



**Port Melbourne Yacht Club  
Newsletter  
DECEMBER 2005**

<http://www.pmyc.asn.au>

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**COMING EVENTS**

DECEMBER			
3 Saturday	2 races	10:00	Sailing School
	Geoff Fletcher	14:00	Port Tackers
7 Wednesday		1800	Twilight Sailing
			Sailing topics evening
8 Thursday		19:30	Spinnaker handling
10 Saturday	2 races		Aggregates
14 Wednesday		1800	Twilight Sailing
17 Saturday		14:00	Sailing School
			Port Tackers
17 Saturday	Novelty race	14:00	Fun sail day
		1700	Xmas Party
	Santa @ Port	1800	BBQ after sailing
24 <sup>th</sup> Dec		1800	XMAS EVE DRINKS
JANUARY	2006		
11 Wednesday		1800	Twilight Sailing
14 Saturday	Aggregate	1400	
15 Sunday		1100	Social Sail
18 Wednesday		1800	Twilight Sailing
19 Thursday	Getting into racing	6.30 7.30pm	Bar Open Sailing Education
21 Saturday	Geoff Fletcher	1400	Port Tackers 10-1200
25 Wednesday		1800	Twilight Sailing
28 Saturday	Aggregates	1400	Port Tackers 10-1200



A reminder to members that **Dogs are not permitted** in the clubhouse or left unattended while you are out sailing

**SANTA AT PORT  
DECEMBER 17<sup>TH</sup>**

For new families to know and current to remember, at the Christmas party after sailing on December 17<sup>th</sup> Santa brings a gift for any children there. With the increase in numbers of children expected to attend Santa would appreciate you entering your child / children's name on the list at the club. I would like a final list by Saturday December 10<sup>th</sup>. His elves cannot cope with last minute names!

Also please put your name down if you will stay for the BBQ.

**TRAINING NIGHT**

**Thursday December 8<sup>th</sup>**

**Spinnaker Handling**

**Speaker John Hooper from HOOPER SAILS**

Maybe bring some take away, have a drink on the deck, and join the session at 7:30

**Next month's Program**

**Thursday January 19<sup>th</sup> 7:30pm**

**"Where are they all going?"**

**Getting started in racing**

**OPEN DAY &  
try sailing day**

**SUNDAY NOVEMBER 13<sup>th</sup>**

This year we again participated in a Statewide *Try Sailing day*. Rosemary, Deb and Michael were kept busy most of the day talking with visitors about the Club and sailing. Marj & Michele, while occupied with food and coffee-making, also had a bit to say to the visitors. This year most of the interest was in general sailing membership, from experienced sailors. (Maybe we need another Crew Match night?)

The Port Tackers activity was a great attraction and with the Flying Dutchman Championship underway on a glorious sunny day, we looked like the busy active Club we are.

The following week we were busy with the *Get Involved Day*, a preparation for the Commonwealth games. This involved a stand at the West beach at St Kilda and taking people out in a Pacer to show them what sailing was about. This was well attended and while not intended as a membership drive, it was a good PR exercise for the Club to the City of Port Phillip.

## Welcome to New Members

Peter Bartels  
Mark Burley and family  
Katie Croston  
Anne & Ian Cunningham  
Gillian Duncan  
Will Duncan  
David Finlayson and family  
David Hamilton  
Philip Harvey and family  
Cameron Heaney  
Lincoln Kelly and family  
Peter McNeill and family  
Geoff Rowden and family  
Paul Spencer and family.

### WANTED

A local, with a car and credit card, who can do some shopping at the local Cash & Carry once a month. This is where we buy chips, sweets and some drinks as needed.

Speak to Marj or Michele if you can help

## CLUB MEMBER PROFILE



### DAVE ENGLISH

Some say you should never be on the same bridge team as

your partner, but Dave English and Deb Tyler have proven the maxim doesn't apply to sailing as they are skipper and forward hand on the same Jolly Boat (Icarus).

Dave says its simple "it's the only time of the week we think of nothing else but what we have to do on the boat. Deb does her job and I do mine and we get on fine," he told InPort.

Alex Ho sits in between the two of them.

Tyler's day job is as a sociology lecturer at Victoria University while English runs his own business Resurrection which specializes in gates and fences including a fine line of Chinese manufactured automatic gate openers.

Club families who have taken advantage of Port Tackers on a Saturday morning can thank Dave English because he was the founder of the program, having gone to the committee some four years ago to request some funding for the venture.

