



Windward

SAILING AT ITS BEST

June 2022



Juniors lining up for sailing action at Somers Yacht Club.

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From the Commodore's Desk



Congratulations – and thank you - to all our organisers, volunteers and participants for your contributions to another great sailing season!

Though the weather gods were not as kind to us as in some previous years - and despite the dampener of Covid infections putting members into isolation left, right and centre - we managed to hold just about all of our sailing and social events – a fantastic effort!

After a difficult couple of years, the Committee felt we deserved a bit of a celebration – in the form of a volunteers thank you drinks – which was very well received by all. The drinks were held after our end of season working bee, which was also a great success.

The golfers had a beautiful day contesting the “Otto” golf trophy.

Presentation night - mentioned elsewhere in this newsletter – was a happy celebration of our season. Many thanks to Simon and Emma Morris for the huge effort involved in running this event. The Club spirit is alive and well at Somers.

Many thanks to Flag Officers Sean and Simon, and to the rest of the Committee, for all their hard work during the season – and continuing input over the winter period as we prepare for next season.

We will be having regular monthly Committee meetings over the winter and are continuing to focus on matters raised by members in the strategic review conducted about 12 months ago.

We are establishing a membership liaison subcommittee to continue Libby’s initial great work, getting to know our new members and to help them feel at home at the Club.

You may have noticed that the Windward Mark bar is under renovation, to improve the safety and efficiency within the current space.

We had the temporary “Sandbar” in the alcove – quite fun in the midst of diners on a wintry Friday night. Many thanks to all of those involved especially Greg Cassano, Keith Moore, Mal Otto, Steve Schaper and Simon Taylor to name a few. Mal organized a mate with a forklift to get the new fridge up the rear deck when the four removalists couldn’t - thanks again.

A copy of the Club’s Organisation Chart has been on display for some time now at the top of the stairs.. Note how many volunteers it takes for the administration of a Club like ours!

Please – if you feel you would like to get involved in any way – have a chat to me, or anyone on the Committee. We would love to have you as part of the team.

As you can see there are about 60 spots on committees or with specified roles – and that’s not counting sea rescue and bar volunteers!

Don't forget that, as well as specific Club social events, Jill's Friday night dinners continue every Friday night through winter, with the bar open from 5.30pm.

See you there!

Amanda



Vice Commodore's Report



Another season has drawn to a close. I couldn't be happier that the way this season ended was different from the last two! It is hard to believe that a little over a month ago, we were sailing in sunshine and enjoying the sunsets from the deck. Are there any souls brave enough to get out on the water in this chilly weather?

You would be forgiven if you think that once the season finishes, we close the doors and roll down the shutters on the clubhouse until October next year. Far from it! There is still plenty going on around the club. Those of you who visit the club will notice that the Windward Mark bar has undergone a transformation. It is now safer and easier for our bar volunteers to store and serve. A big thanks to the Bar Committee, in particular Greg Cassano and Keith Moore, and all other volunteers who rolled their sleeves up and helped achieve this. I'm sure the bar will continue to get plenty of patronage during Friday Night meals from Jill. Make sure to come down and fill your belly with Jill's tasty cuisine.

We will be installing some new carpeting in the tow-

er over the winter plus some other fixes around the place. Any changes will be published in the Mid Week News.

Our club working bee was held on the 24th April following the last race of the season. Thank you to everyone that chipped in to help on the day. We now have some new succulents planted at the club entrance - the club and yard is looking spotless! I'd also like to thank David Goble, our Facilities Manager, ably assisted by Grahame Tiplady, Mal Otto, Simon Morris, Nigel Beddoe plus many others who have helped out around the grounds. We are lucky to have so many handy people around!

Off the water, the Finance & Planning Committee have been working on producing a forward-looking budget for the next five years. I am pleased to say that the club remains in a strong financial position, thanks to the work of my predecessors and our Treasurer, Tim Brock. We are negotiating a rental adjustment with the Department of Environment, Land, Water and Planning (DELWP). All these activities will help determine the club's priorities, membership and other revenue going forward.

After two years and many false starts, it was wonderful to get everyone together for Presentation Night and celebrate the 2021/22 Sailing Season. Simon and Emma Morris hosted a fantastic night. The little things Congratulations to Roy Higginson on receiving the McCutcheon Award – well deserved!

Sean Bly



Rear Commodore's Report



With Covid still lingering, we were lucky to get through the season with relatively normal circumstances. We held 25 club races, not our greatest season to date, with 17 races cancelled due to bad weather.

At least this was not due to government lockdowns. It is wonderful to see that our club over the past season has run 40 + days of other sailing activities apart from club racing. These include, sailing school, social sailing, State Titles, SWISH and cruising. This goes to show our club is so much more than just racing.

