pleased with them selves. The celebration took the form of a few (dozen) red wines at the club house that night. John and Mary Isles could not understand what all the fuss was about. They won the race after all!

# BOAT NAMES REVISITED

A few years ago, the "West Headings" editor published a series of articles on boat names and their derivations. With many new boat names on the register, and some old ones unexplained, perhaps more could be said on the subject.

For instance, we still don't know what it was "he" did or didn't do, or whether FLAT OUT applies only to efforts to get to the start, or just how many new tricks the old dog really can be expected to learn, or (and this is a mouthful... if a certain Laser is indeed an apprentice, is the person sitting in (on?) it really the master?

I've always thought that boat names should mean something, that they should reflect something of the boats themselves and their owners, and that they could benefit from being a little mysterious or esoteric - offering some challenge to those who read transoms.

Our family's first dinghy, a Mirror built while in country NSW in 1971 and campaigned successfully by eldest son Ian on NSW inland waters while he was at school, was named after the family cat - scarcely esoteric! His last two boats have, however, followed my principles a little more closely. TARRINAUT is clearly an exhortation (with a nautical flavour) not to move too slowly (from "Tarry not" - got it?).

The second family dinghy, a 125 built upon arriving in Melbourne in 1974, was called CELERITY -also a reference to rapidity of movement. But CELERITY wasn't always quite certain about which direction the movement should be in. Sometimes boats need to be talked to quite firmly!

My current dinghy has become quite well-known at Flinders, particularly for frequent views of its red hull while inverted. But when it's the right way up and the name is readable (on shore, that is) I've had a few questions about its name -FARANDOLE. Recognising that the

class name itself - Leader -was somewhat ambitious, I decided to carry the extravagance a step further. In some dictionaries (particularly of the musical variety) "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 (or by what they are unofficially called either).

With all of this in mind, I decided that the name should reflect rather more of its sailor when I gave a temporary name to a Laser borrowed from son Ian before he officially named it. That name also raised some local questions. CADUCITY rolls off the tongue as easily as I rolled off it. In fact one of the word's meanings (a botanical one, incidentally) is (a state of) "falling off early". Another, more general, definition is "the infirmity of old age". Both definitions could be applied aptly to my handling of a Laser.

These days I get the odd opportunity to try that Laser, under its official designation rather than with that eminently more suitable temporary name, but I'm afraid it "tarries" for me more than it does for others. Most of my time is with FARANDOLE, hoping, always hoping, that it's the other boats in the fleet that are led a merry dance, and not the rescue boat.

Now, how about some more explanations. As well as those names alluded to earlier, there are others equally intriguing. Is WAHOO a war-cry or a howl of anguish? Does Leonidas provide a ghostly crew for THERMOPYLAE? SPECCHIO is of course very aptly named, even if, uncharacteristically for a boat, seeming to take the masculine gender. But what of MOOZIE TOO? And should we try to quench the FIERY DOLPHIN or return the CROSSFIRE???

BRIAN COLEMAN

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*Contact Frank Bancroft  
Musk Creek Road Flinders*

# Victorian Mirror Championships

On the 8<sup>th</sup> of February, a small fleet of Flinders' Mirrors consisting of *Flash*, *Seayalater* and *Oriole* travelled to Mordialloc to compete in the Victorian Mirror Championship. The championship comprised five races over the two days.

All three crews arrived early on the Saturday to sign on and rig the boats for the first race. There were a number of other boats in our division, one being the Australian champion. The weather was blowing a gale, the swell was huge, and we were all very nervous. We had our briefing (which meant nothing to us) and left the beach for our first race.

As we got out we had a short sail around. The six minute gun was supposed to go off, to my confusion it didn't. Apparently I was not the only one who didn't have a clue as to what was going on. So Tamara and I just sailed around, following all the other boats until the race finally started. During the first race, Flash had to come in because she were sinking, Oriole's boom ripped off the mast and was only strapped back on by some rope just before the race. There was more damage done in the second race when due to Oriole's fault we collided

with Flash. Both boats had to retire. Seayalater needed a bit more weight for the wind, so the gunwales went under and she partially sunk, so they came back in too.