"I just felt we had a lot of young kids around the club, including my own with no activities to keep them busy.

This way they get to learn to sail and they can join in the races on Saturday afternoon." he told InPort.

His daughters **Jane** (aged 14) sails a sabot **Babes in Blue** and **Kate** (12) sails **Poison Ivy** on occasional race days and English is now in the process of preparing a third sabot, **Skinned Alive** for his youngest, **Angel**.

Dave is relatively new to sailing, joining the club some 15 years ago and crewing on Ian Wight's Jolly Boat for a season before buying his own boat and teaching himself to sail.

Twenty years before aged 10 he watched the Black Rock Mirror fleet, from the shore, and dreamed about sailing one day.

Now he has a fleet, including a keelboat moored at Hobson's Bay Yacht Club in his home town of Williamstown. Not that he has much time to sail the boat. However, a couple of years back, caught in a storm in the middle of Bass Strait as he was attempting to cross to Tasmania single-handedly, he probably wished he hadn't tried on that occasion. Fortunately, after finding shelter on Deal Island, just north of Flinders Island, he eventually made the journey.

**Icarus** the name of their jollyboat comes for the Greek myth about a man, whose father made some wings from feathers held together with wax, so they could escape Crete. Icarus was warned not to fly too close to the sun, as it would melt his wings, and not too close to the sea, as it would dampen them and make it hard to fly. They successfully flew from Crete, but Icarus grew exhilarated by the thrill of flying and began getting careless. Flying too close to the sun god Helios, the wax holding together his wings melted from the heat and he fell to his death, drowning in the sea.

English started his working career as a Telecom clerk but quit before he turned completely mad and started his own business where he didn't have to answer to anyone.

"Jolly boats are a great class with three people on board providing a good social activity and close class racing," he said.

As to the club," it's a good mix of people, a very friendly club comprised of people who like sailing and socialising."

**John Durie.2005**

Club members with ideas on who would be a good subject for a short profile should contact John Durie on [jdurie@afrc.com.au](mailto:jdurie@afrc.com.au)

### MERCHANDISE NOW AVAILABLE

Polo Shirts \$30  
Rugby Shirts \$35  
Raglan ¾ sleeve Shirts (small sizes only) \$18  
Reversible Polo Fleece lined Vests \$43  
Bucket Hats \$15  
On Order - Caps, & small & XXL sizes  
*Speak to Tania Robinson.*

# PORT JUNIORS' NEWS

## *Report by Ian Gillies*

Well almost at the end of another year. Unfortunately I have been involved with the Victorian Sabot Sailing Association program leading into the 2006 Sabot Nationals to be held at Yeppoon in Queensland over Christmas, so Junior training days have been restricted leading into Christmas.

This will be rectified after the Nationals for the second half of the club season where we will work in earnest on Junior Sailors' boat handling skills. Hopefully the next newsletter will detail the Junior program for Jan to March 2006 after committee consideration and approval. The program review will consider the amount of time in each training block to fast track sailing and boat handling skills.

The 2007 Sabot Nationals will be held at Sandringham Yacht Club here in Victoria and is an opportunity for sailors to participate in a National regatta held locally.

## *The Nationals provides an opportunity for Sailors of all standards to participate in the Regatta.*

The Nationals has both a Senior and a Sabot week Regatta. Participation in Sabot week is open to all sabot sailors. The one-ups (skipper only) are restricted to sailors who are 12 or older in the designated sailing season, two-ups (skipper and crew) are sailors less than 13 years old in the designated season (1/7/06 to 30/6/07). Sabot week sailors are part of the Victorian Sabot week team.

The Victorian Senior team is selected from entrants in the Selection regatta (this year held over 2 days during Sail Sandy weekend at Sandringham Yacht Club). There are only 12 Sailors selected for the State team that represents Victoria in the Sabot Nationals.

Sabot week is sailed in the morning usually with lighter airs and the Seniors in the afternoon when the breeze usually picks up.

**This year 2 Port sailors are going to Yeppoon. Andrew Gillies has been selected in the VSSA State Senior team for the Sabot Nationals and Nicholas Gillies is sailing as part of the Victorian Sabot week team.**

The Senior regatta will be particularly difficult with a number of excellent sailors representing both Queensland and New South Wales.

For those sailors currently training in the Port Tackers with Dave and Michele, now is the time to start thinking about whether you would like to be part of the 2007 Nationals. It would be great if Port had a number of sailors participating at the 2007 Nationals.

## Results

All sailors please check your results, if you have a problem with any results please complete the necessary forms and deposit them in the entry box above the scanner computer.

Accumulative results will be posted on the web by the 4<sup>th</sup> Dec, for the various championships and aggregates that we sail. So this is a good time to see where you are standing half way through the season, and work out a good strategy for the New Year

## What keeps your Committee busy?

- Membership Promotion: The situation is encouraging, particularly the number of Family memberships as well as quite a few juniors joining separately.
- Amended Plans for the change rooms are finalised and going for Specifications
- New Fridges for the bar and kitchen.
- Replacement of the flat roof of the Dinghy Shed.
- The Disabled access Lift is almost on its way (off the wharf this week)
- Replacement of the stair rail and re-surfacing of stairs and entrance decking. **Please do not stub out cigarettes on the balcony.**
- Dogs on the beach. The beach is a NO GO Zone for Dogs from November 1<sup>st</sup>. and we are concerned for the safety and wellbeing of the Juniors & Port Tackers with the often large groups of (sometimes fighting) dogs. We have expressed our concern to council over the poor signage of this for those approaching the beach from the West.
- Vulnerable members' safety policy. A draft policy has been written addressing many aspects of child safety at the Club and responsibilities of parents, members and committee.

### **Latest news about Quick Release Trapeze Harnesses –**

ISAF have agreed to the deferral of introduction of this rule until 2009.



Members, Sailors, Volunteers, please help us to keep your personnel details and marine qualifications up to date. This can be done online, from our website. Under the links tab select

MySailor. You will need your Yachting Victoria ID number to access the site.

Here is some more info on the site:- *MySailor* is an online tool for individual members and OnBoard participants to update their own contact information, log activities and enter classified advertisements.

MySailor is password protected and all financial Yachting Australia members through an affiliated Yacht Club will receive a logon and password with their 05/06-membership card. OnBoard participants will receive their logon and password with their OnBoard participation card, which should be mailed shortly after registering on a Yachting Australia Training course.

Only personal details can be accessed through MySailor, so it is important to keep your logon and password private. You can change your password in the MySailor facility, once you have logged on the first time.

# Port Tackers

## Junior Regatta Dates.

### Docklands Junior Regatta:

Part of the Volvo activities all day Saturday Feb 11 2006. Details TBC

### Lidgett Cup:

2 day coaching and training weekend Feb 18 - 19 Sat/Sun 2006 all day @ Davey's Bay Yacht Club Mt Eliza.

The Lidgett Cup is a coaching weekend, both on & off-water. There is coaching & racing both days (with on-water coaching), on three separate courses - "advanced", "intermediate" & "novice". Novices should have done some sailing. The aim is a coaching weekend - as opposed to championship racing, or introductory 'learn-to-sail'.

This weekend is organised by Jenny Lidgett (ex Olympic sailor) who invites Olympic and International coaches to provide the coaching over the weekend. Davey's Bay Yacht Club is quite pretty and it is an ideal opportunity for parents to plan a weekend down on the Peninsular watching some sailing and relax.

Safety is a high priority in the management of the Lidgett weekend. Boats not meeting safety

requirements are not permitted on the water. As such please note, safety checks will include inspection of essential safety items under the various class rules, and life jackets will be checked that they comply with the class & YA rules and the Marine Act i.e. PDF 1 or 2. The life jacket must have a weight limit appropriate to the wearer.

### Victorian Sabot Sailing Association (VSSA) Sabot 2006 Championships:

All Weekend 1<sup>st</sup>, 2<sup>nd</sup>, and 8<sup>th</sup>, 9th April '06 at Royal Brighton Yacht Club. Sailors can enter in Senior One up, Junior One Up, Junior 2 Up, Novice one up or Novice Two up. The Novice courses are coached during racing and are only taken on water if conditions are suitable. Seniors turn 13yo during the sailing season (sailing season designated as a financial year) Juniors who turn 12 during the season are eligible to complete as both Senior and Junior. Sailors under 12 are Juniors.

### 2006 Yachting Victoria Open Training and Coaching programs:

**Wintersail** will be held again at Albert Park Lake usually during the first week of the July school holidays on Thursday Friday and Saturday.

**Springsail** will be held on The Melbourne Cup weekend again in 2006 and is another YV 3 day coaching event.

**Note:** Most Yachting Victoria (YV) coaching requires participating sailors to be a club member (Yachting Australia YA Member) for insurance purposes. Boats are required to be insured also.

To discuss the use of club boats for these programs please speak with Dave English

## New Boat Class for PMYC?



Planned for 2006 is an opportunity to try out a Tasar *and 29ers*. The club is looking for a fleet of boats to promote as the juniors grow out of the Sabots!

## Time to buy a Sabot? (or any new boat) What do I look for?

*Ian Gillies PMYC*

You don't have to spend a fortune and when reselling the boat (Yes sailors do eventually grow out of it) you may find you get back almost what you paid.

As with all transactions, price is determined on the age, the care and maintenance the equipment has had, and the present condition of the item being sold.

VSSA members know of most of the boats either currently or recently sailing and can often provide background information on boats you may consider purchasing.

### It's a Sabot...isn't it?

Sailing boats are measured to ensure they meet class rules and regulations. A boat must have a valid measurement certificate for it to be declared as that particular class of boat and be eligible to compete.

It may look like a Sabot, and it may indeed be a Sabot, but without a valid measurement certificate it is not a Sabot for competition purposes.

**Boats without a valid measurement certificate are refused entry.**

### How do I know it measures?

The respective regional Measurers maintain a register of measured boats. Only the measurers, or measurers' delegates, are permitted to sign a measurement certificate. Always check with the measurer of the region that the boat is currently measured in, that the boat measures.

The sail number should be the same as the boat number given to the boat when originally measured or re-measured.

In order to ensure your new purchase retains its maximum value, a valid measurement certificate is an absolute must. Most boat owners will have a copy of the certificate - always ask to see the certificate and check with the responsible measurer to ensure its validity.

Remember some class measurements are exact to the millimetre, so one millimetre over or under a specified measurement may mean a **valid** measurement certificate **will not be issued**. If a boat has been repaired it should be remeasured as a matter of course to confirm it still measures. Even if you don't expect to race the next purchaser might.

### How do I find the correct Identification numbers for the measurer?

The allocated boat number is required to be either engraved into, or engraved on a plate permanently affixed, to the centre of the deck floor in front of the rear floatation tank and should be clearly visible.

Boat numbers have a prefix number dependant on the region the boat was measured in. Victoria is designated by the number 4, Northern New South Wales by 2 and

Southern NSW by the number 1 etc. If the boat originally came from NSW the engraved number would start with a 2.

When a boat changes region the sail number may be different to the engraved boat number.

When the Victorian measurer measures the boat, the prefix number of 4 will be given. If the last 3 numbers are not in use in Victoria, the boat will use the same last three numbers. If the last three numbers are already in use, the measurer will issue a new number. The sail number should be the same as the boat number, save for possibly the first number in the sequence.

Other measured equipment on a boat includes the boards, sails and mast. The VSSA measurer can confirm whether your intended purchase has measured correctly.

### So it measures what is next?

When buying any boat its retained value for the seller and the purchaser is dependant on a number of issues. In addition to the measurement certificate, the areas you need to look at to determine the boat's condition, are the Boat or Hull, Mast, Boom, Sail, Blades or Boards as well as Standing and Running Rigging.

Following is a list (although not exhaustive) of things to consider when buying a boat. Based upon a matrix of condition of the boat, its manifest (items it comes with) and price you can determine whether a boat is fair value or overpriced. Remember replacing some ropes and strings is much cheaper than having to buy a new sail, blade or repair a hull. Your price should be determined accordingly.

Let's look at each separately...

### Boat Condition – Hull, Cockpit and Deck

Is the boat wooden, solid fibreglass, foam sandwich or a combination? Each has their respective advantages and disadvantages.

A wooden boat is more difficult to damage than a foam sandwich but will require seasonal maintenance. Some boats are foam sandwich hull with a wooden deck and look quite spectacular when well maintained.

Fibreglass boats are more difficult to damage than foam sandwich, are heavier, require less maintenance and are relatively easy to repair.

Foam sandwich boats are foam sheeting sandwiched between an outer and an inner layer of fibreglass and is the most easily damaged (although to be fair they still require a solid knock to dent or scratch).

Most boats, which race competitively, are of the foam sandwich variety although not exclusively so. In mid fleet racing (beginners and intermediates) all types of boats are capable of holding their own against each other. It is the skill of the sailor that makes most difference here.

When assessing the condition of a boat look for dents, warps, scratches, discolouring, splits and rot – some may only be cosmetic but some may indicate a threat to the safety and integrity of the hull or deck. Most of these are easily seen with the naked eye (although

having a boat builder look at these blemishes will confirm the severity).

Look also in the flotation tanks and see if they are dry. This will not guarantee that they will remain dry whilst sailing, however it is a pointer towards the way in which the boat has been cared for. It is normal for most boats to have some water enter the flotation tanks during a race however the expectation would normally be no more than half a cup in quantity.

Look carefully at the chainplates (small stainless steel plates to which the standing rigging attaches) to ensure they are snug to the hull and there is no movement or slop.

Check around the centreboard case to see if you can spot any splits or leaks. Also look at the supports running from the centreboard case to the sides of the hull for repairs breaks or splits.

In addition there should be 2 footstraps (for hiking) inside the hull on the floor, these also should be in good condition

## Sails

Are the sails in good condition? Can you see any repairs? Does the material 'look' new? Are there any frayed edges? Can you see any Rips or tears? What type of Sail is it - Mylar or Dacron? Are there any rust stains?

With Mylar sails after a couple of seasons small holes appear in the Mylar material which have the appearance of a hole similar in size to a coffee sugar crystal. This is not a problem if there are a few holes but will indicate the sail is probably either heavily used or a couple of seasons old.

Make sure the boltrope (rope at the front of the sail which fits into the sail track on the mast to hold the sail onto the mast) doesn't look frayed or ripped along where the sail and bolt rope meet.

Remember a sail is used each time a boat is sailed, so some wear and tear is normal, even for a sail used for only a season.

## Standing Rigging.

Standing Rigging is the shrouds and stays (wire rope) used to hold up the mast. If there are spares for the standing rigging they are usually an older set of stays/shrouds that have been previously used and replaced by the current standing rigging set.

It is very hard to see if standing rigging is in good condition as it is usually made of swaged wire. However rust stains around the swage will indicate that the rigging is probably more than 2 –3 seasons old.

## Masts and Booms.

Older Sabots have a mast (which has a consistent profile for the entire mast length) with a halyard. The halyard is a rope used to pull the top of the sail up the mast track.

Newer masts have a tapered profile towards the top and have a quick release pin on top over which a small loop from the top of the sail is hooked. These masts should also have a small rope or wire either as a loop or with a ball on the end exiting the mast between where the boom attaches and the mast base. This loop retracts the

pin on the top of the mast into the mast thereby releasing the sail. Check that the quick release works. It may be stiff to operate but it should operate and the pin pop back out when released.

Check the mast for holes, dents, cracks and creases – it should have none if in good condition.

Also check the sail track on the mast back. There should be no vertical splits (most masts have a horizontal split approx half way up the mast), the track should not be coming away from the mast back and the track gap facing the back of the boat should be a consistent distance from top to bottom. This is also true for the boom track into which the bottom of the sail fits.

Where rivets have been used ensure that the rivet isn't loose or sloppy. Loose fittings will weaken and damage equipment.

There are a few different methods for stepping (standing the mast on the boat). Most Sabots use female deck fittings and male mast bases. Make sure the mast base is the correct one for the deck fitting, that both are fitted firmly to the deck and mast respectively and the deck and mast base mate to each other snugly.

## Running Rigging – pulleys, blocks, ropes and strings

The mainsheet is the most obvious, look to see that it is in good condition and is not overly frayed.

Under the boom there are usually 2 hanger blocks (through which the mainsheet runs) attached to the boom either by riveted saddles or tied to the boom with spectra (a synthetic type of rope). Check for fraying and the condition of the blocks. Some sun bleaching of the blocks is to be expected but they should still roll freely.

The primary mainsheet block is usually a ratchet block attached near the rear of the centerboard case (either on the cockpit floor or on the back of the centre board case), which should turn freely in both directions when the ratchet is off but only in one direction when the ratchet is switched on. It should operate in this manner.

Most ropes (sheets, halyards) and strings will fray to some extent during a sailing season; there is nothing wrong with that however the fraying should not be excessive.

Some shock cord (elastic rope) will also be in the boat and should still have its stretch.

There will also be a downhaul and a vang. Both will be of spectra (or similar rope) and lead into the boat cockpit from (usually) two small pulleys at the mast base.

Most rope and string is replaced at a reasonable cost.

## Blades or Boards

Check the blades or boards (also known as the centreboards and rudder)

Look for scratches, chips, splits, chew outs, and warping.

Most owners also have protective bags made to transport blades to protect them. There are 3 types of rudder - Dagger, fixed and swing. Swing rudders are usually found on older boats. Fixed rudders do not

move up and down and are placed on the rudder pintles (upward facing pins) outside the back of the hull. Dagger rudders can be raised or lowered to allow for shallow depths in a rudder box that attaches to the pintles.

The more common rudder in Victoria is the dagger style as most boats sail from beaches that slope. More experienced sailors who can launch and sail without their rudder use fixed rudders.

## Cradle

There are two basic types of frames upon which the Sabot is taken to and from its launching spot.

One is a rollover frame, which the boat sits in. This frame allows the boat to be rolled onto its side to hoist the sail in boats that do not have a halyard. These frames may or may not come with wheels.

The second type is a dolly with a handle at the front and wheels at the back, which the boat sits on.

Both can cost a couple of hundred dollars to buy separately.

## Boat Covers

Some boats will have a cover – there are again two basic types - those where the cover fits, whether the mast is still rigged or not, and those which will only be able to be used if the mast is not rigged. They are made from various materials.

## Spares

Does it come with Spares and what condition are they in?

- A sail wardrobe of many sails may be well and good, but if the newest sail is 10 years old perhaps this set of spares really doesn't add any real value for the purchaser.
- Spare Centreboard, Rudder and rudder box - what is their condition? Are they chipped, split, broken or bent?
- Spare mast, boom – why do they have 2 masts? Maybe the spare is really an old repaired mast or perhaps it really is a spare used with a different sail for different conditions

## Boat Safety Equipment

All Sailors in VSSA sanctioned or supported events are required to have the following equipment on their boat.

A bailing bucket, paddle, tow-rope, and lanyards to hold the centreboard and rudder captive in the event of capsizing are compulsory safety equipment on all boats.

The tow-rope is usually used to bring boats back to shore when the wind drops out, saving the sailor a long paddle!

## Personal Safety Equipment

All Sailors in VSSA sanctioned or supported events are required to have the following equipment on their person prior to leaving shore.

An approved PFD (Personal Floatation Device) appropriate for the sailor's weight that is worn and fitted correctly.

VSSA actively promote sun safe principles and actively encourage all sailors to apply sunscreen to exposed skin before leaving shore – in fact we prefer they apply

sunscreen immediately upon arrival at the sailing location and top up before going out - however this is ultimately the sailor's responsibility. Sunscreen should also be taken on board for reapplication if necessary during on-water time.

Additionally the VSSA ask sailors to ensure they take a filled water bottle on their boat when they leave shore. Sailing can be thirsty work!

It is also strongly recommended that sailors wear wetsuit booties to protect toes and feet and wear clothing appropriate to the prevailing conditions. These clothing items may be, but are not limited to, wetsuit, dinghy smock top, hotshirt, rash vest, hat, sunglasses and sailing gloves.

## How do I transport the boat?

Most 6 x 4 trailers take the sabot neatly. The VSSA has a few different frame design ideas for carrying more than one Sabot.

## What Does a Pre-Loved Boat Cost?

Well that all depends on how long it has been preloved and how much love it received.

When buying a boat for a beginner, an entry/intermediate level boat is adequate. These boats can be had for \$1,000 to \$3,000 approximately and if looked after you may find that when you come to sell it you may receive a similar price. Good boats are usually available towards the lower end of the range.

## An Approximate Guide to Buying New (05-06)

Hull (Full Fit Out)	\$3,650 to \$4,650
Spars fully rigged (Boom & Mast)	\$ 960 to \$1,100
Sail	\$ 450 to \$ 750
Blades (Dagger style and Rudder Box)	\$ 900 to \$1,000
Cradle	\$ 300 to \$ 500

## What to do next?

Now you have some background information to assist you in finding and buying a boat.

The VSSA will help with questions and concerns through this process. Feel free to call any of the VSSA contacts who can help you by pointing out clubs which are Yachting Victoria Registered Training Establishments and which are closest to you.

VSSA information and current contact details can be found on the VSSA website.

[www.vicsabot.yachting.org.au](http://www.vicsabot.yachting.org.au)