Presentation night was a hoot, with 120 people for a sit-down dinner. A strong emphasis was placed on rewarding volunteers for all their efforts throughout the season during the night with many locally sourced gift vouchers given out.

With winter upon us, it is time for most people to pack up their boats into hibernation. For the safety of your boat and others during winter, check your boat is tied down, check your rigging if your mast is to be left up, and for boat longevity, cover it as much as possible from the weather. But if you are not hibernating your boat we are aiming to have a winter solstice sail on the Saturday around the shortest day for the year. Keep an eye on the Mid-Week News. Last years bon-fire in the yard with a two piece string band was a roaring success, and kept all warm and social. It was an experience to derig my boat next to a fire and listening to live music!

As our club is transitioning, we need to upskill more people in various positions. These include

- Rescue boat driving
- course setting
- race control from the tower

Limited funding is available from the club for many of these areas that require external certifications. Through the winter and next season we will also be running in house training for powerboats and tractor driving. All you need is a marine and/or car licence for the relevant activity, not to mention the passion to be involved and make new friends. Please contact myself through email;

rearcommodore@somersyachtclub.com.au and I will be able to point you in the right direction.

Next season we will be using a purpose designed website, "Dutyman" for rostering our sailing programs. This new application allows people to nominate the roles and dates for which they want to volunteer (subject to their experience and training) well in advance. We are hoping to have most of the season rostered by November.

Keep warm and well through winter.
Simon Morris.



Many of our younger patrol boat drivers organising the Hawk Titles.



Presentation Night

With the sun setting across the water and dolphins silhouetted in the light (yes, really) Somers Presentation Night began with class.

The Club Committee led by Simon, Amanda and Sean, provided a great night of food, drinks, awards, and even dancing. Over 120 attended. Simon, Emma and the Morris family coordinated the awards, engraving, prizes and audiovisual presentations. Beautiful photos and videos from across the season included Sailing school, Middle Bank social sail day, racing and SWISH, and reminded everyone of how lucky we are to a part of it all. Not sure if everyone got the Hawaiian shirt memo, Sim!

Tables were decorated with flowers and the traditional candle photo wraps arranged by Diana, Chris and Cheryl. Thanks to Jill for delicious meals, Lisa and team for setup, and to Maureen for her exceptional bar work and balancing champagne flutes. Eli captured the excitement through her photographs.

It has been a busy season, despite a few races abandoned due to weather. There were a lot of winners this season, judging by the awards and the generous prizes. It was impressive to see the Otto, Morris, Laverty, Chiu, Twist, Davenport, Briggs, Schwartz, Beddoe, Gamlen, and Labat families well represented across generations.

Club Champion Yardstick Honours across the Divisions went to Peter Foulsum (Div1), Matilda Morris and Emily Chiu (Div2), Michael Vandenberg (Div3), John Tilleard (Div4) and Ava Otto and Henry Hutchinson (Div5).

Wendy Wilson's kindness and commitment through SWISH to women participating in sailing, and gaining confidence on the water was recognised, in addition to receiving her own multiple awards.

Roy Higginson was a well deserving McCutcheon Award winner. Our amazing Volunteers were recognised for providing the foundation of the Club across so many areas of racing and events.

True to SYC form, the party continued after the formal part of the evening concluded, with our resident DJ (thanks Gidi) turning on the music and spinning the disco ball for dancing.

Well done to the myriad of people who came together to make this night a great event. You are the heart and soul of the Club and so much appreciated.

Katrina Harris



Smiles abound on the faces of some of our many, valued volunteers.



Division One

After a series of 2020 and 2021 Covid-19 Lock-downs with 5km, 10 km and 25 km travel restrictions the 2021-2022 season finally got underway 20th November after the “Melbourne ring of steel” was lifted by the state government on 8th November and a practice session on the 13th November with a revised sailing calendar.

Victorian Catamaran Championship 27 and 28th November 2021

The 2021 Victorian Championship held at McCrae Yacht Club was well attended by the Hobie 16 fleet with Somers Y.C. represented by Geoff Rowdon and Rosie Phelan, Luke Crouch and Arijia De Leeuw, Nigel and Abi Beddoe, and Peter and Tom McCracken. Geoff and Rosie finished a creditable 3rd overall in some marginal to rough conditions particularly on Saturday with gusts well above 25 knots. Many sailors across all divisions didn't compete on Saturday due the tough conditions.

Nigel lost the Bridle Forestay adjuster from his new Hobie 16 “Fred” on the road on the way back to Somers. An expensive outing for a weekend of racing.

Westernport Challenge 15 January

Somers was well represented in division 1 with half the fleet (16 of the 32 yachts). The race was run in ideal conditions with 10 to 15 knot winds.