On Sunday, the team did not do too badly. Everybody was up for an early start, the first race being at ten. The wind was still blowing strongly and the swell was still large. Today everybody knew what was happening. The first race went smoothly with all three Flinders boats finishing the race. All three boats also completed the second race, although one was sailing with another hole due to miss fortune. Then we all came in for lunch.

While the sailors and their families support teams were having lunch some F@#kh\*&d made an official protest against Tim Dawson (the skipper of *Flash*) for some silly reason. During the afternoon race all three Flinders yachts had their kites up and were going like the clappers. This was probably our best race. None of the boats were damaged and all three finished. Fortunately for Tim the protest was turned down.

In the end, all of the Flinders team did rather well and we all learnt from the experience.

Ben Slater  
(Skipper Oriole)

## Clean Up Day

Ken Lacey has organised FYC participation in Clean up Australia day. We will be working with the Flinders District Historical Society and the St Johns Youth

Group to clean up the Flinders Foreshore!

Meet at the Flinders Jetty at 10 am on Sunday March 2nd.

(We will finish before the race)

Bring your own gloves, enthusiasm and willpower!

*Please make a special effort to help out.*

# Results

Seniors

Juniors

Race	Boat Name	Yardstick position	Club Handicap position	Race	Boat Name	Yardstick position	Club Handicap position
Australia Day Heat 1	Masters Apprentice	1	1	Australia Day Heat 1*	Seayalater	1	5
	Tarrinaut	2	3		Oriole	2	6
	Crossfire	3	4		Flash	3	1
	Diddy-Do-It	4	5		Ammonia	4	4
	Flat Out	5	2		Shearwater	5	3
	Jock	6	6		Fiery Dolphin	6	2
	Old Dog New Trix	DNF	DNF		Miss Piggy	7	7
	Chaos	DNF	DNF	Australia Day Heat 2	Zephyr II	1	2
Australia Day Heat 2	Masters Apprentice	1	1		Oriole	2	6
	Diddy-Do-It	2	5		Fiery Dolphin	3	1
	Jock	3	3		Seayalater	4	5
	Tarrinaut	4	4		Shearwater	5	4
	Scamp	5	2		Miss Piggy	6	8
	Wahoo	6	6		Ammonia	7	7
	Chaos	7	7		Flash	8	3
Results of Australia Day Series	Masters Apprentice	1	1	Results of Australia Day Series	Oriole	1	7
	Tarrinaut	=2	2		Seayalater	2	4
	Diddy-Do-It	=2	4		Fiery Dolphini	3	1
	Jock	4	3		Zephyr II	4	=5
	Crossfire	5	7		Shearwater	5	3
	Flat Out	6	=5		Flash	=6	2
	Old Dog New Trix	7	10		Ammonia	=6	=5
	Scamp	=8	=5		Miss Piggy	8	8
	Chaos	=8	=8				
	Wahoo	10	=8				
Aggregate 5	Diddy-Do-It	1	1	Aggregate 4	Oriole	1	1
	Farandole	2	4		Moozie Too	2	2
	Scamp	3	2		Seayalater	3	3
	Wahoo	4	3		Shearwater	4	4
	Chaos	5	5		Black Magic	5	5
	Masters Apprentice	DNF			Fiery Dolphin	DNF	
	Crossfire	DNF			Flash	DNF	
					Zephyr II	DNF	

\* Also Aggregate 2, (Sailed in conjunction)

