



# Windward

**SAILING AT ITS BEST**

*September 2020.*



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## From the Commodore's Desk



With our scheduled 2020/2021 season opening now only 8 weeks away I am sure you are all hoping it won't be delayed too much, so we can all get on with yet another fun season of sailing. Sadly, the ongoing COVID-19 pandemic means any start will likely be far from conventional. With stage-4 restrictions still in place, for the time being we can only hope and prepare for the unexpected. Our general committee is trying to do just that, and I thank them for their ongoing efforts.

You will all soon receive your registration package, in which you will find the trusty printed calendar. It was planned and printed sometime ago, when the outlook for a more conventional start was much more hopeful. Please pay careful attention to the Mid-week news as the primary means of communicating the inevitable program changes. There will be a few, including to our AGM on Sunday 27<sup>th</sup> September which will now be held as a virtual meeting conducted via Zoom, the procedural details of which will be notified shortly.

In your registration package, you will also find a list of fees for the season. We have introduced a new young adult category this year, with lower fees which are just one of the reasons that contribute to a very marked saddle in our young-adult demographic. Also, in recognition that many of our members have been affected by the COVID-19 restrictions, we are offering a 25% discount for all membership renewals as an opt-in clause that automatically applies by ticking the appropriate box on the renewal form.

A primary focus of the general committee this year is on retaining all our members, so we ask that any who have suffered particular hardship contact one of our Flag Officers or our membership secretary, Libby Moore, to see if further fee-remission might help. Of course, for those members who have not suffered fi-

nancially and are in the position to pay the full fees, we would greatly appreciate you doing so. While the club remains in a strong financial position, our fixed costs remain substantial.

Thank you all for your continuing support of the club. It is going to be a challenging year, but in facing the challenges we will surely create new opportunities and enhance the wonderful sense of camaraderie that we all share as members of our special club.

Finally, I would like to pay special thanks to our caterer Vic Crust who has been providing take-away dinners through the lockdown. Vic has been our caterer for over 15 years, serving something over 20,000 dinners to our members, along with countless nibbles at our social functions and lunches on race days. It has been an extraordinary contribution to the life of the club. With the catering workload not diminishing, Vic has been indicating for some time that he is no longer up to providing all of our catering requirements. We have therefore been exploring alternate options for the forthcoming season, and have now moved to appoint a new caterer. In welcoming Jill Midlovets to the role, it is with some sadness that I am announcing Vic will be providing his final Friday night takeaway dinner on September 18<sup>th</sup>. In due course, once restrictions are sufficiently relaxed, we would hope that we are able to honour Vic's enormous contribution to SYC in an appropriate way. In the meantime to Vic, a very special thank you from all the club.

With best wishes

Mike Sandiford, Commodore



A reminder of our purpose.





# Vice Commodore's Report



Hello all,

Whilst it's freezing and very wet at the moment, it's still so encouraging to see all the evidence in our gardens that spring is on the way - warmer weather and the hope that we will get this pandemic under control so we can get out and enjoy it.

Sadly, all is very quiet on the Club House front. The facility remains closed and visits to the clubhouse need to be for essential takeaway food and beverage collection on a Friday night only. The boatyard of course should not be accessed at all as this is not seen as one of the essential things we can do in Stage 4 lockdown. I'm sure you all read the weekly news regarding a person fined for checking his boat in the Hastings Yacht Club!

Upgrades to the men's change rooms have slowed as only a certain number of the tradespeople can attend to work on site. However, work has not stopped completely and there is a considerable amount of organisation and ordering going on so that as soon as it is possible to be on site again, it will be full steam ahead. Tiles are being ordered, partitions are being measured and ordered and a considerable amount of plumbing is being completed.

Vic continues to provide us with take-away meals. This is a great service to our members and we appreciate it. All COVID Safe provisions and requirements are being adhered to and I sincerely thank everyone for complying with all these difficult and trying conditions. I can't wait till we can meet again in some way - even a picnic in the boatyard or under the front deck in small numbers would be great. I am missing the connection with you all.

Keep going everyone, we can do this!!

Diane Otto

Vice Commodore



# Rear Commodore's Report

Hello Members. I hope that everyone is keeping well and staying safe at home.

COVID-19 lockdown has been (on a personal front)...interesting to say the least. Cait and I welcomed our first child into the world on the 1<sup>st</sup> July. One week later, Melbourne went into Stage 3 lockdown. After a mad rush around town to introduce our newborn to her great-grandparents, Cait and I have been spending lockdown in Somers. In normal circumstances, I'd be commuting back and forth from the city for work, but instead I've converted one of the back rooms into my work from home office, and the daily commute has been replaced with a walk from the kitchen. It's allowed me to be around and watch our little girl grow up and go through all the changes and moods that a newborn experiences (and causes to those around her!). In some ways, it has been a blessing to have this time together.

When we finally get into the swing of sailing activities, you will notice that there will be a couple of administrative changes to help our volunteers in the tower, and to keep everyone safe.

Safety for all our volunteers and sailors has and always will be our club's priority for on-water activities. Part of this goal is to reduce the exposure our tower staff could have by handling race cards, whilst also streamlining the race management process. Some of you would have used our online sign-on system last year, and next season we'll be looking to use this as our primary method for race entry, replacing the entry cards. Whilst we will have some paper sign-on options still available, I'd encourage you to give the online entry a go. We will display a 'how-to' guide on the noticeboard, but please speak with Mark or Di Graham if you have any questions on how to use it.