Matt Stone placed 2nd in the division 1 catamarans with Nigel and Abi Beddoe taking 4th, Timothy and Naomi Chiu 5th, Elly Morris and Zac Rowden 7th, Emma Morris and Jemima Wilson 9th and Simon Morris and Harry Chiu 10th overall. Six in the top 10 is a great result and helped Somers regain the trophy. Results would have been even better if 2 Hobie 16 hadn't been OCS at the start and Jeremy Pearse hadn't broken his tiller extension during the race. Elly and Emma also cleaned up the Female skipper division. Well done to all.

Around French Island Catamaran Challenge Race 19 March

With a \$10,000.00 prize pool, Somers YC was well represented for the second year with a fleet of Hobie 16s and a Mozzie setting off from Somers beach to Cowes YC for the race start. Matt Stone also towed his Mozzie from Drouin to attend. Naturally with a large prize pool there were 36 entrants from all over Victoria. Of the 36 entrants listed in the results, 9 were from Somers with Matt Stone taking 4th place in a time of 5 hours 4 minutes and 20 seconds. Luke Crouch and Arijia De Leeuw were the next Somers catamaran in 11th position with a time of 5hrs 46 minutes and 10 seconds. This was definitely not Hobie 16 conditions and an hour and

a half longer than the previous year. Congratulations to all who ventured over the sandbar to Cowes for the event.

Montalto Marathon Race 20 Feb

The 2nd annual Montalto Marathon was well supported by Somers YC with a 8 Hobie 16s and 1 Mosquito Justin Prior and Gina Webster representing Somers YC from our division 1. This year an additional start line for Somers was added making the course an additional 8 km to Flinders and back. Conditions were not ideal for the Hobie 16s from the start with light winds. The wind gods smiled down on the Hobie 16s return leg from Flinders with a recorded 15 to 23 knots. Congratulations to Emma Morris and Jemima Wilson 8th overall and Simon Morris and Alex Costas 9th overall.

Club Races

The 2021-2022 season saw predominantly South East winds ranging from drifters to beautiful 8 – 15 knots and the good old 22 knots plus that we couldn't safely race in. The Southerly to South Westerly winds just didn't set in and the North Westerlies were totally absent.

A wayward Wing Mark during one of the early season races caused havoc when Jeremy Pearse and Brian Gristwood spotted the new location of the mark and headed for the new rounding. Unfortunately Andrew Robertson didn't see the new position and was still heading towards the bottom mark. This resulted in a collision between Brain and Andrew which put Andrew's A Class out of action until Christmas.

30 entrants in the Championship series shows the strength of division 1. Only 6 races were completed due to too much wind or not enough wind. Of the races that were completed, most were conducted in variable south east to north east winds. The exception to the rule was championship series race 7 on 26th Feb conducted in a 12 to 20 knot ESE wind; ideal Hobie 16 conditions. Congratulations to Zoe Morris and Tom McCracken making it into the Championship placings.

All club race results can be found on the yacht club website.

Peter Foulsum



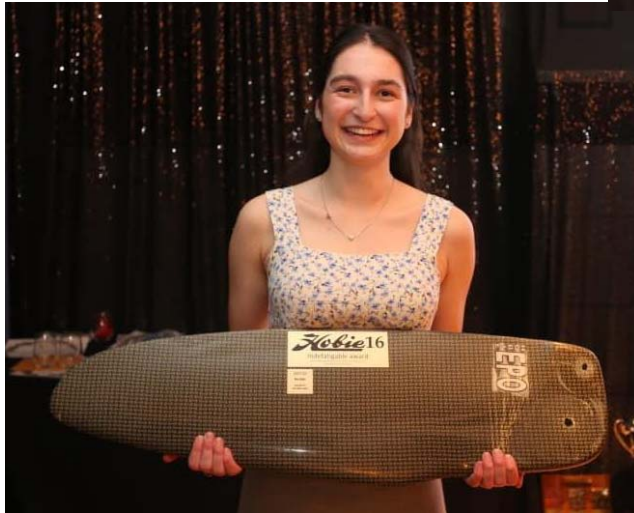
Division Two

Where are you Division Two?

There are so many boats in the yard but missing in the competition on the water.

It is great to see the training happening for a new Dragoon owner, and see some new Hobie 14's arrive at the club. I think next season will see a building fleet of Hobie 14's and Dragoons and we aim to do some pre Christmas training to build confidence and skills.

Matilda Morris



Presentation night.

Kelly-Anne and Malcolm Twist who sail a Dragoon and Zoe Morris who sails a Hobie.





Division Three.

Your correspondent was absent from Easter on, so this will be a little selective!

The season closed out with some outstanding performances by Nick Carter and Sean Bly who once again showed that when the wind goes light, the tables are turned on the Contenders. Unfortunately for them the die was already cast for the Club Champs although Nick snagged a handicap win for the season.

We saw some impressive performances from Mike Sandiford (3rd) in the Impulse State Titles and Daniel Lavery and Nick Ede had moments of brilliance despite “learning on the job”.