**Seniors**

**Juniors**

<i>Race</i>	<i>Boat Name</i>	<i>Yardstick position</i>	<i>Club Handicap position</i>	<i>Race</i>	<i>Boat Name</i>	<i>Yardstick position</i>	<i>Club Handicap position</i>
Aggregate 6	Diddy-Do-It	1	1	Aggregate 5	Moozie Too	1	2
	Crossfire	2	3		Fiery Dolphin	2	1
	Flat Out	3	2		Ammonia	3	3
	Scamp	4	4		Black Magic	DNF	
	Farandole	DNF		Aggregate 3 Resail	Moozie Too	1	1
Aggregate 3 Resail	Farandole	1	6		Ammonia	2	2
	Diddy-Do-It	2	9		Oriole	3	4
	Crossfire	3	1		Shearwater	4	3
	Jock	4	2		Seayalater	5	5
	Old Dog New Trix	5	7		Black Magic	6	6
	Sea Vixen	6	5		Fiery Dolphin	7	7
	Flat Out	7	8	Progressive Aggregate Results	Oriole <sup>#</sup>	1	2
	Scamp	8	4		Seayalater <sup>#</sup>	2	6
	Wahoo	9	3		Moozie Too	3	4
	Anka	DNF			Ammonia	4	5
Progressive Aggregate results	Diddy-Do-It	=1	3		Shearwater	=5	3
	Farandole	=1	5		Fiery Dolphin	=5	1
	Crossfire	3	1		Black Magic	7	8
	Master's Apprentice <sup>#</sup>	4	4		Flash <sup>#</sup>	8	7
	Scamp	5	2		Zephyr II	9	9
	Flat Out	6	6				
	Old Dog New Trix	7	9				
	Ingognito	8	8				
	Jock	9	10				
	Wahoo	10	8				
	Seayalater	11	11				
	Sea Vixen	12	12				
	Chaos	13	13				
	Anka	14	14				

<sup>#</sup> - Boats which do not compete in an Aggregate race because their skippers are on rostered race duty, or which are actively participating in State or National Class Championships, are awarded points for that race equal to their average points for races started during the series. (this figure will vary as the series progresses; the final average cannot of course be calculated until the series is completed.)



# 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.

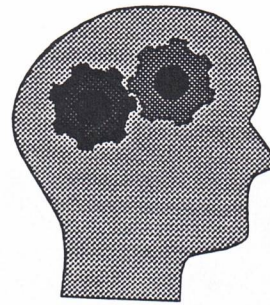
Whenever you sail, you must maintain a running contingency plan. For instance, assessing what to do right now if the mast or sail fell down, or the tiller broke, or if the boat capsized. Could you cope comfortably without help? Would help be essential? Is help available?

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 capsized 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.

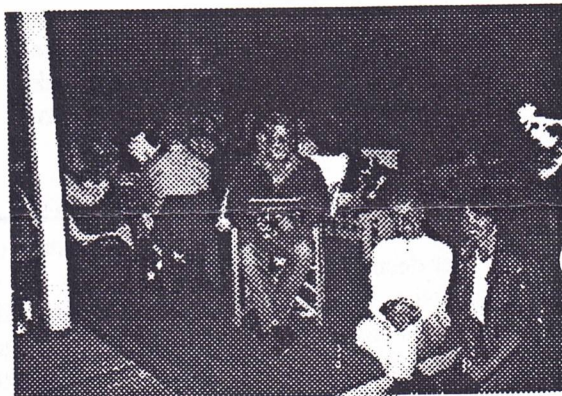
It is because of the potentially serious consequences of seemingly trivial mishaps that Safety Requirements are so stringent and the Yacht Clubs are so diligent in policing them. In your own interests you should make sure your boat never fails a safety check. But do think beyond that; the safety officer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

**what to do right now if the mast or sail fell down**

# Social Page



**Commodore and Friends**



**Hosts Rod Slater, Dave Wright  
and Sue McPhee**



**Activity at the Progressive Dinner**



**Angus Fletcher directing traffic**



**A very handsome group indeed!!**



**The Kids**

# Senior Sailor of the Month

## *Darcy Smith*

**Age:** Prime mid fifties with sights set on at least another quarter century based in Flinders. Previous mid life activity may jeopardise this hope.

**Occupation:** Thirty seven years as a chartered accountant with one of the Big Six chartered firms in Australia. Recently retired to pursue a life of semi-retirement with no more 12 hour days and lots of farming, sailing and golf.

**Current Boat:** *Super Goof* --- one third owner with 20% say when the other owners are on board and 100% when they are not. *Super Goof* was acquired from John Barrett in 1995 and has a proud racing history with the FYC. I (we) hope to continue that tradition although we certainly have some stiff competition this year. *Super Goof* is a Folkboat Class built in 1984.

**Commenced Sailing:** As an early teenager on the Nerang River in Surfers Paradise in a friends VJ. Best learning sail boat you could ever find. Then started rigging a makeshift sail on my canoe which was great when the wind was in the right direction. Graduated to be a member of the Queensland Yacht Squadron where I started serious sailing on keel boats in Morteon Bay.

**First Boat:** My first owned boat which taught me

the delights and disasters of sailing off Flinders was a Laser named *Scamp*. I vividly remember getting a fluke start under a stiff southerly in one of my early races with the old vagabond stalwart Ken Lacey directly behind me. To my horror *Scamp* developed the Laser death roll and due to my poor weight distribution *Scamp* somehow cartwheeled with Ken almost losing control of *Flat-out* through laughter. I have to admit my Laser days were not the expression of a great sailor. (*Scamp's* sailing performance has not improved under new ownership - Ed.)



**Best Races:** One in Brisbane where we raced overnight to Stradbroke Island and returned winning on handicap. But the BEST race was the one *Super Goof* won last year in a howling gale off Shoreham, where we lost total visibility in heavy seas but returned triumphant to cross the line clearly ahead of all contestants.

**Worst Race:** All those with a DNF

**Sailing Ambition:** To increase *Super-Goof's* speed in light conditions and to have a sail on one of the maxi yachts to see how they do it.

**Interests:** To grow the best vealers in the Flinders area and to improve my tennis, golf and bridge skills. And naturally to develop the Flinders yacht club as one of the best clubs in Westernport.

**Life Ambition:** To be the oldest sailor on Westernport and still win a few races.



## BARBECUE DINNER

*Sat 8<sup>th</sup> March at 7 pm*

*Bring your own Meat*

Salad, Bread, Cake and Coffee supplied

Drinks available as usual

Members and Friends welcome

Only \$5 per head and \$3 juniors

RSVP Sue Slater (03) 9598 3924

Before Wed. 5<sup>th</sup> March



# Junior Report

Well the holidays are finished and we are all back to school, good or bad. Some of us are into our last year. YES, only 9 months of school left. For those unfortunate people who still have a few more years, have fun, don't stress too much, it isn't all that bad. A few have changed schools, and I hope that you all like your new school.

Although summer has finished it doesn't mean the sailing has is over. The sailing season is just kicking in!! Everybody is still required every Sunday for the compulsory races, (Morgans). The sailing fleet is growing bigger. A new a new mirror has appeared in the compound. Miss Piggy/Black Magic, the Rennie's new racing mirror has appeared in the last few weeks. I am unsure about the two names. Either they are making a statement or wishing for something better. With the fleet at the size it is competition is strong and getting better. Ben has to remember to attach the battery leads to the battery. He needs power for a motor to work!

With the fleet at its current size, there are some people thinking of moving on up to stiffer competition and give others a chance. Remember the challenge is on..

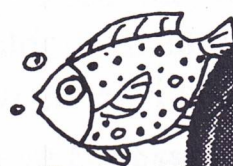
Recent sailing has been interesting. A few weeks back 5 mirrors set out on the epic annual pilgrimage to O'Bryans beach. Half way there we encountered our first test of faith, and finding it too difficult we decided to play... TRAINS. Four

of the five boats sailed in to a hole and the other with a touch of luck sailed along the edge and past the others. A tow to the beach was our only hope of making it to the holy place.

The races have been a mixed bunch. They have varied from drifters to ones where a few wet rugby jumpers would come in handy. With no previous aggregates sailed, the Australia day series took on added importance. It also heralded a new era. Fiery Dolphin finally remembered to pull the sea anchor up before the start, and Flash lived up to its name. Following these efforts, a new world record was set. The largest handicap reduction following a single race in history. Well done Michael!

One last thing, with everybody back at school, don't forget to check out the FYC web site, for results, and pics. <http://www.geocities.com/Colosseum/Field/1919> type it just as you see it.

With all this, there is still more to come. Don't forget compulsory attendance is required for ALL races.



That's all folks!