Before you sail in your first race, boat owners will need to complete a Safety Self-Declaration Form and return it to the tower. The purpose of this form is to ensure that all sailors and boat owners are aware of the Australian Sailing safety requirements for Off The Beach dinghies, and that boats are compliant with these standards. This is a really important part of ensuring that sailors are safe on the water, and to help our Sea Rescue crews to perform their rescue duties. Please read through this form, and take the requirements seriously. There will be penalties for boats that are found to be non-compliant. Please get in touch with me if you have any questions about how getting your boat shipshape.

With the current restrictions in place, and the likelihood that similar restrictions will be in place at the end of September, the decision has been made to postpone Presentation Night for now. It is a tough, albeit sensible decision for now, but we still want highlight and celebrate the success of our sailors, and reflect on a season that gave us all types of extremes.

As Victoria emerges from this lockdown cocoon, we will look at the best way to celebrate the 2019-2020 season, and award our seasons' trophies. In the meantime, you will find the results published within.

Results details on pages 18-20.

Congratulations to all our award winners!

Sean Bly



# Building a Yacht Club

## Opening a Yacht Club 1964.



Text on the back of this photograph reads "Ron Fitzgerald far right." Who are the others?



December 26 1964.

Vice Captain Ken McKaige, Cr Jack Babin-  
gton (Shire Prtesident) Ron Fitzgerald,  
Keith Robeson, Stan  
Byrne.





# Somers Community Park

Hello Windward readers

I'd like to introduce you to an exciting new Somers outdoors activity project, the Somers Community Park.

## Background

Over the past few years there have been a few conversations within various community forums about the need for a community bike park in Somers. The reasons are numerous:

- The number of young families has grown considerably in the area.

- Current playground offerings are outdated, basic and only cater for early-age play.

- Activities for older children are seasonal: sailing, cricket, tennis, etc.

- Because young people in Somers have limited places locally to express themselves on their bikes or scooters, they have been building jumps in various locations around Somers including within nature reserves. These jumps are poorly constructed and are impacting community groups' efforts to enhance wildlife habitats.

Currently the only areas to ride bikes within Somers are on the roads, alongside cars, as there are no dedicated bike paths. A Somers bike park would provide a precinct where families could convene, pursue healthy outdoor and wellbeing pursuits, in a community-focused setting.

Furthermore, a project such as this would engage the young people, giving them a sense of ownership in the design and development of a home-grown park. The bike park could also be used by Somers Primary School and Kindergarten and added to their list of excursions. Additionally, the surrounds of the park will be landscaped and planted by local volunteers to include an indigenous garden. This will help to restore native flora and fauna in our local environment. This community precinct will be used by all age groups, from those that love to ride, to those that love to explore our indigenous habitats. Making this a community project would help develop bonds within our community, and therefore be an expression of what the Somers community is.

After considerable community discussion it was decided that a designated area for children, teenagers and families to ride bikes, scooters, skateboards and interact with each other, would be a wonderful asset

to Somers. Thus, the Somers Community Park project was born. A location has been tentatively decided on, within the RW Stone Reserve.

## Where we are at

A working-group of adults have formed a committee that will support and work with the younger people of Somers to develop this project. They will also network with local companies and organisations to make this happen.

The SCP's proposal has been submitted to Council for consideration. They are making financial and logistical evaluations and will engage in further community consultation. Support letters from many community groups, to complement the SCP proposal, have also been submitted. We look forward to working with you in promoting all outdoors activities within our beautiful hamlet.

If you or anyone would like to contribute time or sponsor, please contact the Somers Community Park (SCP). Please also 'like' our Facebook and Instagram pages. There's heaps of bike and native flora information there.

Contacts:

E [somerscommunitypark@gmail.com](mailto:somerscommunitypark@gmail.com)

F @somersparkproject

I @somerspark

You can view our proposal document here:

<https://tinyurl.com/y3ab8sb9>

Warm regards

Karina Smith

SCP vice president



# Learn the Ropes

with Nick Carter.

## General COVID-19 Reading:

As I approach my 50<sup>th</sup> year of sailing, I thought I would share my thoughts and approaches around boat handling and racing in heavy weather. I can hear the collective yawn of my Division 1 and 3 team mates past and present, however these opinions/suggestions are more designed for skippers and crew, who perhaps are in their first few years of sailing and looking for ideas around how to improve when the conditions are a little hairy, its 101 stuff, so please be gentle

The A Class and the Finn have given me different perspectives of sailing in heavy breezes; The Olympic Finn guys have a very distinct style and can sail in conditions up to 30 knots (The Victorian Titles in 2018 were started in 32 Knots off Black Rock Yacht Club, I followed the fleet out like a lost sheep. The elite A Class Catamaran sailor's, also have a distinct style for managing and competing in heavy conditions, like Hervey Bay, where they use a brick hanging from a rope to determine suitability for sailing.

**Disclaimer:** Every week I fail to implement a lot of these simple tasks outlined below: e.g. Hiking strap snapping (failed to check pre-race), mainsheet block explodes (surely it would last one more race!), elastic holding the boom at 90 degrees downwind breaks (failed to replace even though I knew it was crap), mast breakage (skill level), venturi locked open (hit it on the dolly week before and hoped it would fix itself before next race, amazingly it did not) bla bla bla.

## Mid-Week Preparation:

For the sailor that is focussed on sailing weekends, the weather forecast mid-week is all-important.

From around Wednesday one can usually determine with some confidence, what the racing conditions will be like come 2:30pm Saturday.

This is where the mental preparation comes into play, nothing gets the heart rate up like seeing the isobars on the weather chart reflecting 20 knots+

So how should one prepare this early?  
For me it's as simple as mind set and physical prep-

aration.

Mind-set is zoned into the fact that the conditions will be difficult, and the physical preparations, ensure I arrive on race day ready to tackle the bay. (A\$20 worth of sports tape to prevent limbs leaving body is typical)

Each preparation will be scaled to your own personal ambition for the race i.e. to simply survive, compete with gusto or you come to win.

The mental side is more about conquering the fear of the unknown, and how you will react when it gets hard. (Meditation, self-help tapes for e.g. "YEAH RIGHT!!")

The physical side is very much about how well prepared you are to meet your race objectives.

In short come prepared mentally and physically.

## Race Day Land Preparation:

I always find that making a decision early saves heartache later on. If the conditions are marginal, then there is simply zero issue in my mind of watching the race from the comfort of the balcony (Morgan). If the race is on, and your decision is to go, then have confidence in your ability and that of the sea rescue team.



# Learn the Ropes with Nick Carter.

## Key areas to manage pre-launch:

- Life Jacket and wetsuit in good condition.
- Gloves, boots and hat.
- Sunscreen (not in eyes).
- Shackles on the boat checked and tightened.
- Sheets/ropes checked and replaced as required.
- Hiking straps checked.
- Halyards and stays checked and replaced as required (Mr Commodore could benefit from this drill).
- Screws into marine ply/fiberglass that are loose replaced (screw and glue).
- Sail checked for tears around batten pockets, leech and head board. (Morgan).
- Tow ring in place (Dad).
- Self-bailer functional (Nick).
- Drain plug in (Hobie Sailors).
- Bucket/sponge secured.
- Spinnaker poles secured.
- Elastic(s) checked for frays.
- Centre board and rudder secure (properly).
- Rudder pin secured.
- Tiller correctly connected.
- Rivets on mast and boom checked for signs of wear.
- Goose neck correctly fitted.
- Correct knots used to secure ropes and sheets (no granny knots).

If one of these items is not correct, its loose or frayed, it wobbles and or seems fragile, chances are it will break in heavy conditions; so if you make the call to go out, make sure you do yourself and the rescue boat crew a favour and check your gear.

## Launch:

This is an area where some people come unstuck. The adrenaline is running, the wind is howling and the waves are crashing! (Fantastic ) In my opinion one should always wait for the rescue boats to be on the water pre launching.

## Key areas to consider are:

- Understand where the wind is coming from.
- For the sake of this article, generally either determined as on shore or off shore.
- Reference this with the reef markers and the tide conditions.
- Will you need to beat, reach or run out?

- Pick your line on the beach.
- Set your boat up as best as practical pre-launch, to suit your intended line.
- Wait to be clear of other boats, ensuring the wave conditions are favourable.
- Give yourself some rudder and centreboard purchase, some light main sheet with the traveller pre-set for the intended line.
- Off you go!
- I recommend you wait until clear of the reef, prior to finalising rudder and centreboard. (Morgan)
- The idea being you clear the immediate beach area with minimum load on the boat.
- You sail at an angle to the wind that keeps the boat flat at this early stage. (Slowly, slowly, catch the monkey)
- If it's an onshore breeze, make sure you give yourself sufficient time to ensure your first tack takes you well clear of the reef and other boats launching.
- Gather your thoughts, tidy up the sheets and make preparations for that first tack.



Question from the editor. What do I do here Nick? Call star-board or go under him? (The AST at Coff's Harbour.)



# Learn the Ropes

## with Nick Carter.

### Pre-Start:

My father (John Carter) always told me and I quote: “we can always come in”, I did not find this comforting as a 6 year old hiding in the locker room at Brighton and Seacliff Yacht Club or Largs Bay in Adelaide, with a 20 knot + westerly and 15 foot swell waiting for me; however some years on, he is indeed correct. If you find the conditions not to your liking come in; if you decide to continue here are some other suggestions:

- Move to the start area with confidence and purpose.
- Make sure that main sheet/jib and centre board settings, as well as your body position, are all set to keep the boat flat and happy.
- Positive main sheet control and traveller position is a key I have found in steering the boat in heavy air and seas.
- Check out the line, its length and bias. (Port or starboard start?) if you choose a port start, think twice, maybe even three times, before locking in that strategy in a breeze.
- Position your self away from boats looking to start before you.
- Perhaps luff the boat, keeping some mild tension on the main sheet. i.e. slightly off head to wind, to avoid the possibility of irons.
- Perhaps take a short beat to check out wind and wave conditions.
- Use this to determine your settings for the first beat.
- Pay attention to how you want the traveller and centre board positioned based on the waves and wind.
- Look to set a mainsheet tension that you deem suitable for your race objective.
- Remember in heavy air and big waves, “seaman ship first, race second”; ensure boat is ship shape.
- Check flags, pick where you want to be on the start line and aim to be there for the gun.
- Start.

### Beat:

This is where you really decide if you want to play; having started, you will get a feel for the conditions and the reality that it will be a long hour or so. 20 knots plus on the beat is difficult if the boat consistently wants to heel over and or feels out of control.

- Fine tune your traveller, mainsheet, luff and vang settings to de-power the sail, but not so much as to compromise your pointing ability.
- Keep the boat as flat as possible with the power setting you have chosen.
- Steer through the waves, use their form to accelerate you up wind.
- Letting off the mainsheet will for sure depower the rig, but will also potentially compromise your upwind performance.
- Revise your race plan based on actual, and set up the boat accordingly.
- Perhaps, maintain mainsheet on hard, increase vang and down haul (Cunningham), potentially raise centre board a little so as to reduce purchase (class dependent), and ease the traveller slightly.
- Play with these on the beat constantly.
- Keep the tell tails flying if possible.
- Remember it's not a set and forget leg.
- One thing worth considering in a gust, or when encountering big waves, is to simply look for signs of a gust or big wave's and ease the mainsheet and or bear off slightly, prior to these hitting the boat.
- Then when conditions allow, ease mainsheet back on (torque it on) and round up to continue your course; this way you maintain speed and may even gain some height!



# Learn the Ropes

## with Nick Carter.

### Reach

Coming to the top mark for the first reach, prepare early!

- Ease the rig as required, prepare centre board, position crew for the mark rounding.
- Allow for the tide and waves, don't crowd the mark, maintain power and speed through the rounding.
- Let the boat naturally come back to course.
- Big seas and wind generally demand that the crew position themselves towards the transom, the aim being to bring the bow out of the water, thus increasing speed on the reaching leg.
- Use tell-tale angles to the hull and sail, to determine a combination of mainsheet, jib, traveller and centreboard settings.
- Remember, its not set and forget.
- When the angle of the breeze changes, it naturally affects the settings you have on the boat.
- Managing the rig and crew position off the breeze will be a big differentiator in heavy conditions.
- Gybing is where it all comes undone in heavy conditions, you need to pick your moment.
- Prepare early, free your sheets, place centre board in the right position for your boat type, vang, Cunningham and out-haul correctly set.
- Pick a wave, steer the boat to a neutral point where the power is removed from the sail (i.e. take the surprise out of the movement).
- Then assist if possible, so as to control the "throw" of the boom from one side of the boat to the other.
- Make sure you hold onto the mainsheet and tiller through the gybe in order to maintain effective control on the other side.

### Run

The run is perhaps the most unsettling of all the legs in a breeze.

- The key from my perspective is to maintain the right balance of crew, mainsheet and jib tension with correct centre board positions to minimize rolling or pitching of the boat.
- Avoid sudden rudder movement if at all possible.
- Surfing big waves is very cool, but can cause stability issues when the angle of the hull to the wave is not consistent with where the boom and sail need to be.
- Early on in the leg, work out where the next mark is, and have the boat in a favourable position to reach this mark, with as little change of course as possible.
- Rudder purchase and steering can be compromised when sail positions and crew weight are not correctly set, meaning the leading edge of the rudder not catching, resulting in loss of steering.
- Make sure crew and sail position gives the rudder adequate purchase.
- If in doubt and it's all too hairy, start to steer the boat onto a broader reach angle, i.e. when the wind is not directly behind the boat, and then when the time is right, bring the boat back onto course.

### Have fun

No better feeling than returning to the club having conquered a big day on the bay. Preparation, keeping the boat ship shape during the race, will ensure 20 knots+ is very manageable. We have some great heavy weather sailors at Somers; Michael V, The Commodore, Sean, Pat, Simon, Matt, Emma, Amanda, Wendy, Michelle, Nigel, Andrew R, Jeremy, Brian, Robbie and Nick Ede to name a few, and I am sure they would all be more than happy to assist you with boat preparation and on the water advice.



## Vale Jon Attoe

7.1.43 - 11.7.20

Jon was born and bred in Norfolk. He met Sue when he was 18 and they eventually married in the UK. Jon started his career in banking and had interests in cricket, singing in the choir and his beloved soccer team, the Norfolk Canneries.

Jon and Sue thought his chances were better in Australia and accepted a job with the CBC. He became the manager of the South Yarra branch and then moved on to head office in Collins Street in the role of a trouble shooter. Jon remained in banking and is credited as the creator of the reverse mortgage.

A week after Jon left Norfolk, his brother Bob moved to Canada but they still caught up with each other and their parents regularly. Jon had two children, Paul and Vicky together with five grandchildren. They had a holiday house in Somers, had many holidays in Bali and enjoyed the good life.

Life became difficult after moving to ten acres in Belgrave and Jon and Sue separated but always stayed in touch. Jon moved to Elsternwick and soon caught the eye of a neighbour, Vickie and married soon after. Vickie's daughter Miranda was seven who eventually had children. The grandchildren called Jon "Grim"

Upon retirement, they lived at Main Ridge and became "farmers". After Vickie died from cancer, Jon moved back to Somers. Jon had many social networks during this time and was a regular member of the monthly lunch meetings of the group Peninsula Forward, which was formed to promote the interests of the Peninsula. Jon joined the yacht club, Somers Combined Probus and had many friends.

He was a man that enjoyed a glass of red and often had his old city mates down to Somers together with his family. Rosie, Jon's dog, was well known on our beach and to the local Rangers, which proved costly at times.

Jon was unassuming, generous and a good friend to all. He never complained about having Parkinsons and maintained that the treatment was going well. Jon will be sadly missed

Tim Rintoul





## Keith's Isolation Activity



In 2017, as a 3-year time-consuming job was drawing to a close, Keith decided he would like to build a model ship in his forthcoming recreation time. He found an intriguing boat online and purchased it.

In 2020 when reading the book "All our Somers", written by friend & fellow rower, Bruce Bennett, Keith established that the ship he had chosen was a model of the French Corvette L'Astrolabe which sailed into Western Port Bay under the command of Dumont d'Urville in 1863. This followed the 1802 Baudin expedition to Australia from France, Le Naturaliste sailed into Western Port checking the maps completed earlier by George Bass. It was at this time that the captain Jacques Hamelin named French island "Isle de France".



Men working to pull their trawls out of the water at Western Port Bay, presumably while sealing.

Keith began building the model in July 2019, but it was not until March 2020 whilst rehabilitating from heart surgery and locked down due to Covid-19 that he really worked in earnest to complete the ship. He has spent many hours (up to 7 per day) working on the model.

Building the ship began with laying the keel then planking with walnut strips, soaked in water in order to make them conform to the shape of the hull. The hull was then sanded, varnished, then sanded and varnished yet again. Next came the fit out with masts, deck fittings and finally the spars, yardarms and rigging.

Many small intricate parts took hours to complete such as the ship's boat, the rudder, the gallery and 14 individually made cannons and gun carriages. These were painted, stained and finished off with gun black

in order to age them.

The rigging is now in progress. A mixture of boot polish and paint is used to stain the ropes which must be threaded through miniature deadeyes and blocks. It has so far taken 3 hours to tie half the ratlines to the port foremast shrouds, and it is estimated it will take a further 3 hours for the port shrouds alone. By the time the ship is finished Keith will have done approximately 988 miniature clove hitches on the ratlines alone!

Finally, the spars will be fitted, the 4 anchors assembled and the French Flag raised. There may even be a bottle of French champagne splashed on the bow and it certainly won't be a miniature bottle!

Libby Moore





## TALES of YORE

from the sailing memories of an amateur practitioner.

### **An unforgettable over-exposure at the bottom mark.**

We thought it was a good fleet of 9 Seaway trailerable yachts that turned up for a class race out of Brighton. Our crew were all looking forward to performing our best against our peers.

On our boat, Denis was skipper, I as second-hand trimmer, and our wives (Chris and Col) at the ready to be eyes and ears, to pull any strings and to tuck the kite away. The wives were also designated to chat up the opposition crew to engage them in distracting conversations. Down below on the aft-bunk was our young daughter (3yr) sleeping.

As the wind was dropping down from 15 knots, the fetch had worked to give waves of about a meter – a good Port Phillip slop. So far it had been a good race, with a number of place changes as we did the first triangle, sausage, second triangle before the finishing beat. We were having an exciting time as we puddled around in mid fleet.

On the previous legs, we had come up against Calico a few times, and on this down-hill leg we found ourselves just a couple of boat lengths behind them. Calico had an experienced skipper, so we knew we were in for a tussle. We came down to the mark psyched up to make our move into the beat in top gear. Word went around our cockpit - “our plan is to . . .”, “you do the foredeck . . .”, “winches loaded . . .”, “you tail . . .”, “be ready to bring weight up to windward . . .”. Both boats had spinnakers up and so we both had to do a critical spin drop and raise the number 3, with minimum of fuss or errors. We were set for a sparring beat home.

Just as Calico was rounding the bottom mark and pointing up for the beat, the forward hand (not a small bloke), dressed in wet weather pants (bib and braces - haute courture in those days), lurched around the foredeck wrangling with the sails. Perhaps he slipped on the spinnaker which was under his feet, when just at that moment the bow sank into a trough then lurched up onto a crest. The forward hand was first dumped on the deck, then launched up and over the hand-rail on the leeward side. Fortunately for him he was a quick thinker and he reached out and grabbed the hand-rail wire. Under the pressure of the passing water he was quickly swept towards the transom where he managed to grab onto the boarding ladder. It was in this posi-

tion that he was dragged along behind, sort of surfing behind Calico.

Then what happened next was that the water coming up from the under hull filled his pants bib and legs so that his pants became quite bloated. When we saw him prone like that being dragged like a puffed up sea anchor, we did not know what to do, because if he let go we might run over him. We vacillated but quickly bore off out from the line of Calico. Just then it happened. The braces stretched and the bib, pants and knickers were dragged down to his boots, and his buttocks were all exposed. (If he had rolled over, there could have been a more shocking flash of the crown jewels!) As we bounced around in the swell, we were laughing heartily, and our wives squealing in mock horror!

Somehow, Calico resumed concentration and decorum, the crewman was dragged into the cockpit and then they resumed beating. We were a bit shaken by the risks of the man overboard situation and the hilarity of what had unfolded, that we lost concentration and fell behind. As our crew gathered our composure and got into the beat, we agreed that we should protest Calico for sailing with their crew in a very perilous position, and for offending our wives with unseemly exposure!



### **More Sailing of YORE . . .**

Catch up with how it used to be in Paynesville 1963 (before the advent of plastic boats) at

<https://www.youtube.com/watch?v=WRffITAYXXg&feature=youtu.be>

(Write in YORE sailing memories to the Editor.)

Patrick Poppins



In sailing we use flags to communicate necessary messages and instructions to sailors on and off the water. In this series of articles, we would like to explain the flag signals of racing, and what the race management team are expecting from sailors. Part 1 of this series discussed flags used to postpone races. If you missed part 1 dig up a copy of the previous newsletter. Part 1 also contains the internet location of the Racing Rules of Sailing published by World Sailing.

In part 2 we cover flags used to start races. Look for part 3 in the next newsletter which covers flags used to stop races.

### Summary of Start Sequence

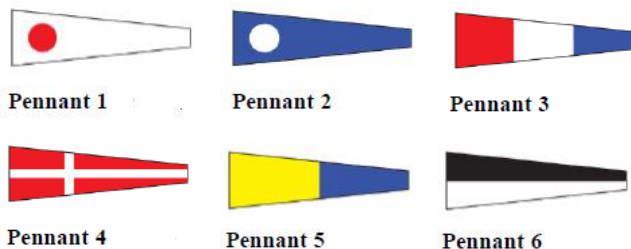
The rule that applies to the start is rule 26. At Somers our sailing instructions have amended this rule so that the whole start sequence for a division has a 3 minute duration as follows

3 Minutes	Class/Division Flag up	Division Warning signal
2 Minutes	Preparatory Flag up	Preparatory Signal
1 Minute	Preparatory Flag down	1 minute to start
0 Minutes	Class Flag down next Class flag up	Start Warning signal for next division

### Class Flag

At Somers the class flags are the numeral pennants to represent each division. Division 1 class flag is numeral pennant 1, Division 2 is numeral pennant 2 etc...

In a state, national or world titles the class flag is normally a flag or pennant displaying the boat's class symbol. Whatever it might be, class flag is always described in the Sailing Instructions. So if unsure read the sailing instructions.



The class flag is raised as the warning signal to indicate which class or classes' start sequence has commenced. Yes, we may sometimes combine class/division starts and we may or may not tell you of a combined division start at the briefing. So you

need to be watching the flags to ensure you start at the right time.

Dropping of the class flag is always the starting signal for the class/division. At Somers, with rolling starts (i.e. one division after the other), the start signal for a division coincides with the warning signal for the next division.

The class flag is dropped 1 minute after the preparatory flag is dropped.

### Sound

1 short sound signal when raised and 1 short sound signal when lowered. The sound signals are to draw attention to the raising or lowering but the signal is still valid if the sound fails.

### Preparatory Signals

The preparatory signal is raised 1 minute after the Class flag. At this point you are racing and racing rules apply. There are 5 flags that can be used as a preparatory signal and each flag indicates different rules to apply at the start. Each rule has its own set of consequences for you if you break it.

The flags used are P, I, Z, U and Black. In Somers club racing with almost always use P but there are occasions where other preparatory flags could be used.



### Sound

1 short Sound signal when raised and 1 long sound signal when lowered. The sound signals are to draw attention to the raising or lowering but the signal is still valid if the sound fails.

### Sailing Rule

This is part of Rule 26 Starting Races.

### What it means for Somers Sailors

At Somers the Sailing Instructions change rule 26 so that there is only 1 minute between the Preparatory flag up and it being lowered. This means, for each division the start sequence is only 3 minutes.



### Consequences when P is the Preparatory Flag

P is the most lenient of the preparatory flags. If you are over the line when the start signal occurs you can simply dip back across the line and restart without penalty. If you or someone else is over the line at the start a signal will be used. The Recall flags are discussed in part 3. If you do not return to restart and your boat is identified, you will be scored OCS (On Course Side) without a hearing.

### Consequences when I is the Preparatory Flag

Rule 30.1 comes into play when I flag is the preparatory flag. It differs from P in that if any part of your boat or crew are on the course side of the line or its extensions **during the last minute** before your starting signal then the penalty occurs.

The extension to the line are the continuation of the start line to port of the starting mark and to starboard of the start boat.

Your penalty is that you must sail across one of the extensions from the course side to the pre-start side of the line before starting. Typically, you would sail around either the starting mark at the port end of the start boat at the starboard end before starting. If you don't and you are identified, you are considered not to have started and be scored DNS.

### Consequences when Z is the Preparatory Flag

When Z is the preparatory flag, Rule 30.2 applies. It is slightly different again. The penalty is incurred if any part of your boat or crew is in the triangle, formed by the ends of the starting line and the first mark, **during the last minute** before your starting signal.

This penalty is a scoring penalty. If you are identified you receive the score you would have received without the penalty, made worse by the number of places stated in the Sailing Instructions or made worse by 20% of the score for DNF, rounded up to the nearest whole number.

### Consequences when Z with I is the Preparatory Flag

When Z & I are raised together as the preparatory flags both rules 30.1 and 30.2 apply.

### Consequences when U is the Preparatory Flag.

Rule 30.3 applies when U is raised as the prepara-

tory flag. The penalty is incurred if any part of your boat or crew is in the triangle, formed by the ends of the starting line and the first mark, **during the last minute** before your starting signal. If you break this rule and are identified you will be disqualified without a hearing. However, if the race is restarted or resailed you may restart without penalty. The Score will be UFD (U Flag Disqualified).

### Consequences when Black is the Preparatory Flag

Rule 30.4 applies when the Black flag is raised as the preparatory flag. This one has the most severe consequence so you don't want to break this rule. The penalty is incurred if any part of your boat or crew is in the triangle, formed by the ends of the starting line and the first mark, **during the last minute** before your starting signal.

If you break this rule and are identified you will be disqualified without a hearing even if the race is restarted or resailed but not if it is postponed or abandoned **before** the starting signal.

If a general recall occurs or the race is abandoned **after** the starting signal your sail number will be displayed by the start boat and you shall not sail the race. If you do sail the race, the disqualification shall not be excluded when calculating your series score. The Score will be BFD (Black Flag Disqualified).

If you have feedback or would like clarification, send an email with subject "Feedback- Know Your Flags (Part 2)" to [markgraham58@gmail.com](mailto:markgraham58@gmail.com)



# In Praise of Adult Beginners

**You have always wanted to be able to do it.** Now you are enrolling your kids into the course, but you really want a turn yourself. You don't really want to squeeze into a wetsuit, and you can't imagine mentioning it to your partner.

There is nothing worse than being a beginner, it sucks! Your pride is gone out the window as soon as you become new at something.

Kids, on the other hand, can learn anything in a short space of time, and don't they like to tell us about it. We have encouraged this in them, and told them "when you get knocked down, you get up again and give it another go!" Kids are pretty good at learning to sail in the blink of an eye. Makes sense—they've got all the advantages. Bodies made of rubber. No fear of failure. Illusions of super-heros. And, most importantly, their sole responsibility in life is to learn new tricks. That's it. You fully fledged adults out there have nothing going for you should you foolishly decide to squeeze into a wetsuit and learn a new physical skill. You're comically out of shape, you've got a time-eating job, and you're burdened with an ego that will do anything to keep you from looking like you don't know exactly what you're doing at all times.

Watching beginners making mistakes on launching their boat is agonising, while expert sailors on the beach onlooking saying; why don't they know what they are doing!

Like every sailor knows, it is the feeling of being present in nature, powering the boat over the water and the freedom it gives that keeps that beginner sailor pursuing their dream to sail.

We should be applauding that adult with the iron will, for pursuing such an undertaking as being a beginner again. Giving up the position as a comfortable, confident adult, jumping off the edge into a new world, where they feel at the bottom of the social pecking order. For that, the beginner adult deserves our respect.

We need to encourage these adult beginners, instead of criticising. Help them out, feed them a few of our own personal tips along the way and most of all give them our support.

And for you the adult beginners; you need to be kind to yourself. Don't over criticise and become discouraged. Our brains are often too analytical and we forget to enjoy the process. You have every right to learn how to sail, so have a positive attitude and remember it's never too late to learn a new trick.

**For all my Adult Sailing School students over the years, I am very proud of your iron will to pursue sailing and the enjoyment it can bring. I am always here cheering you on!**

**Emma Morris**





# Membership Report

Somers Yacht Club Membership Subscriptions for the season 2020-2021 are due to be renewed between September 1st and October 1st, 2020.

The Annual Yacht Club mailout will occur in late August, a letter including the proposed season Calendar and renewal documents will be sent to each Somers Yacht Club family.

Several meetings of a subcommittee and the General Committee over the winter have focused on changes to the fee structure and categories of membership for the 2020-2021 season. The Membership Categories and associated fees have been updated.

Please check the Fees Notice carefully. According to your age and family circumstances you, and your family, may now be in a different category for season 2020-2021.

The Membership Renewal document explains the steps involved in retrieving your Australian Sailing (AS) number and completing the online renewal form. Please note that every member of a family, over the age of 8, should complete a membership renewal.

The General Committee understands that during these uncertain times of Covid-19 restrictions, some of our members will be experiencing financial stress and uncertainty. In considering these factors, the General Committee has decided the following: All membership categories will have the option of a 25% discount on their total subscription for 2020/21. This includes extras such as yard space and boat registration as per the Fees Notice.

On completion of the online membership renewal, there will be an option to select a 25% discount. Members who wish to do so will have the option to waive the discount to support the Club. Members must be financial to store a boat in the yard and sail at Somers Yacht Club in season 2020-2021.

The committee wishes to provide support to members who have suffered financial hardship and cannot pay by the due date. If you are in this category please contact the membership secretary.

[membership@somersyachtclub.com.au](mailto:membership@somersyachtclub.com.au)

Libby Moore



Ready to gybe.



Gybe Oh



Oh oh!

## Hydro Pump Pacer





# Results 2019 - 2020

## RESULTS ... RESULTS ... RESULTS ...

### Pre-Christmas Line Honours

	1st	2nd	3rd
Division 1	Jeremy Pearse	Brian Gristwood	Nigel & Abi Beddoe
Division 2	Vlad Bunyevich	Harrison Ede	Steph Schwarz
Division 3	Glenn Collings	Mike Sandiford	Michael Vandenberg
Division 4	Wendy Wilson	Evan Gaulke & Crew	Ida Gaulke & Crew
Division 5	Not Awarded		

### Pre-Christmas Handicap

	1st	2nd	3rd
Division 1	Brian Gristwood	Jeremy Pearse	Nigel & Abi Beddoe
Division 2	Harrison Ede	Steph Schwarz	Zoe & Matilda Morris
Division 3	Mike Sandiford	Michael Vandenberg	Mal Otto
Division 4	Evan Gaulke & Crew	Ida Gaulke & Crew	Not Awarded
Division 5	Not Awarded		

### Summer Cup Yardstick

	1st	2nd	3rd
Division 1	Matt Stone	Jeremy Pearse	Nigel Beddoe, Abi Beddoe
Division 2	Emma Morris	Jack Cassano & Luke Mrkusich	Max Casalas & Will Morgan
Division 3	John Tilleard	Nick Carter	Chris Gurney
Division 4	Libby Moore	Wendy Wilson	Chris Thomas
Division 5	Not Awarded		

### Summer Cup Handicap

	1st	2nd	3rd
Division 1	Jeremy Pearse	Matt Stone	Brian Gristwood
Division 2	Steph Schwarz	Emma Morris	Jack Cassano & Luka Mrkusich
Division 3	Mike Sandiford	Chris Gurney	John Tilleard
Division 4	Grahame Tiplady	Libby Moore	Wendy Wilson
Division 5	Not Awarded		

### Yardstick Pursuit

	1st	2nd	3rd
Cats	Brian Gristwood	Steph Schwarz	Robbie Lovig & Torben Wick
Monos	Wendy Wilson	Lachlan Otto & Ava Otto	Caitlin Bly

### Williams Point Cup

	1st	2nd	3rd
Cats	Jeremy Pearse	Robbie Lovig & Torben Wick	Peter Dalton
Monos	Michael Vandenberg	Glenn & Vanessa Collings	Sean Bly

### Commodores Cup

	1st	2nd	3rd
Cats	Robbie Lovig & Torben Wick	Jeremy Pearse	Peter Dalton
Monos	Lynden Roberts & Katrina Harris	Glenn & Vanessa Collings	Michael Vandenberg

# Results 2019 - 2020

## RESULTS ... RESULTS ... RESULTS ...

### Season Line Honours

	1st	2nd	3rd
Division 1	Brian Gristwood	Nigel Beddoe & Abi Beddoe	Emma Morris & Kate Laukers
Division 2	Vlad Bunyevich	Harrison Ede	Zoe & Matilda Morris
Division 3	Michael Vandenberg	Glenn Collings	Mike Sandiford
Division 4	Wendy Wilson	Mal Otto	Evan Gaulke
Division 5	Not Awarded		

### Season Handicap Awards

	1st	2nd	3rd
Division 1	Nigel & Abi Beddoe	Morgan Carter	Emma Morris & Kate Laukers
Division 2	Harrison Ede	Zoe & Matilda Morris	Steph Schwarz
Division 3	Michael Vandenberg	Nick Carter	Mike Sandiford
Division 4	Mal Otto	Evan Gaulke	Ida Gaulke
Division 5	Not Awarded		

### Ladies Championship

	1st
Cats	Zoe & Matilda Morris
Monos	Wendy Wilson

### Super Veterans

	1st
Cats	Brian Gristwood
Monos	Mal Otto

### Club Champion Handicap

	1st	2nd	3rd
Division 1	Brian Gristwood	Emma Morris & Kate Laukers	Morgan Carter
Division 2	Vlad Bunyevich	Harrison Ede	Zoe & Matilda Morris
Division 3	Patrick Moore	Glenn Collings	Nick Carter
Division 4	Wendy Wilson	Libby Moore	Mat & Eliza & Fred Otto
Division 5	Lucy Laverty	Not Awarded	

### Club Champion Yardstick

	1st	2nd	3rd
Division 1	Nigel & Abi Beddoe	Brian Gristwood	Emma Morris & Kate Laukers
Division 2	Harrison Ede	Vlad Bunyevich	Zoe & Matilda Morris
Division 3	Michael Vandenberg	Patrick Moore	Glenn Collings
Division 4	Mal Otto	Wendy Wilson	Libby Moore
Division 5	Chloe Laverty	Lucy Laverty	Not Awarded

### Norm Dewar Series Yardstick

	1st	2nd	3rd
Division 1	Nigel & Abi Beddoe	Emma Morris & Kate Laukers	Brian Gristwood
Division 2	Not Awarded		
Division 3	Nick Carter	Glenn Collings	Amanda Nutting & Maureen Laverty
Division 4	Mal Otto	Not Awarded	
Division 5	Chloe Laverty	Not Awarded	

# Results 2019 - 2020

## RESULTS ...

## RESULTS ...

## RESULTS ...

### Norm Dewar Series Handicap

	1st	2nd	3rd
Division 1	Brian Gristwood	Emma Morris & Kate Laukers	Luke Crouch & Georgia Wood-Freeman
Division 2	<i>Not Awarded</i>		
Division 3	Glenn Collings	Amanda Nutting & Maureen Laverty	Mike Sandiford
Division 4	<i>Not Awarded</i>		
Division 5	<i>Not Awarded</i>		

### W.T. Long Trophy

Chloe Laverty

### Paper Tiger Champion

Harrison Ede

### 125 Class Champion

Evan Gaulke & Lachlan Chisholm

### Seasons Catamaran

Harrison Ede

### Paper Tiger Veteran

Vlad Bunyevich

### Pacer Line Honours

Mat & Eliza & Fred Otto

### Over 70's Encouragement Awards

Steph Schwarz & Grahame Tiplady

### Sabre Perpetual Trophy

Wendy Wilson

### Junior Champion Trophy

Chloe Laverty



Somers Sailing School preparing some future winners.





# Remote and Flexible Learning

With debate raging over Victoria's stance on remote and flexible learning I offer some observations from a school setting where children of essential workers and those deemed vulnerable attend their local primary school.

Nineteen children attended regularly and on the first day, only two could access Google Classroom on their ipads. This meant setting up school laptops each with their unique code and password. An hour later the first session was lost and students stressed. We did not return to ipads.

You cannot teach 5 and 6-year-olds their sounds while wearing a mask.

Children who have never played together before, quickly become adept at games in which everyone can participate. So gang-up-tiggy, memory tag, line tag, hoops, small and long skipping ropes, and the ubiquitous kick to kick footy became omnipresent.

With less than 20 students, the group became like a large family. Squabbling, making forts and cubbies from boxes, jigsaws, board games, and solving arguments with 'rock, paper, scissors'.

Students who also experienced home learning reported a marked improvement in lunches with Mum's toasties, pasta, noodle soup being big fa-

vourites along with snowballs and tam-tams.

No home school in the afternoon meant meeting with friends on bikes and getting lost deliberately.

The super savvy STEM teacher introduced Catan; a board game where you collect and trade resources to build settlements. This classic strategy game hooked kids from 6 years to adult. Buy it, learn it, play it with your kids. Highly recommended.

Minecraft Education is the winner. Wednesday afternoons were quiet.

One small child picked up a piece of building material and broke it in half to show asbestos fragments. This child then immediately returned home to be deep cleaned. The principal spent the rest of the day filling in forms.

We were all, parents, children, teachers, thrown in at the deep end, and initially overwhelmed. Just as a hotel quarantine nurse recently noted, "We had to learn to walk before we could crawl." It is easier to do our job, and do our job well in the structures of our classrooms but overall its been OK. And some children have really flourished.

Colleen Moore



Lila and Barney, Somers Yacht Club members, enjoy a few days a week at school.



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## The General Committee 2020-2021



Commodore  
Mike Sandiford



Vice Commodore  
Diane Otto



Rear Commodore  
Sean Bly



Treasure  
Tim Brock



Secretary  
Roy Higginson



Membership  
Libby Moore



Social  
Lisa Tuck



OHS  
Nigel Bedoe



Sailing School  
Emma Morris



General Committee  
Dianne Grahame



Bar  
Keith Moore



Facilities  
David Goble



Amanda Nutting  
General Committee

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A typical race day scene on the Somers beach. For comments, recommendations and commendations on this publication please email Colleen Moore moorecolleen65@gmail.com Or message or phone 0432806818.