Shean Bly also did us proud at the Laser Masters with second in Apprentice division and 3rd overall. His training regime consisted of sailing his Laser from Somers to Balnarring. Imagine what he could do if he really focussed!

On the subject of Sean, he displayed his sailing skills for Division 3 at Presentation Night with a wonderful counter to the “Hobie Influence” of the Morris’. In addition to his persuasive arguments, Division 3 has also contributed most of our recent commodores, “in house” She Sails coaches and as mentioned last report, has a culture of bringing everyone along for the ride, whether relative novice or Rock Star (Sean). It is pretty chilly as I write this, but only two weeks ago, Mal Otto and I had a beautiful sail. The opportunities are there. Make sure you have another boat to get you home if you have a breakdown and let someone know you are going and let them know when you return.

Michael Vandenberg
Contender 2678
Now or Never





Division Four

The Division 4 Club Championship came down to the last race with 3 boats in contention to take out the Yardstick honours.

Before the race John Tilleard in Impulse 6.6 'There and Back' was on 11 points, Evan Gaulke & Herbie Goodsir in 125 'Bum in a Bucket' on 14 points and Chris Gurney in Impulse 6.6 Pandora on 18 points. Evan & Herbie headed out on the same tack as John hoping to sail quicker but keep him in view. As the race progressed positions changed between the three with Chris pulling ahead to take 3rd, Evan & Herbie just behind in 4th and John Tilleard doing the math cruising in 6th position. Leaving the final scores respectively on 17, 18 and 21 points and John being the Division 4 yardstick Champion.

Evan & Herbie took out the Championship Handicap ahead of Chris and John.

Throughout the series Glen Abbott sailed beautifully in his Sabre Red Alert having scores of 4, 3 and 2 in the races he competed in, similarly Robert Briggs with results of 3, 2, 3.

It was a fun and competitive season in Division 4 and we look forward to next season.

I would like to encourage all our Division 4 monohull participants to engage with the younger members and those coming out of sailing school to encourage them to have a go in a monohull and maybe even go take them out in a two hander for an experience. We all need to make an effort to build the numbers in monohulls and particularly in Division 4.

Evan Gaulke, 125.





Division Five

This season has been quite challenging for Division Five sailors, particularly with such strong wind conditions which easily over-powered the Hawks. Those who did venture out did very well.

The more we sailed and learnt, the more our determination and confidence grew. The courses with Emma at Sailing School were of great benefit.

And now we can't wait to get back into it.

Henry Hutchinson.



Youth News

Despite the oncoming winter weather, our kids from Somers Yacht Club are still busy. The 2022 Victorian School Sailing State Championships were held at Mornington Yacht Club April 1-3. Three full days of sailing made for a busy weekend. There were ~150 students competing from 21 teams. Huia Mrkusich and Lucy and Daniel Laverty competed for Woodleigh in Div. 1. Leona Twist competed with Toorak College in Div 2. Hopefully the kids can help us next year for teams racing at Westernport Yacht Club!

Daniel Laverty is fortunate to have been selected in the VIS/VPP training program in his laser radial. He gets to train three times a week with some of the best laser youth sailors. Their main coach is Brody Riley. We are grateful that this mainly occurs at Mornington Yacht Club as most of the team comes from the Mornington

Peninsula.

Lucy Laverty has been busy skippering her 420. They usually train on Fridays and Sundays at Mornington Yacht Club although this has finished up last month and they now do monthly weekend training camps. In April both Mavis and Lucy Laverty attended a 420 camp at Flinders Yacht Club with coaches Laura Harding and Harrison Chapman. This was a bit of a wet and wild weekend, in particular as parents and kids were camping at the club! The girls learnt about boat tuning including understanding prebend and how to use a rig tension guide. The May training camp had a little bit better weather, the girls worked on tactical skills in light weather and swapping crews/positions in the boat. Always good to "be in someone else's shoes!"

Maureen Cooper



Daniel at Laser training.



Mavis on the trapeze learning some crewing techniques at Flinders Y C training camp.



Lucy with her 420.



SWISH

We have had a wonderful 2021/22 season of Swish – SOMERS WOMEN in SAILING HAPPINESS - with many new and returning faces!

Our final session on Good Friday saw a record 27 women and girls having a sail in light winds and sunshine, accompanied by the local dolphins. After sailing we enjoyed a fun social session and thanked our volunteers. These include SEA RESCUE- Lindsay Pullin and Daniel Lavery, TRACTOR- Grahame Tiplady and Andy Griffin, BAR-Michael Wilson and SWISH COMMITTEE- Amanda Nutting, Libby Moore and Wendy Wilson.

A special message of thanks to Lindsay Pullin who is retiring after driving the RIB almost every

week since Swish commenced in 2018. We will miss his friendship, great power boat driving skills and send warm wishes for the future!

Presentation Night saw recognition of two of our most enthusiastic Swish participants –

Melinda Gamlen (Inexperienced sailor) and Katrina Harris (Confident sailor/Mentor).

Congratulations and thanks to you both for all you have brought to Swish!

Looking forward to next season!

Wendy Wilson



Such a Good Guy. Lindsay, and his stories, while we sail and he keeps a keen eye on where we are and what we are doing.

Sea Rescue

The provision of Sea Rescue facilities at our Club are essential to the holding/running of yacht races, for without the service we are not legally on the water in accordance with Yachting Australia Rules and Regulations and obvious safety reasons. The sea rescue service also execute other functions including course setting, start line setting, and for race control on the water.

These facilities are manned by volunteers who unfortunately are getting on in years in some cases therefore we need to train younger club members to fill these roles in due course.

We call on all Club Members both sailing and social to give some thought in taking on some of these duties which may require that you hold a current boat drivers licence, and be able to swim.

The rescue boats at the Club consist of SA11 which is the course laying boat with a Skipper/Driver and two crew which both are capable of

entering the water to assist in righting overturned race boats; SA4 which set the start line and controls the start of races, it has a Skipper/Driver and two crew who manipulate signal flags which control the starting sequencing; SA1 and SA2 are soft hulled rubber inflatable boats used for rescue work, with a Skipper/Driver and one crew member each which are both capable of entering the water as necessary in emergency situations.

Any Members who are interested in taking a role in or would like further information on our Sea Rescue fleet please contact Nigel Beddoe on telephone number 0466 015902

Gerald Lewis





Handicapping and How it Applies to You

There have been a number of discussions at the club around handicaps and whether they are providing the desired outcome. The primary reason for handicap results is to give sailors equal opportunity for a race win. A secondary outcome is to allow sailors to identify improvements in their performance. A larger handicap such as 1.02 implies a normally better performing boat while a handicap such as .95 shows room for improvement.

Handicap calculation for a race

For any race the handicap time is determined by taking the elapsed time, applying the yardstick and then the current handicap. The formula is Handicap time (in minutes) = Elapsed time * 100 / Yardstick * Handicap. For example $61:59 = 72:22 * 100 / 118.5 * 1.015$.

This leads to the discussion as to how the handicap is computed. Because every race is different due to wind speed and direction, course length and bearing as well as tide, we need to identify a way to compare races and performance within each race. Then we can average the results over a number of races to determine the handicap.

Back Calculated Handicap (BCH)

BCH is the term used to determine a number that is consistent over a number of races. The starting point is to select a boat that has a fair performance in the race. The choice made is to use the "45 percent" boat. This would be the 5th placed boat in a division of 10 boats. This boat is assigned a BCH of 1 and chosen as the reference boat. The other boats have a BCH calculated by the formula $BCH = \text{reference time} / \text{elapsed time} * \text{reference yardstick} / \text{yardstick}$.

In a division with 10 boats, the 5th place may have a yardstick result time of 23:23 with a yardstick of 127
PlaceTime. Sail NoClass YardstickElapsed
523:231959Sabre12733:31

Then the BCH for the 4th place boat on handicap is

$$1.048 = 33:31 / 31:21 * 127 / 124.5$$

PlaceTime. Sail NoClass HcpBCHNew HcpElapsed

Yardstick

426:01699Impulse 6.61.0331.0481.03731:21124.5

There is a limit applied to the calculated BCH so that the BCH is never more than 4% different to the current handicap. This stops the next handicap changing too much when something unusual happens such as a wind shift or a boat problem.

In this case the BCH is calculated as 1.075 but is limited to 1.067

PlaceTime Sail NoClass HcpBCHNew HcpElapsed
Yardstick

225:11 685Impulse 6.61.0261.0671.03630:33124.5

Next handicap

The handicap we use for a race is calculated based on past performances. The current system uses what is known as a weighted average. The formula is $\text{New Handicap} = 3/4 \text{ of Old Handicap} + 1/4 \text{ of the BCH}$. This gives the BCH from the most recent race more impact on the new handicap and the previous ones lesser impact. For example new handicap $1.036 = (3/4 * 1.026) + (1/4 * 1.067)$

This handicap method is intended to give all sailors equal chance of a race win on handicap. The winners on yardstick of the major series trophies are excluded from winning the handicap trophies. This results in distributing these trophies in accordance with the club preferences.

To make the yardstick race winner less likely to also be the handicap winner is much more difficult. One option proposed is to increase the BCH by a small percentage based on the place on yardstick. This would make it harder for a good handicap result in the next race. Any other ideas to adjust how the handicaps are calculated so that the yardstick winner is less likely to win on handicap will be welcomed.

Brian Grist



Tales of Yore 30 years at SsYC

We have been sailing intermittently at the club since about 1990 when we had a Mirror called *Toad II*. Painted yellow with pale blue decking it had a summery appearance. Our son and daughter attended the sailing school of the time and the Mirror did good service. Membership of SsYC was enjoyable and has long complemented our weekends at Somers.

The Mirror is mainly remembered by our now adult kids for a Sandy Point cruise many years ago. They were aged about eight and eleven at the time, and with me at the helm and Vicki waving from the beach we set off with the fleet in sunny and warm conditions, enjoying a pleasant if slow sail to Sandy Point for some lunch with several other sailors. During lunch the wind started to increase from the south-west and the sky was clouding over. "Time to leave" I thought. That was a good decision if a bit late, but I sailed unnecessarily far out into Westernport before going about to head back towards the club. When I had time to look I noticed everybody else seemed to be sailing close inshore. The club Patrol boat soon arrived to tell me with some urgency I should go inshore without delay. By now the sea was choppy and ugly, the Mirror taking some water and son and daughter were beginning to shiver, the bailing job not providing enough warmth. To add to our discomfort, the battering had loosened the gaff, which then crashed onto the leeward side of the boat, fortunately missing us all. Now very worried and trying not to alarm the kids, I waved a paddle over my head to attract the patrol boat for a rescue.

We were towed back to the club where Vicki was anxiously waiting. We were the last to arrive. It was a lesson in how quickly conditions can change at sea.

Later we acquired a Pacer *Forza* which previous owner Mal Otto had restored. We still have this sturdy boat, which deserves more frequent sailing than we provide. Among other events, we have sailed it on a couple of Sandy Point cruises, fortunately neither of which were as eventful as the one described above.

Several years ago we won a race in our Pacer mostly by accident. Mis-identifying the windward mark shortly after the start, and heading for the wrong buoy, we realised why we were sailing by ourselves. The rest of the fleet was sailing inshore. Having finally identified the windward mark and gone about to head to it, we were the first boat to arrive there, a lead we maintained. It was nice, but not a success we have been able to repeat.

Now older and wiser we are cautious about the conditions in which we choose to sail. Bottling it, as we have occasionally in the past, can be an exhausting experience best avoided. I can recommend the SYC Patrol boat service should you have to use it.

The increased number of social sailing events in the club's calendar is a change we have appreciated, and membership of SYC remains an important aspect of our 35 year association with Somers.

John and Vicki Best





Farewell to the Grahams

The Club sadly said goodbye to the Grahams earlier in the season following their decision to spend their retirement years closer to family members by resettling in the township of Callala Bay on Jervis Bay on the South Coast of New South Wales.

Both Mark and Dianne have had a strong connection with Somers Yacht Club since the early 1990's. Initially they were introduced to the Club through their daughter Janease's involvement in the Club's Friday afternoon sail training program organised by the Club for the Somers Primary School. Janease subsequently competed in the 420 sailing World titles in the United Kingdom and received considerable support and sponsorship through the efforts of Club members, including assistance from Malcom Kemp through sponsorship provided by Malcolm's then business. Janease has since become a very active offshore sailing racer.

Mark sailed competitively for many years, in boats that included Hobie 16, 125 and Pacer. Mark and Alex Haynes were Divisional Club Champions in the Pacer in 2010-11 Season. Mark was also instrumental in introducing many of our younger members to Club racing as his crew on the Pacer. For many years Mark over each summer school holidays also ran the Club's Sailing School, introducing many younger children to the sport of sailing. It is a far cry from the luxury we have today of plastic boats and brought with it the annual maintenance challenges of the wooden boats that made up the Sailing School fleet, many of which were remnants of the Mirror Dinghy heyday.

Both Di and Mark have provided the Club with countless years of service on the General Committee. This culminated in Mark becoming a Flag Officer and serving as the Club's Rear and Vice Commodore. Di's areas of responsibility included clothing sales and membership, including assistance in setting up our original membership data base.

It was in race management that the Club will always be indebted to both Di and Mark. For many years the Tower was the domain of Gary and Edna Grist, a formidable team in their time. Sadly, we lost Gary, and we were very fortunate that Mark was able to set up as Club Captain, and assume the role of co-ordinating the Club's racing activities. Mark was ably assisted in the Tower by Di. Di became very competent at mastering the TopYacht computer program that we used for many years and in assisting with the co-ordination of the race recording assis-

stants in the Tower. Mark, as Race Officer, also officiated at many State Title events, including providing assistance for Westernport Yacht Club. Mark was very active in representing the Club at Yachting Western Port.

Mark actively campaigned for reform of the scoring methodology used for scoring the Off-the-beach Annual Challenge. Mark believed that it actively discouraged participation by less able sailors and disadvantaged Clubs with many participants. Mark's proposals were ultimately adopted resulting in a string of outright wins of the Challenge Trophy by Somers!

Mark was also instrumental in restructuring the management approach to the running of the race, embracing the involvement of all Clubs involved, not just the Host Club. Mark will also have a lasting impact on the race through his development of the Excell software now used by all Host Clubs that now facilitates the timely calculation of results.

We extend both Mark and Dianne good wishes and health in their new home town and hope that have the opportunity of visiting us regularly.

Jeremy Pearse





SsYC Club Merchandise

Kids T- Shirts \$20

Kids Fleecy Sweats (Windcheater) SsYC logo
Chest - Somers Yacht Club on left Sleeve \$45

Kids Fleecy Hoodies (Windcheater) SsYC logo
Chest - Somers Yacht Club on left Sleeve \$45

Ladies Boat Neck Long Sleeved T-Shirt SsYC
logo Chest \$25

Mens Long Sleeved T-Shirt SsYC logo Chest \$25

Mens Fleecy Windcheater SsYC logo Chest -
Somers Yacht Club on left Sleeve \$45

Savannah Soft Shell Jacket SsYC logo Chest –
Women \$130

Synder Soft Shell Jacket SsYC logo Chest- Men
\$130

Trackpants - Somers Yacht Club down the left leg

\$45

Adult t shirts \$25.00

All items are now available to order from the
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shut downs and restrictions will affect availability
and delivery.



Do you have a photo of SsYC merchandise?

Not just for sailors. Here the Molloy boys of Rankins Springs
in NSW show off their warm, soft and fluffy hoodies.





Somers Yacht Club – Annual Golf Day – Otto Trophy

The SYC Annual Golf Day (Otto Trophy) was held on Sunday 15 May 2022 at Cerberus Golf Club. The weather was a perfect 20 degrees, sunny skies and with a breeze that sailors dream about. There were 44 golfers organized into 11 teams and the competition was keen. The format was a modified Ambrose and the handicaps ensured that the teams were closely matched. Congratulations to the winners and the placegetters. There was no nearest the pin recorded on the day which meant that of the 44 players, no player made it on to the green with their first shot on the 6th hole. However, there were some who came close but in the game of golf, as Peter Witsch would attest to, close enough does not register on the scorecard. The most significant shot of the day was the longest drive on the 7th hole. The shot to beat was a great drive of 207 metres by Ian Scholes in the

leading group. However, it was the last shot of the day from the ladies' tee that won the competition. Amanda Francis hit a beautiful drive with lots of topspin and when it landed it rolled past Ian's shot by 8 metres.

Golfers and partners celebrated the day with dinner and drinks back at the Somers Yacht Club. Lisa Nutting, Helen Kirkby and helpers produced a wonderful dinner. Thanks to the Cerberus Golf Club for donating some of the prizes and a good deal on green fees. Overall, it was a great community fun day on our Somers Yacht Club social calendar. Hope to see you all again next year.

Results of the day are set out below.

Leon Moran

Team 10. (Winner)	Results	Team 9. (2nd Place)	Results	Team 5 (3rd Place)	Results
Rob Briggs (C)		Richard Fakhry (C)		Grahame Tiplady (C)	
Robyn Ryan		Carolyn Briggs		Therese Moran	
Dennis Middleton		Jules Pearse		Dennis Paskins	
John Carter		David Ryan		Dianne Otto	
Total Strokes	38	Total Strokes	42	Total Strokes	44
Team Handicap	14.000	Team Fees	17.500	Team Fees	17.875
Net Score	24.000	Team Handicap	24.500	Team Handicap	26.125



Golf Day Winners



Social Committee

Recent Events

Somers Golf Day

Thank you to Leon Moran for organizing a wonderful day. The weather was perfect for playing golf and up to 60 players and partners attended the dinner in the evening.

Save Sunday 21 May 2023 for next year's golf competition.

Family BYO BBQ 10th June 2022

Despite the intrepid weather, many turned out to listen to live music provided by The Jets and friends over the Queen's Birthday long weekend. Barbequing was a chilly affair but it was very cosy inside the clubhouse. Loved the Macarena moves!!

Saturday 9 July 2022 – Open Mic Night – Family BYO BBQ

We are very fortunate to have many musically talented members willing to perform for us.

Save the date and bring your family to the club for an entertaining evening.

Do you have a hidden musical talent you'd like to share? This is the perfect night for you!

Currently the committee is planning for the next **2022/23 program.**

If you have any social ideas / suggestions for events or if you are interested in joining the committee, please email Lisa at lisanutting@bigpond.com

We hold 6 or 8 meetings a year and this is a great way to meet other club members!

Lisa Nutting



Tegan Davies and Luke Johnson married on 28th March at Coolart, reception at SsYC.
Tegan and niece Charlie and nephew Benji. (Rhian's baby from Perth.





A Family Affair

The Otto family joined the yacht club around 1964 - from Mal's memory.

Malcolm, his two brothers Greg and Rod, his father, Deane, and even his grandfather, Maurice, all sailed from this club. They sailed in the Manta, a boat Mal's father built for them all.

There were many, many more classes of yachts sailed by Malcolm and his brothers over their teenage years, including the Manta, a Moth, Mirror, Paper Tiger and a Flying Dutchman.

Mal's brothers moved on and he continued to sail with friends. To our absolute delight, our three boys just loved sailing. Mal made a Mirror for them for Christmas and they were off, with their father as trainer, coach and skipper until they were able to sail by themselves with family and friends in Mirrors, Pacers, Lasers, Laser Twos, 420's,

Fireballs, Impulses and also with their dad in the Tornado, and occasionally the Taser.

We are so lucky to have this Yacht Club in our life. It is like our second home and I know our family feels the same. Proof of this is when they couldn't wait to introduce their partners and then their children, our grandchildren, to sailing too. They are really enjoying sailing with their fathers and their friends, even competing in State Titles where possible. We are so proud!

It's great watching other families enjoying this family friendly club too and introducing their children and partners to sailing. I'm sure there will be other families who will soon be able to feel this amazement at having so many generations sail from this club.



Three generations of the Otto family sailing at Somers.



Ava Otto continuing the family tradition.



A Journey into Dinghy Racing

I've sailed on keelboats all my life and for a myriad of reasons decided during one of our lockdowns it would be a good idea to venture into the world of boat ownership. When discussing the idea with the Minister for Finance it became apparent perhaps a dinghy rather than keelboat would be a more sensible investment. Despite having less dinghy experience than my 10 year old daughter it seemed like a sound argument and one that I also used to convince my cousin Claire to go halves. Claire had come from a sailing family and had been honing her skills through SWISH.

We settled on a Tasar (despite never sailing one) and purchased one sight unseen (thanks covid) from Indented Head. I borrowed a trailer from Cary and Pat and used a broad interpretation of the lockdown restrictions to collect the boat. Boats are essential supplies aren't they?

Arriving at Somers Yacht Club, Claire and I wondered how we were going to put all the bits together and turn this thing behind the car into something that could actually be sailed. Thankfully Amanda Nutting and Mal Otto were on hand and before I knew it they had stepped the mast and were giving us instructions on the control lines.

Our first practise sail was strategically done in light conditions. Despite the benign conditions it was immediately apparent the Tasar would be a bit more of a handful than the Pacers we were used to and more twitchy than the keelboat. However with our confidence now buoyed by naivety we decided we were ready for our first race; or actually our first two races as we picked a double race day. In the yard before the race Michael Vandenberg was explaining the interplay between the vang and the outhaul. We pretended to understand while joking that we'd never lost a race together.

We hit the water early under the guise of getting in more practise. The wind was a little stronger than our one and only prior sail and with each retelling the wind gets stronger and stronger. I found myself making keelboat sized adjustments and we seemed to be excelling at getting the boat in irons as we tacked. Oh well, good to make all the mistakes now rather than in

the race.

Before we knew it we were in our start sequence and with a minute to go seemed in prime position for the best start in the fleet. That overconfidence was about to bite though. Needing to burn a little time I poked the boat into the wind but inadvertently stalled and flopped onto port with the fleet bearing down on us. Insert your expletive of choice at this point. We attempted to tack back onto starboard but with no speed just wallowed as the fleet sailed around us and we ended up literally going backwards. Comfortably last across the line and that became our position of choice for the remainder of the race. In the post race debrief we identified glimpses of brilliance but noted that the rest of the fleet didn't get to witness them as they were close to a leg ahead and our tacking technique had us filling the cockpit with water every third tack. We deduced this was not the fastest way to get the boat around the course.

Race two and I was determined not to make the same starting mistake and decided it would be better to start further back and come in with more pace rather than attempt sitting on the line again. Alas this time I tried doing a slow tack at two minutes to go; something normally straightforward in a keelboat but the Tasar bit again and we found ourselves again going backwards with a surprising amount of speed. Note to self, sailing backwards while in the starting sequence typically doesn't result in a good start. We did manage to cross ahead of one boat once on the first beat but after that took up our now customary position of shadowing the fleet.

Back on shore and it was all smiles and plenty of encouragement from those around us. Our joke about having never lost quickly changed to the only way is up from here. This was further embellished on seeing the results. Race 1 had us last by nine minutes. Race 2 we were only seven minutes behind. On that trajectory we'd be leading the fleet after three more races.



A Journey into Dinghy Racing continued

Our competing weekend commitments meant our attendance was somewhat sporadic over the course of the season. Despite that, our abilities and knowledge of the boat improved substantially to the point where at times we were genuinely competing with, and occasionally leading, the other Tasars. Unfortunately though the trajectory set in the first two races could not be achieved. We found new and exciting ways to lose during a race and our cockpit filling tacking technique continued to haunt us at times. