

Club Handbook

Inverloch Windsurfing Club

2012-13



Inverloch Windsurfing Club
C/- 71 Avon Rd, Avonsleigh VIC 3782
0417 382 650



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Welcome to the Inverloch Windsurfing Club

Welcome to the Inverloch Windsurfing Club Inc.

Inverloch Windsurfing Club (the Club) is an incorporated, not for profit association that is strongly focused on meeting the needs of its membership. The committee is committed to creating strong governance for the Club whilst providing a friendly and supportive environment for windsurfers of all ages, genders and skill levels to enjoy the sport that we are all addicted to.

The Club has a diverse membership with windsurfers who enjoy flat water blasting, serious speed, longboarding, bump and jump, wave sailing and freestyle. The membership, whilst having a large percentage of male windsurfers, also has a growing number of juniors and females which the committee is strongly encouraging.

Inverloch has a strong history with windsurfing and we often hear stories from people around the town of events that attracted massive numbers to Anderson Inlet during the 1980's and 1990's. One such event was a race to Point Smythe and return that attracted up to 80 participants in its heyday. Inverloch provides a variety of water conditions suitable for all disciplines and skill levels of windsurfing. The mouth of Anderson Inlet provides great waves for wave sailing and bump and jump and inside the Inlet provides great flat water for speed and freestyle.

Anderson Inlet is a great environment for beginners to safely learn their skills as there is always a friendly member to help out or a sandbar close by to rest, gather your thoughts and set off again.

Inverloch is well supported with all levels of accommodation, cafes, markets and retail outlets ideal for a day out with the family or a longer stay and is less than 2 hours' drive from Melbourne. Inverloch is often mistaken as a tropical island with its blue azure waters and sandy bottoms.

Welcome to the best windsurfing club in the world. We are not biased – Just addicted!!



Doug Hocken (aka Old Salty)
President
Inverloch Windsurfing Club Inc.



Introduction

This handbook has been written as a guide to the Inverloch Windsurfing Club Inc.(the Club). The Club is constantly evolving to meet the needs of its membership and as such this handbook may not list all the facets of the Club and what it is doing. The handbook has been written to assist all members in understanding what the Club is about, what we do and how we do it. We are constantly looking for new ideas and new ways of improving our Club so we encourage you to discuss any thoughts you may have with a committee member.

Please enjoy.

Club History

The Inverloch Windsurfing Club was established on the sandbar at Anderson Inlet in 2009 with the aim to bring windsurfers of all ages and abilities together through windsurfing, recreational and social activities based around Inverloch, Victoria. Currently the club boasts over 100 members from all over Victoria and interstate and has recently incorporated as a Not for Profit Organisation.

In the past two years IWC has run a variety of events to meet all levels of experience in the Club. Training weekends in 2009 and 2010 with Australia's four time world champion – Allison Shreeve, mentor days, speed training days, retailer demonstration days and come'n'try days. The club has also been a proud supporter of the Australia wide 'Learn to Windsurf Series'.



Statement of Purpose

The Inverloch Windsurfing Club has been established to provide the following:

1. An opportunity to develop and promote windsurfing as a sport amongst its members and to a wider audience including friends, family and the local community.
2. An environment where members feel part of a community, and can undertake their sport in a setting that is friendly, safe and where its members look out for one another on the water.
3. A platform for organised events that provide members of all abilities with the opportunity to improve their skills and knowledge of the sport, as well as providing a social and fun mechanism for maintaining health and fitness.
4. A strong and united advocate which ensures that windsurfing is adequately represented on any future water usage or planning policies.



Inverloch Windsurfing Club – Code of Conduct

The Inverloch Windsurfing club is proud to adopt the standards set out by the Australian Sports Commission and Vicsport within the following code of behaviour, The Essence of Australian Sport, as the minimum standard that our club will operate during all club operations. Please read, understand and consider this during all club based activities that you attend throughout the season.

The Essence of Australian Sport

Our society expects high standards of behaviour from all people involved in sport and it is vital these expectations are met and the integrity of sport maintained. Regardless of the nature of a person's involvement in sport, The Essence of Australian Sport provides four guiding principles that lead to appropriate behaviour: Fairness, Respect, Responsibility and Safety.

The following Code of Behaviour has been developed to reflect and uphold these principles and assist in retaining the integrity and enjoyable aspects of sport.



Code of Behaviour

The Inverloch Windsurfing Club aims to provide a positive sporting environment for the benefit of all members. We will endeavour to always provide for the health, welfare and wellbeing of all our members and supporters at all times.

When representing the Inverloch Windsurfing Club, all players, coaches, officials, parents, supporters and committee members have a responsibility to conduct themselves at all times in a manner consistent with the ethics outlined below in the code of conduct.

Code of Conduct:

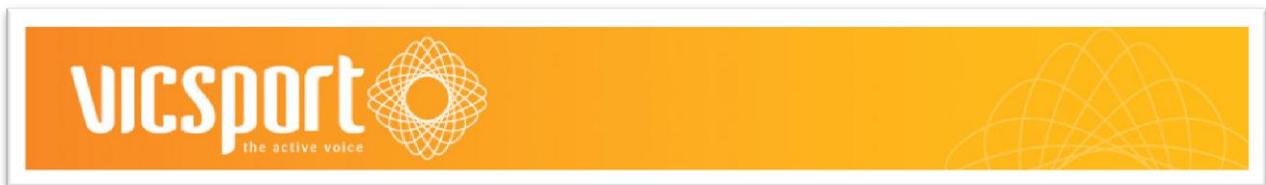
Inverloch Windsurfing Club members will:

- Respect the rights, dignity and worth of every person regardless of their gender, ability, cultural background or religion;
- Be fair, considerate and honest in all dealings with others;
- Never condone rule violations, rough play or the use of prohibitive substances;
- Display consistently high standards of positive behaviour and appearance;
- Consider the safety and well-being of participants at all times;
- Ensure all activities are modified to suit the age, ability and maturity of participants;
- Promote fair play and participation rather than a win at all costs attitude;



- Hold appropriate qualifications for a position and provide quality supervision and instruction;
- Always respect the decisions of officials and support them to carry out their duties;
- Follow all guidelines of the affiliated state body and/or league and/or association and/or club;
- Respect the policies and practices of the governing body including racial and religious tolerance, welcoming and inclusive environments, responsible alcohol consumption and the like;
- Demonstrate a high degree of individual responsibility, in particular when dealing with persons under 18 years of age; and
- Ensure all persons who have direct and unsupervised contact with persons under the age of 18 have completed the Working with Children Check.

Adopted from:



Meet the Committee



IWC PRESIDENT

NAME: Doug Hocken

NICKNAME: Old Salty

PHONE: 0417 382 650

EMAIL: president@inverlochwindsurf.org.au

YEARS SAILING: 7 years serious

FAVOURITE LOCATION: The Inlet

BEST SESSION: Gidgetts on a SE. Wasn't as quick as Xcite Ride Sunday but the long fast runs made it more fun



IWC VICE PRESIDENT & MEDIA OFFICER

NAME: Mick Green

NICKNAME: Drift

EMAIL: media@inverlochwindsurf.org.au

YEARS SAILING: 20

FAVOURITE LOCATION: Area45 (shhhhhh!)

BEST SESSION: Recently would be discovering the run at Gidgetts down near the Inlet mouth...beautiful flat water and nice strong breeze in a South Easterly



IWC SECRETARY

NAME: Simon Chambers

NICKNAME: Moondo

EMAIL: secretary@inverlochwindsurf.org.au

YEARS SAILING: 23

FAVOURITE LOCATION: Sandy Point

BEST SESSION: My first run on Gidgets, by myself all the way to the surf opening.



IWC TREASURER

NAME: Marcus Schnell

NICKNAME: Markie Mark

EMAIL: treasurer@inverlochwindsurf.org.au

YEARS SAILING: 1

FAVOURITE LOCATION: For sailing? Inverloch (my only location☺)

BEST SESSION: the one where I managed to sail all the way across to the sandbar in one go without falling in ☺!!!



IWC DEVELOPMENT OFFICER

NAME: Dan Poynton

NICKNAME: BMC (only from June – August though!! HAHA!!)

EMAIL: development@inverlochwindsurf.org.au

YEARS SAILING: 10

FAVOURITE LOCATION: It's gotta be Invy... Doesn't matter whether the inlet, surf beach, out the entrance or down at 45, I love it all!!!

BEST SESSION: My last full day at the Cocos Islands in Sep 2011, 3 different sessions that day culminating in a full moon night sail with glow sticks taped to the masts and ourselves so we could see each other!! An awesome experience!!!



IWC MEMBERSHIP

NAME: Peter Nathan

NICKNAME: Naz

EMAIL: membership@inverlochwindsurf.org.au

YEARS SAILING: Nearly 3 years. Before this I surfed for 30 years

FAVOURITE LOCATION: Area 45

BEST SESSION: My best session was had at Area 45, on a stiff easterly breeze with about 30 other sailors taking advantage of the excellent low tide speed bank. I posted some good runs and had a blast hanging out with similar minded people. The companionship is what I love most, next to being in the ocean and planing



IWC WOMEN'S REPRESENTATIVE

NAME: Cara Fenney
NICKNAME: Cazz
EMAIL: membership@inverlochwindsurf.org.au
YEARS SAILING: 4
FAVOURITE LOCATION: Inverloch
BEST SESSION: Any session when I don't fall off as I hate falling in the water (I know this is completely ironic but it's true)



IWC MARKETING

NAME: Ian Fenney
NICKNAME: B3
EMAIL: membership@inverlochwindsurf.org.au
YEARS SAILING: 5
FAVOURITE LOCATION: Angling Club
BEST SESSION: The time I passed Doug on Gidgett's run from the pier up to the entrance... 3 times!!!! Just to prove it wasn't a fluke.



IWC PHOTOGRAPHY

NAME: Rob Kenyon
NICKNAME: RobbieK
EMAIL: membership@inverlochwindsurf.org.au
YEARS SAILING: 3
FAVOURITE LOCATION: Inverloch
BEST SESSION: Many!!! 😊

The committee meets regularly on the third Wednesday of each month. The location is normally in the South Eastern suburbs of Melbourne, although it has been held on the water at Inverloch on one occasion!

If you have any ideas, suggestions, criticisms or comments about the club and its activities, please feel free to join us at our meetings or [contact](#) a committee member to discuss further.

Copies of the Minutes to meetings are available upon request and are posted on our website.



Ways of contributing to the club

Volunteers are an integral part of sporting clubs, most being run entirely through volunteer effort.

If you are willing and able to help out our club in any manner please don't hesitate to speak to one of the committee or send us an email: secretary@inverlochwindsurf.org.au



Your Membership

Our club's membership base consists of a diverse range of people. The IWC prides itself on being open to anyone interested in being part of a fun, highly social and supportive windsurfing environment.

Whilst the majority of our members are Melbourne based, all enjoy the pristine waters of Inverloch.



Types of Membership & Associated Costs

From the 1st June 2012 the Club has organised two levels of membership 'Paid Up' and 'Social'

Paid up membership

Members at this level are entitled to attend the 'Training Days' (3 – 4 per year) and 'Mentor Days'(1 per year) at no charge. Paid up members receive all club communications and become a Silver Card holder with Yachting Victoria (from 1/7/12 – 30/6/13). The Silver Card allows you full membership benefits of Yachting Victoria that includes personal accident insurance details of which are outlined [HERE](#).

Price Structure

- Single Member \$35
- Family Membership (up to 4 members) \$85
- Additional Family members \$25

Social membership

A social member is free of charge, however social members will be required to pay \$15 per entry to any of the training mentor days. Social members will receive all club communications.

Social members will not be entitled to Yachting Victoria membership or any of its benefits including Personal Accident Insurance.



Please utilise the [Online Form](#) to renew your membership each year.

Club uniform information



Club Stickers - Available in 3 sizes.

SMALL- \$2.50, 6cmX6cm on white background

MEDIUM- \$5.00, 30cmX30cm on clear background

LARGE- \$7.50, 60cmX60cm on clear background

Order from club website merchandise page.



Club T-Shirts - \$25.00

White Cotton T's featuring club logo on front breast pocket and large logo on the back. Limited sizes available.

Order from club website merchandise page.



Club Rash Vests - \$50.00

Long sleeve black rashies featuring IWC action logo. SPF 50+ UV protection

Order from club website merchandise page.

Club equipment and Usage Policy

The IWC has a selection of equipment that is available for members to utilise at any time. The following is a list of club equipment that is available for loan.

- Sail 5.4m Neil Pryde Expression
- Sail 9.5m Arrows Attack
- Sail 6.6 m KA Koyote
- Board 218L Hifly Motion beginners board
- Board 205L JP Funster beginners board
- Board 50L Starboard Isonic 50 (Speed board)
- 4.2m Severne Gator
- Sunshine 400 2 piece carbon mast
- Pro Limit Boom
- Mast base/extension
- Fly mount to suit Go Pro camera or similar
- Waist harness
- Kodak play sport video camera



Signing In / Out

We require all members to sign out any equipment that they borrow. On the sign-out sheet, be sure to record the equipment you are borrowing as well as the date & time you receive the equipment.

After your session or sessions, be sure to sign in the equipment back in. This also provides us with a record that you have safely returned and that you're not still drifting around the inlet. You and only you are responsible for all equipment that you sign out. If you take over a sail that someone else has already rigged and signed out, be sure to check for damage, check that it is rigged properly and transfer the equipment by signing it over to the next person before taking it out.

Damage Responsibility

Members are responsible for any damage to equipment or loss of equipment that occurs or is discovered while the equipment is signed out to them. In the instance of damage, the member must repair the damage where it is suitable to do so. All damage and repairs must be noted with the club secretary.

If damage or loss to equipment resulted through negligence or disregard for IWC rules (as determined by the Committee), the member may be liable for the costs of repairs.

Safety on the water

Always remember to look out for people in the water and if you see someone check that he/she is not in difficulty – do not assume anything. Safety must be of paramount importance.

If someone falls and is deemed to be in danger then everything stops until he/she is rescued.

If you intend to go on the water ensure that you have adequate protection from the weather. The IWC's policy on life jackets and/or buoyancy aids is as per current Victorian Maritime Regulations:

CURRENT VIC MARINE SAFETY - OPERATING ENVIRONMENTS

Enclosed (bays and estuaries) required: PFD Typed 1, 2, or 3

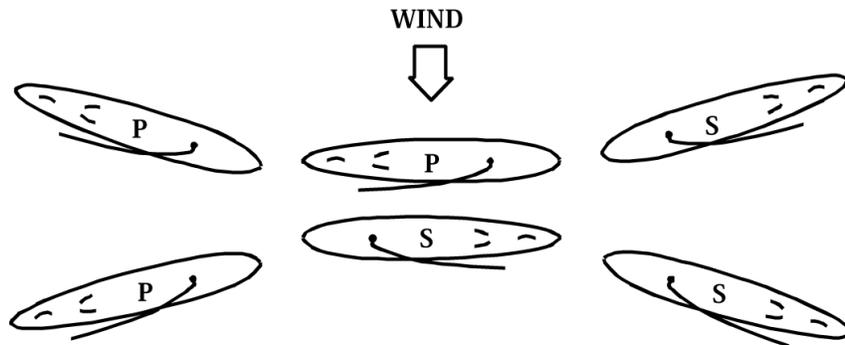
For further information on Victoria's Maritime Safety regulations please read [HERE](#) and for FAQ Sheet on recreational boating and water use and a guide to the marine Regulations please click [HERE](#).

Please note: The requirement to wear a PFD does not apply whilst operating a sail board providing you are no more than 400 m from shore and are wearing a wetsuit that is at least 3 mm thick. *(Source: A guide to Maritime Safety Regulations & how they affect you. Pg 3.)*



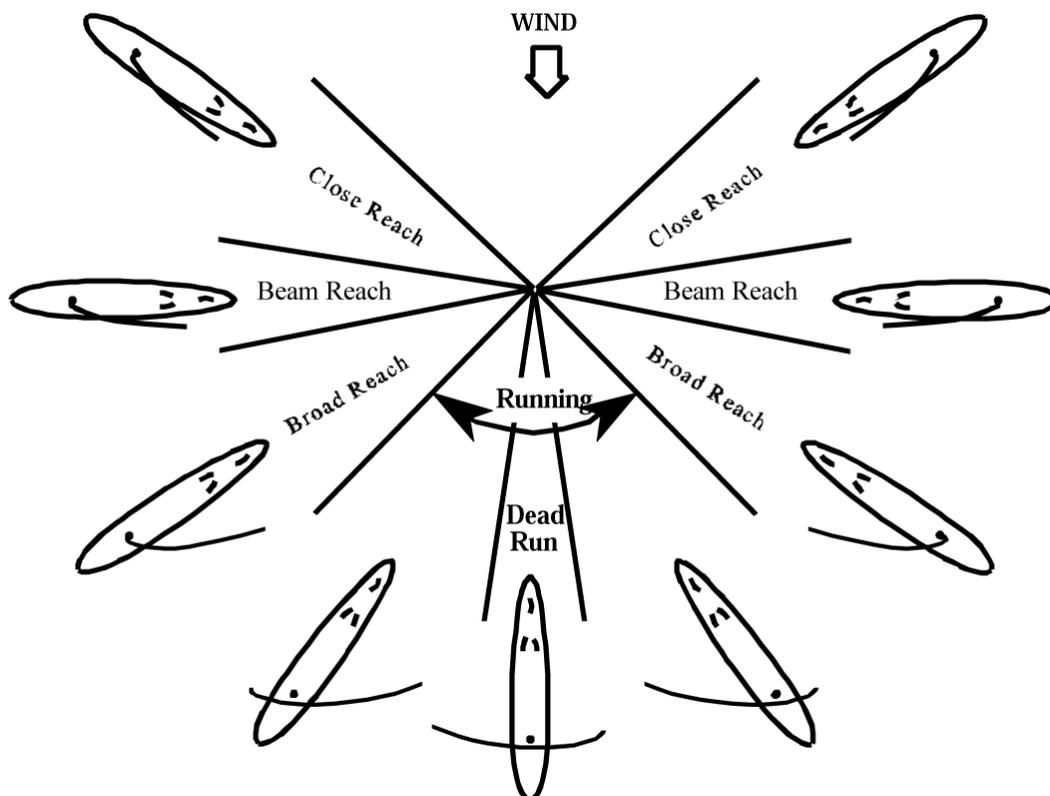
Port and Starboard Tacks

When a boat is sailing, the boom and sail will be blown to the side opposite the side of the boat that the wind is coming from. When the wind is from anywhere on the port side of the centreline of the boat (the left side of the boat, looking forward), and the sails are on the starboard (right) side, the boat is on a “port” tack. When the wind is from the starboard side of the centreline and the sails are on the port side, the boat is on a “starboard” tack. If the wind and sails happen to be on the same side (which is an unusual and sometimes dangerous condition and is called “sailing by the lee”), the tack is defined as corresponding to the side opposite the side that the mainsail is on.



Boards marked with a "P" are on port tack and those marked with an "S" are on starboard tack.

Points of Sail



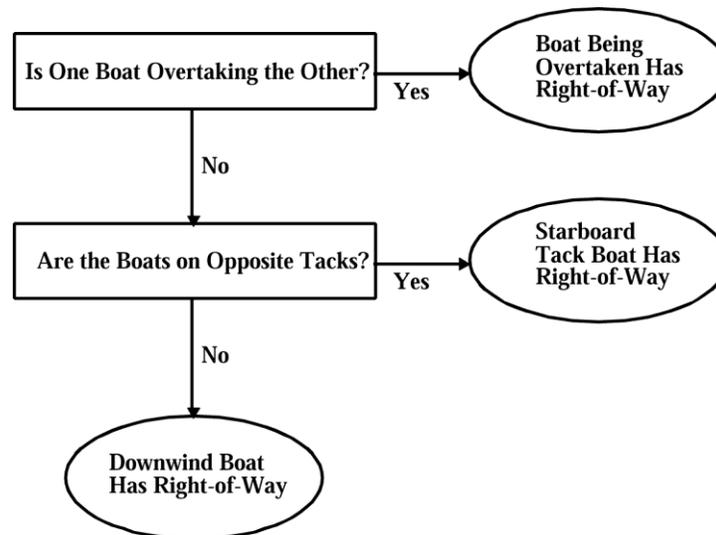


The direction of a boat's travel relative to the direction of the wind is called its point of sail. The closest angle to the wind that can be achieved when sailing is about 45 degrees. Sailing at this angle is called sailing close hauled or beating. Sailing between 45 and 135 degrees from the direction of the wind is called reaching. This angle is further subdivided into close reaching (45 to 80 degrees), beam reaching (80 to 100 degrees) and broad reaching (100 to 135 degrees). Sailing between 130 and 180 degrees off the wind is called running or sailing "on a run." In addition, sailing straight with the wind (170 to 180 degrees) is called sailing on a "dead run."

Right-of-Way Rules

It is just as important to observe the universal right-of-way rules on the water as it is when driving. Right-of-way can always be determined by applying the following three rules:

1. A boat overtaking another boat shall keep clear of the boat being overtaken.
2. A boat on port tack shall keep clear of a boat on starboard tack.
3. When two boats are on the same tack, the boat to windward shall keep clear of the boat to leeward.



Right of Way Rules Flow Chart

Please ensure that you sail with caution on the inlet and abide by these rules at all times. The area where we sail can get extremely crowded with different water users.



Self-Rescue Procedure

At some stage in everyone's windsurfing career we may all find that we have trouble making our board move in the direction that you want it to. Indeed, at some point you will probably find yourself drifting



along the inlet needing to get to shore. If you are getting blown downwind or drifting with the current, you should paddle to the nearest sandbar and carry/drag your equipment back up wind. Usually at this point downwind, further attempts at sailing upwind will only exhaust you and make it more difficult to get back. Do not let yourself get blown/drift down to the boat ramp. It is very difficult to spot sailors in trouble in that area and especially during the peak summer months the area is teeming with boat & jetski users utilising the ramp. The result can be dangerous.

Staying close to shore might not be the only time that you will need to know how to self-rescue (paddle) on a windsurfer. Even as an intermediate or advanced sailor, you may be forced to swim the equipment back if something breaks while you are on the water. For these reasons, it is good to know how to self-rescue. There is some debate on the best method to self-rescue. Obviously, the method you choose will depend on the distance to travel and the current conditions.

Suggested Self-Rescue methods:

No Wind: Balance the boom on the back of the board so the sail is out of the water, lay on the sail and board, and paddle with your arms and hands.

Some wind, short distance to travel: Let the sail drag in the water at the side of the board, lay on the board, and paddle.

Some wind, long distance to travel (Method 1): Untie the extra downhaul line. Detach mast & sail from the board and slide the sail onto the back of the board. The sail and half the boom should be above the board and the other half of the boom should be in the water below the board up against the fin. Tie the loose downhaul around the universal in order to keep the rig in position. Climb on top of the board lying face down and paddle.

Some wind, long distance to travel (Method 2): De-rig sail, roll it up and tie it to the boom. Lash the boom, mast and sail together, lay on the board and paddle.

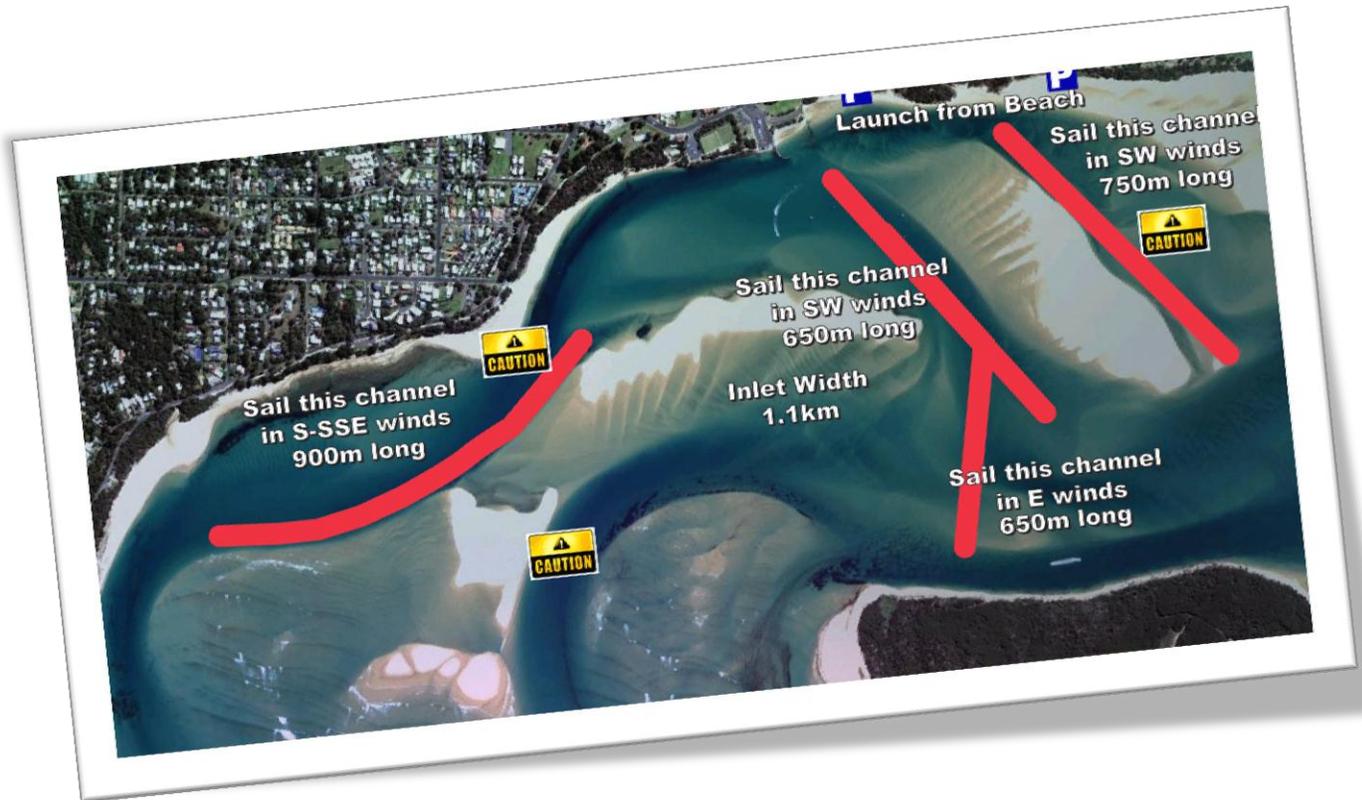
Extremely high wind, life and safety in danger: Jettison rig, lay on board and paddle.



IWC Sailing Venues

The IWC sails predominantly at Inverloch. The following is a guide to the most commonly sailed locations by IWC members as well as some general safety information about each location that we sail.

Inverloch – Inlet



Ideal for:	Beginners, Intermediates & Advanced sailors
Best wind direction:	The inlet is sailable in anything from SW-E winds
How to get there:	From Melbourne (approx 1hr 45mins) head down the South Gippsland Hwy and merge onto the Bass Highway. Take the main Inverloch entrance (Powlett St) into town. Drive around the Esplanade to the Angling Club Car Park
Parking:	There is a large gravel car park located at the Angling Club. This can get very busy during summer, so if you're heading down get there early to secure your spot. Alternative parking is at the rotunda a bit closer to town.
Rigging:	Large grassy areas for rigging with a 20-75m walk to the water (depending on tide height)
Facilities:	Inverloch township is a quick 3min drive from the sailing area. Currently there are no public toilets or showers, the closest ones are at the boat ramp.
Currents:	There is a strong tidal current that flows, however the area in front of the Angling Club is very safe due to the orientation of the sand bars.
Waves:	On high tide there is some tidal swell and wind chop providing some great jumps for advanced sailors. From Mid-Low tide the water is flat, great for beginners to advanced speed sailing.
Tide:	There is a large tidal variation within the inlet, up to 3m variations. At low tide

some of the runs become unsailable due to the shallow depth.

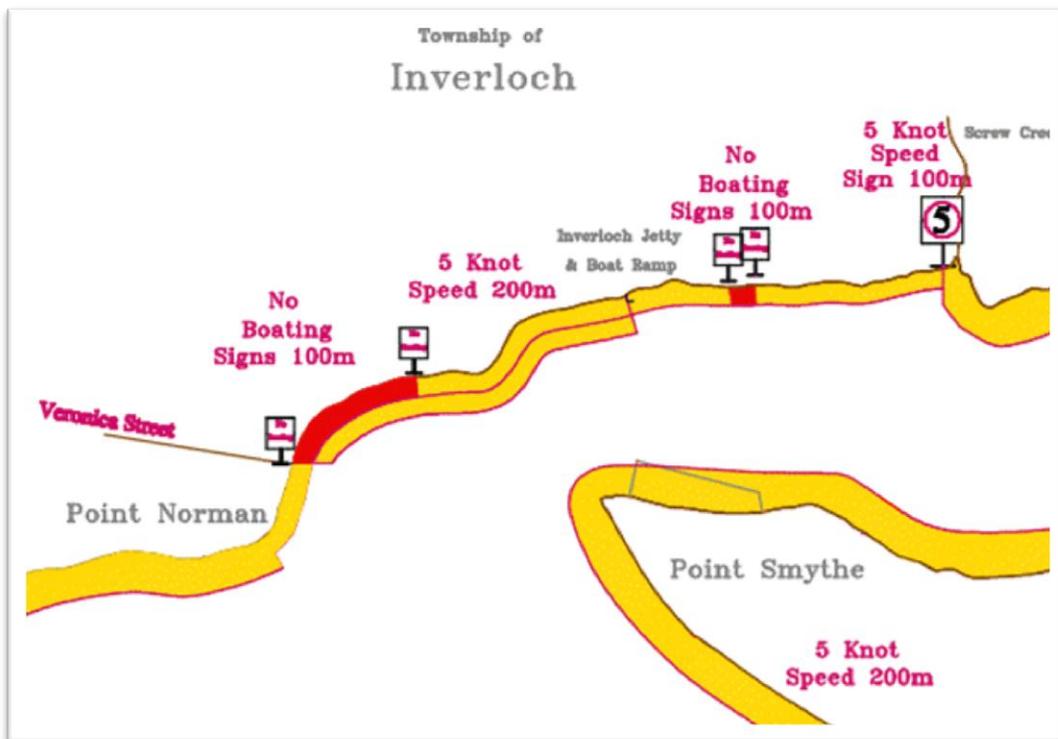
Comments: Fantastic all around sailing is available in Inverloch. The only caution areas are the speed at which the current flows closer to the entrance, and the depth of the water in front of the Angling Club at Low-Mid tide.

Important Notice for Anderson Inlet

Inverloch and Anderson Inlet is an extremely popular tourist location over the summer months. The IWC committee has been made aware that there have been a number of issues raised by concerned community members surrounding other water users in past summers, not windsurfers! As a result Gippsland Ports and other key stakeholders have met and for the coming season 2012-13 there are a number of proposed changes to water use regulations for Anderson Inlet. Following is a summary of these proposed changes, only changes affecting our sailing areas have been listed.

The IWC committee would like to remind members to take notice of all signs and buoys on Anderson Inlet and request members to consider other water users, particularly swimmers, at all times whilst sailing. We would hate for drastic action to be taken as a result of an avoidable situation.

If you have any questions about these water use regulations please contact the committee. The committee will continue to work with Gippsland Ports to ensure safe windsurfing areas are continued to be provided on Anderson Inlet

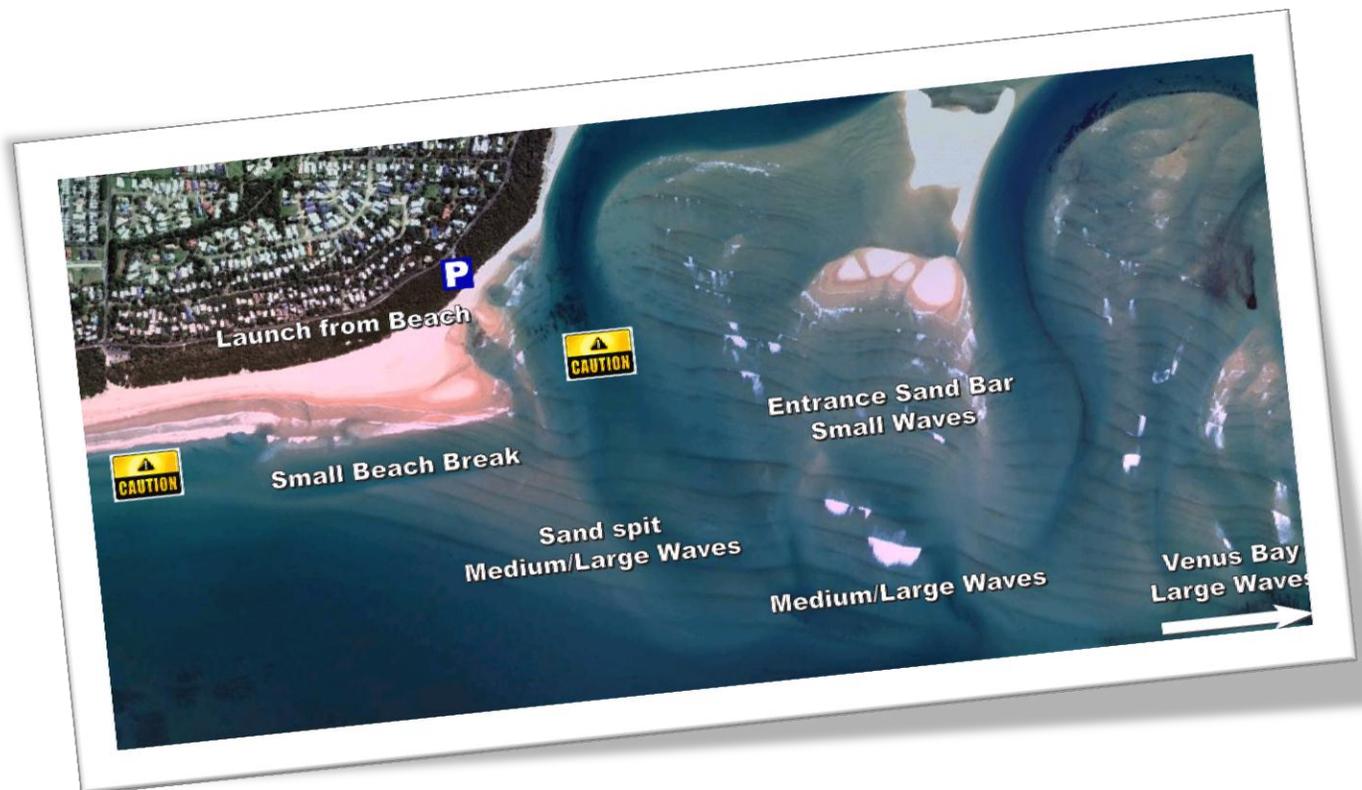


- Ayr Creek 820 metre wide No Boating Zone within 100 metres from waters edge. This will encourage swimmers to a popular traditional swimming area free of all vessels.



- From Veronica St to the Inverloch Jetty. State Rules 5 Knots within 200 metres of waters edge (excluding the no boating zone). This encourages vessels to use the safer new entrance channel to the East which has been marked with Navigation Aids. Also it makes the area easy for policing and separates high speed craft from a popular swimming area.
- East of the Jetty, no change. Exemption from State Rules 5 knots within 100 metres from waters edge. This is a deep area with strong currents not suitable for swimmers. This area is a focal point for boating.
- No Boating Zone, no change. It was considered to extend this no boating zone to the West, however safety and equity prevailed.
- To the East of the No Boating Zone, no change. Exemption from State Rules 5 knots within 100 metres from waters edge.

Inverloch – Surf Beach



Ideal for:	Beginners, Intermediates & Advanced sailors
Best wind direction:	E & SE winds. W & SW are also sailable but it is more onshore in this direction.
How to get there:	As per Inverloch instructions above.
Parking:	There is a gravel car park in the foreshore in between Ozone & Veronica st. This is the best place to park. Access to the beach is through a narrow track.
Rigging:	Find a small patch of grass around the edge of the car park, alternatively you can rig up on the beach.
Facilities:	Inverloch township is a quick 3min drive from the sailing area. Currently there are no public toilets or showers, the closest ones are at the surf club a bit further down the main beach.



Currents:	Depending on whether there tide is running in or out, there is a tidal sweep that runs along the beach. This is not fast or dangerous, just be aware of it. Inside the inlet the current runs out pretty fast. This shouldn't be a factor while sailing.
Waves:	This beach is perfect for all levels of wave sailors. The beachie provides some great small-medium waves for beginners & intermediates. Alternatively you can sail over to the sandbar in the middle of the entrance for some fun bump & jump and wave riding. There is a sand spit that has developed running diagonally off the beach along the inlet. This provides some great intermediate/advanced wave riding on a good swell.
Tide:	There is a large tidal variation within the inlet, up to 3m variations. This will not affect your sailing at this location.
Comments:	Inverloch main beach is a great all around wave sailing location. Enjoy ☺

Area 45 – Mahers Landing



Ideal for:	Intermediate – Advanced Sailors. Beginners should only sail this location on winds up to 15kts and only when there are other club members around.
Best wind direction:	W & E winds are best here. SE winds are also sailable in the long channel heading across to Point Smyth.
How to get there:	Approx 1hr 45mins from Melbourne. Follow directions to head to Inverloch. Continue along the Bass Hwy onto the Inverloch-Venus Bay Rd for 5.5km and



turn right into Mahers Landing Rd.

Parking:	There is a large gravel car park with plenty of space available. This location is quite secluded so it is advisable to lock up your valuables.
Rigging:	A large grassy rigging area is available. There is a 20m walk to the water. Be cautious of rocks and stray fishing rigs.
Facilities:	There is a public toilet block available. It is a 10 min drive into Inverloch township.
Currents:	There is a very strong tidal current directly in front of the launching area.
Waves:	On high tide there is some tidal swell and wind chop providing some great jumps for advanced sailors. From Mid-Low tide the water is flat, great for speed sailing.
Tide:	There is a large tidal variation within the inlet, up to 3m variations.
Comments:	A great location to sail on its day. Take care due to this locations seclusion. Be cautious of the mud flat in the middle of the inlet. At mid-high tide it is near impossible to see its edge. Take note of your bearings in accordance with the car park while sailing. There is also a small spit that extends directly off the launching site, from Mid-Low tide it has been known to grab fins.

The Pit – Sandy Point



Ideal for:	Intermediate – Advanced Sailors
Best wind direction:	WSW, SW & E winds
How to get there:	From Melbourne (approx 2hrs 45 mins) head down the South Gippsland Hwy to



	<p>Meeniyah. From there follow the signs to Fish Creek and from there to Sandy Point/Shallow Inlet.</p> <p>From Inverloch (approx 45mins), take the Venus Bay Rd and exit onto the Tarwin Lower Rd following the signs to Fish Creek. From there follow signs to Sandy Point/Shallow Inlet.</p>
Parking:	Parking is on the beach at Shallow Inlet. Park as high as you can and make sure you get out before high tide unless you want your car flooded.
Rigging:	Rigging is on the beach. Ensure you tape up your masts to stop sand sticking inside. Unrig in the water after your session to avoid sand in your gear.
Facilities:	There is a toilet block around near the boat hole. Sandy Point township is a 10 min drive from Shallow Inlet.
Currents:	There is a strong tidal current that runs along the inlet. This can produce standing pressure waves when there is a big storm surge.
Waves:	On high tide there is some tidal swell and wind chop providing some great jumps for advanced sailors. Against the sand the water is dead flat. Sandy Point is a world renowned speed sailing location.
Tide:	There is a large tidal variation within the inlet, up to 2m variations. The inlet is only accessible from 1hr either side of high tide. If planning on sailing through high tide, it is advisable to take your car out to the carpark off the beach.
Comments:	Sandy Point is a world class speed sailing location. Please be aware that when it is on the 'locals' can be sailing at speeds nearing 50kts. Please be very aware of right of way rules as at the speeds people are travelling down the course it could be dangerous. Winds from the WSW or SW at 20kts or above should only be sailed by advanced sailors at this location.



Swan Bay



Ideal for:	Beginners, Intermediates & Advanced sailors
Best wind direction:	The bay is sailable in anything from N through to W and E to SE winds
How to get there:	From Melbourne (approx 1hr 45mins) head down the Geelong hwy and head towards Queenscliff once in Geelong, there are clearly marks signs once on Geelong. Head into Queenscliff and turn left into King street just past the marine discovery centre. Follow king street around and you will see the yacht club on the left. That's where we sail from.
Parking:	There is a gravel car park located at the yacht Club.
Rigging:	There is grassy areas for rigging with a 20-75m walk to the water (depending on tide height)
Facilities:	Queenscliff township is a quick 3min drive from the sailing area. Currently there are no public toilets or showers, the closest ones are at the boat ramp.
Currents:	There is no real currents or strong tide flow.
Waves:	On high tide there is some wind chop providing some fun for advanced sailors. From Mid-Low tide the water is flat, great for beginners to advanced speed sailing.
Tide:	There is a tidal variation within the bay. At low tide some of the runs become unsailable due to the shallow depth.
Comments:	Fantastic all around sailing is available in Swan Bay. It pays to sail there when the tide is slightly higher than low until you learn the areas as it can get hard to sail due to the depth. Once you learn the areas there is great flat water to be had



and long runs across the bay. Booties are a must unless you enjoy picking things out of your feet after your session.

Calendar of Events

The IWC runs a large number of events throughout the calendar year. There is never a dull month and don't ever think we slow down over winter!!! Following is a summary of events that the IWC host. For specific dates of when each event is please see our club website & Facebook page.

Development Clinics



Over the summer season the club will run a number of development clinics. The IWC has historically provided up to 4 clinic days, predominantly focused on beginner's & intermediate sailors. Skills that are covered in these sessions include:

- Water Safety
- Rigging your equipment
- Up hauling
- Tacking & Gybing
- Beach Starting
- Getting planing - in the harness & in the foot straps
- Water starts
- Carve Gybes

As the level of skill in our membership develops we will look at providing further development opportunities in advanced skills. We are also hoping to run a beginners wave sailing clinic.



Plug'n'Play Day

Plug'n'play days are a new innovation for the IWC. Many times when sailing people will change many things when something doesn't feel right, then if it feels better – how do you know which change made it feel better?? The concept behind the plug and play days is to encourage members to try a range of products and compare them – without changing anything else.

In order to run these events, the club relies on the manufacturers and shops. We thank them for their assistance in being so forthcoming in providing equipment. To date the IWC has successfully held Sail & Fin plug & play days. Keep your eyes peeled for the next product we trial.

Inverloch Speed Invitational

The ISI weekend will utilize the technology of personal GPS units to track highest speed for a sailor's 5x10 second average speed on any water confined by Anderson Inlet.



This event is an 'invitational' in the sense that any participants in the GPS Team Challenge are able to participate. A participant will be allocated a class depending on their current GPS Team Challenge 5 x 10sec personal best posting. The following classes will be established to encourage all levels of speed sailing.

- Division A: 38 kts +
- Division B: 28-37.99 kts



- Division C: Up to 27.99 kts
- Division D: Beginners Come and Try

A 'Nearest the Pin' prize will be awarded to the sailor who has the speed closest to a speed nominated at random prior to the event.

Participants will submit their speeds for both days of the competition and an average of both days will constitute a result and will be taken to confirm the winner's of each division.

The IWC & RPS Longboard Challenge

Get a team of family, friends or randoms off the street together for this event!

Teams choose from a selection of beach & water based challenges and score points for each activity completed within a 2hr limit. The focus is on new school windSUPs, old school longboards, family, friends & fun for all skill levels.



RULES:

- Teams of 3+
- Teams select five of the activities from the list below with the aim of getting the highest number of points.
- One board per team, board length must exceed 3 metres
- Time limit is 2 hours. 100 points deducted for any activity selected by the team but not completed.
- The use of sledging and dirty tricks is strictly encouraged!
- Points will also be awarded for acts of stupidity, and wipe outs



Brass Monkeys Winter Speed Challenge

Running over the three months of winter, the Brass Monkeys Challenge is open to members of IWC's GPSTC team the Southerly Busters. We also host a 'Chimps' little league for other club members who may be members of other GPSTC teams.

In a nutshell the competition awards the person who sails the fastest speed in the coldest temperature. The winner is announced at the end of winter. The formula for calculating the ratio & results is as follows:



$$\text{Result} = \frac{\text{Peak Speed (Kts)} - \text{Air Temp (}^{\circ}\text{C)}}{\text{Peak Wind Speed (Kts)}}$$

This year, each member must play an 'away' game and sail at a location at least 100 kilometres from the Inlet.

An average of the participants best 'away' ratio and their best local ratio will determine the final result

RULES

1. Temperature is for 24 hour period from 0.00.01 am to midnight
2. Wind average is calculated by taking an average of the highest peak gust and the lowest peak gust of the time period of your sailing session.
3. Away games are 100km from the Inlet as the crow flies.
4. There are way too many rules for a \$3 Monkey.....

Previous winners of this illustrious competition are:

- 2010 Simon Chambers
- 2011 Dan Poynton





UV Exposure & Sun Smart Policy

The following guidelines are in place to help provide a safe environment for IWC members by minimising the risks of overexposure to UV and heat illness.

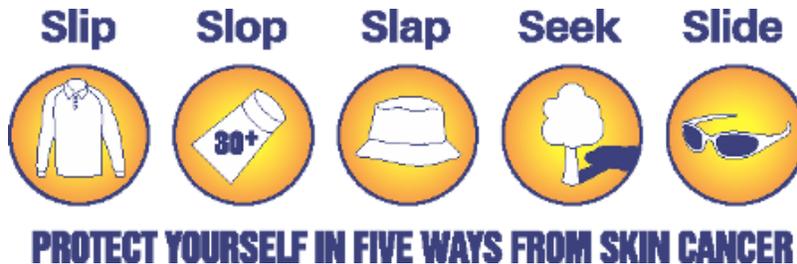
Strategies relating to UV exposure reflect the varying levels of UV throughout the year and across Victoria.

The IWC acknowledge that skin cancer and heat illness are largely preventable and we have committed to implementing the following prevention strategies. Particularly for our sport, exposure to the elements is unavoidable, these policies are in place to provide our members with the best possible information to avoid UV exposure where possible.



For more information on UV exposure and heat illness visit sunsmart.com.au or smartplay.com.au.

For more information about these guidelines contact club president, Doug Hocken.



Event schedules

Where it is not possible to avoid peak UV and heat periods, the following interim steps are taken to minimise the risk of overexposure to UV and heat illness:

- The duration of the activity is reduced.
- Activities start earlier in the morning or later in the evening.
- Rest breaks and opportunities to seek shade and rehydrate are increased.
- Officials rotate out of the sun more frequently than usual.
- Officials, coaches and senior members act as role models by wearing sun-protective clothing and hats, applying sunscreen and seeking shade wherever possible.

Clothing

- Club branded sun-protective clothing is available for club members and volunteers.
- Club rash vests are made from UPF (UV protection factor) 50+ material and have long sleeves.
- Club t-shirts are loose fitting and lightweight.
- Wide-brimmed hats are recommended when attending the beach. Caps and visors do not provide adequate sun protection to the face and neck.
- Participants are advised to wear wraparound sunglasses that meet the Australian standard (ASNZS 1067:2003).

Sunscreen

- SPF 30+ broad spectrum, water resistant sunscreen is promoted and/or provided to participants.
- Sunscreen is stored below 30°C and replaced once it is past the use-by date.



- Participants are encouraged to apply sunscreen 20 minutes before participating and to reapply every two hours.
- For best protection, participants are encouraged to apply a generous amount of sunscreen (the equivalent of one teaspoon per limb).

Hydration

- All participants (including officials and coaches) are advised to bring their own drink bottle.
- All those involved are aware that they need to be well hydrated before participating in physical activity.
- Individuals are encouraged to drink between breaks at their own discretion.

First aid

- The first aid kit includes a supply of SPF 30+ broad spectrum, water resistant sunscreen.
- Contact details of the closest medical assistance are displayed in a prominent location.
- Any participant feeling discomfort or distress is monitored and evaluated by trained safety personnel.
- Ice, fans and water spray bottles are available as cooling aids.

Social Media & Online Policy

Policy

The Inverloch Windsurfing Club is committed to keeping everyone associated with the club informed about club matters and to provide up-to-date details of forthcoming events, competitions, schedule changes etc. To achieve this, the IWC has developed a website, private Facebook page and will also utilise 'Seabreeze'. These sites are to be used for the above purposes, please also use these sites as a mechanism for members to hold discussions or for members to post comments, when doing so, please consider the clubs code of conduct to ensure proper use.



Policy Statement

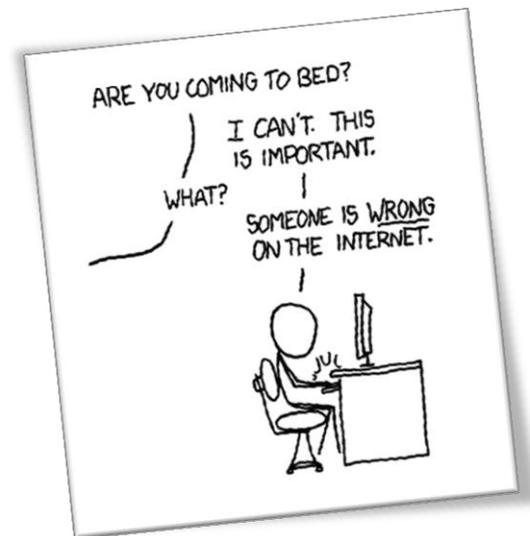
- The Club will attempt to keep its Facebook (or other source) current and informative as a service to members;
- The Club will from time to time, use the Facebook page to present members with sponsor information and special deals;
- The Club has nominated a responsible person to manage the private page;
- The nominated person will be required to report any inappropriate use of the Facebook page to the Committee;
- The nominated administrator will have the right to deny access to any person who is not associated with the club;



- The nominated administrator will also have the right to block access to any person who misuses the page.

Details of Inappropriate use of Technologies

- Creating or exchanging messages that are offensive, harassing, obscene or threatening – any misuse of this nature will result in an instant block from the page and club disciplinary measures. Any breach of this nature is considered serious.
- Exchange of any confidential or sensitive information held by the club relating to individuals, other clubs, other community stakeholders.
- Exchanging information in violation of copyright laws including the uploading or downloading of commercial software, games, music or movies.



Complaints Procedure

Any person identified to be using the club Facebook page or other online media whilst representing the IWC inappropriately or for purposes other than those it was established for will be blocked from the site, reported to the Committee and dependent on the severity of the offence, will receive disciplinary action. Note that there is zero tolerance for any comments, images or similar which are deemed to be offensive, threatening, obscene, or discriminatory.

Any person who has a concern about the contents of the club page is required to email the President: president@inverlochwindsurf.org.au

The Club Committee reserves the right to close down the social media page without notice if members do not adhere to the rules of use.

The Club Committee reserves the right to dismiss the nominated administrator if it is considered that this person is not acting in accordance with the rule of use.

Grievances & Complaints Policy

Policy

It is recognised that people associated with the IWC may from time to time have grievances or complaints that need to be resolved in the interest of maintaining good relationships. The Inverloch Windsurfing Club believes that:

- People have the right to have their grievances receive careful consideration through established processes that are timely and based on fairness and respect;
- The best resolution is one that is reached cooperatively and informally where possible prior to a formal complaint being lodged in writing;
- A person making a complaint or airing a grievance will not be disadvantaged in anyway as a direct result;



- Where a formal complaint is received by the Committee it will be considered in a timely and confidential manner and documented together with the steps towards resolution.

Procedures

The IWC committee recommend the following steps to making a complaint/achieving resolution:

- Speak to the person causing the problem and inform them of the behaviour, decision or action that the complaint or grievance refers to. Discuss possible solutions
- Speak to Peter Nathan (membership officer) for advice on possible solutions and/or intervention
- Make a formal complaint in writing to the Committee
- Seek independent arbitration if a suitable resolution cannot be reached
- Finally, if none of the above is able to resolve the issue, refer the complaint to the Equal Opportunities Commission, the Industrial Relations Commission or other relevant body.

Seeking Resolution

Where issues cannot be resolved informally, a complaints process will be adopted based on the principles of open discussion, confidentiality, fairness and respect, and timeliness.

Formal Complaint Procedure

- A person who chooses to make their grievance or complaint formal must do so in writing to the Committee.
- The IWC will refer to the Rules set out in their Constitution when developing Grievance Resolution Procedures
- Once a formal complaint is received it will be referred to the President (unless the complaint directly concerns the President) for discussion and recording
- Contact will be made with the complainant within 7 days of the receipt of the complaint
- If another party is involved they will be fully informed of the full details of what is being said and a meeting will be established between the parties with a selected mediator
- If the grievance is substantiated and unresolved the matter will be referred to the next Committee Meeting or if deemed more urgent, a Special Meeting will be called. This may also involve the parties concerned
- The complainant and respondent will be informed of a decision in writing
- If this does not result in a suitable resolution, or there is dissatisfaction with the handling of the complaint, the matter can be referred to another nominated independent person.
- If the grievance remains unresolved, the matter should be referred to the relevant body / Commission dependent on the nature of the complaint.
- The complainant may seek the assistance of an agent throughout this process.



Technique Tips... from the guru

Ed's note: Now as much as I'd like to think of myself as 'the Guru' and qualified enough to write this section I've called in the big guns. A man who has been active and inspirational in every conceivable corner of the sport, this former British speed and slalom champion now devotes his time to passing on his considerable knowledge via various media. He's written 4 books, made (to date) 19 instructional videos and DVDs and runs international coaching clinics at the world's finest windsurfing hotspots. The IWC would like to pass on our sincere thanks to Peter Hart for providing us these tips & tricks. Please go to Peter's website to order his instructional videos or even take a trip to a windsurfing paradise and spend a few weeks with the Guru himself getting personal tips on your sailing. We look forward to more tips from Peter in our club newsletters and thank Peter in advance for these contributions.

TOP TIP - GO TO THE TIP!

If your rig recovery whilst water starting is slow and saps your morale like a cold wet wintery day, then... well... all sorts of things could be wrong, one is that you're falling badly - that is to say burying the rig on impact rather than keeping it flying. However, it could just be a result of grabbing the mast in the wrong place. The further up the mast you go, the more leverage you have.



ART or SCIENCE

There's a method to slick water starting - getting your body into the right place relative to the board - manoeuvring the board to the exact and correct wind angle so you get just the right amount of power etc. But it's mostly art and FEEL.

There are very few situations where you have to struggle to release the rig and NONE where you fight the wind. In every rig recovery situation, you're seeking the *point of least resistance*. You work your way up the mast giving it a light push here and there until something gives.

If it's sticky, your first instinct is to go up and handle the rig from the mast tip.

Secondly avoid the situation where the mast is at right angles to the wind. On big sails especially that's when the clew catches and sinks.

Instead swim the mast tip upwind so the wind strikes the mast obliquely. That way when you lift it, the wind blows under the full width of the sail and releases the boom end.

Finally, as you lift the mast tip, use your spare hand to lift up the end of the head batten to feed air under the sail.



HIGH AND LONG!

Your whole performance, right from getting into the straps to doing hooked in jumps and loops, will be transformed by sorting out your boom height and line length.



HIGH AND LONG! *A high boom and long lines ARE the way to go.*

The all-encompassing harness line advice is: "it's a highly personal thing so just keep experimenting with height, length and position until you find what's comfortable." Well it's not wrong, but neither is it that useful. Persevere with any set-up long enough and it will eventually feel normal, even comfortable.

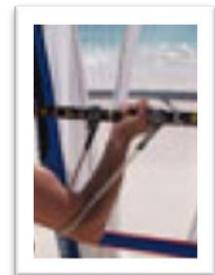
Of course there will always be room for individual preference depending on body shape and the sailing discipline but if you look at the stars across the range of disciplines, ALL of them, both men and women, favour the HIGH boom, LONG line combination.

Starting point

The words 'High' and 'long' don't mean anything unless you have something to compare them with. The following are a good all round starting point.

Boom - around shoulder height or just under.

Lines - long enough so that with your elbow in the loop, the boom reaches the top of your wrist.



The attraction of a low boom to some is that it puts them in a low crouching, defensive position which *feels* safe - especially if they've suffered a few hooked-in catapults. It is, however, a false sense of security. By contrast the advantages of a high boom are almost too many to list.



It feels high as you stand in front of the straps but as you step back and angle the rig back, the boom effectively lowers leaving you in a comfortable position with the arms parallel to the water. *A high boom makes you WANT to step back into the straps!*

It makes you hang off the boom as you accelerate, so you unweight the feet and plane earlier.

It leaves you in a more upright stance with the hips closer to the centre-line, the best position from which to drive the board with the feet and drop into spontaneous moves.

And these are the main advantages of longer lines:

You have more room to move the hips and therefore handle the power and trim the sail hooked in.



It's much easier to pump the sail hooked in.

You have far more control during hooked-in manoeuvres. Especially in jumps, you can hang right away from the rig, drop a hand, do your thing without feeling so vulnerable.



Times to adjust

Across the disciplines and general sailing modes, these are the occasions when you might go higher/lower or shorter/longer.

Big Kit: Using the outboard straps on a wide Formula style board, you naturally pull the rig over to windward as you sheet in - that makes the boom feel lower so put it up a couple of inches to compensate. In general a high boom gives you the extra leverage to hold down giant rigs.

Slalom & general blasting around: Many sailors would use lines about 2 inches shorter for slalom than they would for waves. In slalom on speedy kit, you're sailing fast relative to the wind. The sail is therefore sheeted right in over the centre-line on all points of sailing. Shortening the line allows you sheet in AND stay upright.

Speed: In true speed sailing where you're sailing hugely broad massively over-powered, many specialists favour a very high boom (eye height in some cases) and very long lines just so they can hold the sail right forward and distance themselves from the rig.



Waves and Freestyle: Because early planing and then comfort during hooked in manoeuvres are more important than top speed and comfort in a straight line, this is where you'll see the high boom and long line extremes. Freestyle champ Ricardo Campello, for example, uses a head high boom and 32 inch lines (with his elbow in the loop the boom would reach his outstretched finger tips!).

To conclude, don't go too crazy to start with. Whenever you make a set-up change, do it gradually an inch at a time otherwise it will just feel too alien. The truth is that unless you're competing, you will hit on a boom and line set-up that suits your shape and style and use it for all occasions.

COMMIT TO THE HARNESS - and all else will follow

If the board leaps around as you accelerate and step back; if you feel that you're slower to plane or just can't get into the straps without heading up into the wind, the first place to look is the harness.

Acceleration and speed both come from directing a constant flow of power into the board and you can only do that **if you commit to the harness**. If you back off, stand too inboard or take a lot of the load on the arms, you'll need the muscles of Thor to get going.



A great exercise to help you commit is to hook in, drop the front hand and then move into the straps *still with the front hand off the boom*. Then either you commit to the line ... or you get heaved over the front.

LOOK and PUSH (A Couple of Tips to sort out your tacks)

People drop tacks on small boards usually for one of two reasons - either they don't stay centred over the board, or they look at their feet.

1. Keep your harness hook over the centre-line as you step round.

It may be the hangover from big boards and light winds or just a touch of panic but one of the major tacking sins is relying on the rig for support and balance as you step round. You see people lunging for the new side of the boom and hurling themselves back against it hoping it will keep them up - which of course it won't as they're head to wind with no power in the sail.

The best way to approach a tack on a 'sinky' board is to imagine you haven't got a rig. Just move as if you were turning feet and body through 180 degrees on dry land. You'd stand upright and keep your hips (your





centre of gravity) over your feet.

Think about staying on your toes so when you step to the new side, you're leaning forward towards the rig. You can then push on the back hand to backwind the sail for a moment just to steady yourself - *this is the technique of 90% of the pros when they tack their wave boards.*

2. Look for the front of the board



If you look down at your feet when you tack, the whole move stops. Your shoulders hunch forward, you bend at the waist and then shuffle round with jerky, robotic steps - hopeless on a tiny board.

Just remember, as you start the tack to turn the head over your back shoulder and *look for the front of the board.* It's been said before but 'the body follows the head' and this simple act means the feet and the rest of the body naturally move in the right directions and end up in the right positions.

REVEAL YOUR NOSE!

If you had to pick out just one reason why people mess up the carves - whether it be the entrance to a standard gybe, a duck gybe, a 360, a bottom turn – whatever... it's because **they don't control the nose of the board.**



If you're wondering how the good guys make choppy water look flat and slice through the lumps like a knife through butter, it's because *they have at least as much force going down through the mast foot as they do through their feet.*

Your feet engage and control the back section of rail but it's the force through the mast foot that keeps the front section engaged. For the modern, short, curvy board to carve properly ALL the rail must be biting.

So how do you make that happen? Well obviously you have to lean further forward and actually drive your weight down into the boom. But it's not as easy as that - and the reason why most don't lean forward is because *the rig is in the wrong place and pulling them the wrong way.*

The common faults are to pull the rig back in defence or to scoop it to the outside as if you were steering the board through a flare gybe. Both actions will pull you out of shape.

Instead you want the rig to do two things:

1. Pull you forward into a position where you can drop your weight onto the boom and push down.
2. You have to power up the sail so that the power from the sail drives the nose down.



So here's the tip - as you enter the gybe, drop the front hand and (and therefore the rig) forward and downwind (to the inside of the turn) so you always have a clear view of the front of the board.

In that position the rig will then pull you forward but just importantly, will automatically power the sail up. What people forget is that there are two ways to sheet in - you can pull in the back hand, or you can push the front hand away. Pulling in the back hand encourages you to lean back. Dropping the front hand forward, on the other hand, is far better as it gets you moving forward.



The Rig Change: Make Room and keep turning!

It can be a messy old business the rig change but the roots of the problem and the remedy can usually be summed up in that simple title. People generally mess up because they end up too close to the rig and try to flip it on the wrong point of sailing - i.e. too close or too broad to the wind - generally the latter. Here are a few more details ...



Cramped up

The problem of getting too close to the rig is that you get blocked by the mast and just don't have the room to move your hands smoothly from one side of the boom to the other. Especially using big rigs you find yourself shuffling your hands down the boom into a place where you can finally sheet in - by which time you've certainly lost all your speed.

The mistake usually has its roots right at the beginning of the gybe when, feeling a little scared as you bear away and accelerate, you bend the arms as an instinctive way to choke the power. If you do nothing more than extend your front arm towards the front of the board as you bear away, you'll find your life improves immediately - you have more space, more time and much better vision.



Timing

It does depend on your speed and the wind strength but generally, for a speedy exit, you should release the rig on a broad reach, and power up again just off the wind (a little closer if it's very windy).

The clue there is that the board should still be turning as the rig is swinging round.

Many release the rig downwind but in their hurry to sheet in, they go groping for the new side of the boom.

However, on a broad reach, the boom is a long way from you. To reach it you have to bend at the waist and lean forward. In a carve gybe, that's where you lose your shape, take the pressure off the rail and stop carving. And, of course, if you try to sheet in too broad to the wind, you end up doing your first forward loop.

The best, and most difficult, tip, is having released the rig, to hold your body position, and look AWAY from the boom at the nose of the board, keep carving and just stick the new back arm out and *let the boom come to you.*

I realise that the rig change is fraught with other issues - how to move the hands, the angle of the rig etc - but focus on keeping it away from you and on the right timing and many of those other problems will resolve themselves.



For High Hops - RELEASE YOUR NOSE!

People are amazed at how the pros can get such mammoth hops and jumps off chop or even flat water. Well part of it is in timing their effort with a gust, a favourable wind shift and a big bit of chop. But they also have explosive technique.

In the absence of a wave the hardest thing is getting the nose up. The trick is to sheet out and release the mast foot pressure just as you take off.

You see, when you're flying along sheeted in, the weight and power of the rig plasters the board to the water. If you sail straight into a big, steep wave, the wave redirects the board vertically and you just sail into the air. But chop doesn't do that. You first have to get the nose of your board pointing upwards before you can use the rig to drive you skywards.



In a hop or a pop, you get the nose up, then pull the tail up to the same level. So your height is determined by the height of the nose.



To take off, carve toward a chop, then just as you hit it, pull IN the front arm to sheet out and release the mast foot pressure. The nose then lifts driven higher by the face of the chop. With the nose up, you then sheet in, extend the legs, pull up on the boom, reach for the sky and pull up the tail.

Club Suppliers, Sponsors and Member Deals

Within Melbourne there are four retailers that provide huge support to the IWC from assisting at events to providing prizes for your enjoyment. Please return this favour and shop local whenever you can.

IWC also continues to negotiate special deals for members from many other suppliers following is a list of businesses that the IWC encourage you to support whenever possible.

If you own your own business and are willing and able to offer something to IWC club members please contact the club to let us know.



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Member Deals

KA Sails



Purchase a new sail and have a donation from KA Sails go back to the Club. Amazing deals on pre 2011 sails for IWC members. Email Mick at mick.green@driftmedia.com.au to order now.

Makani Fins

10% off RRP - To keep freight costs down, Bulk orders are required

Contact Mick Green for more information, mick.green@driftmedia.com.au

Cha Cha's

Inverloch house accommodation, close to the Inlet, at never to be repeated prices

All members receive 20% off the full price excepting January and other special deals.

Please visit: <http://www.stayz.com.au/62924> for current specials. Offers cannot be used in conjunction with other offers.

For bookings please ring Pete

Clayworks Wood Fired Ovens

Mention you are an IWC member and you will receive \$220 worth of free tools

Website www.clayworkswoodfiredovens.com.au

Email doug@clayworksaustralia.com

Phone 0417382650

Lozza Game Consoles

10% off Lozza Games Consoles for IWC members.

All the classics, Space Invaders etc, Solid Quality Wine Barrel with a flat screen, Two Players, Top Quality Fittings.

Contact: spies12@optusnet.com

Ritchies' Community Benefit Card Program

Ritchies' Community Benefit Card Program donates 0.5% of the money you spent by our members to Inverloch Windsurfing Club. Would you like Ritchies' to donate money to us, every time you shop with Ritchies'? Just email the club for a pre-registered card and start spending.

Help yourself to savings and help IWC out as you spend.

Sail Repairs - South Eastern Sails

Do not forget to mention you are an IWC member to receive a discount on all repairs.

2/82 Brunel Road Seaford

VIC 3198

Contact: (03) 9773 6144

Kieser Training

Tony Smith at Kieser Training offers integration of Physiotherapy and world class rehabilitation and strengthening programs to suit windsurfing.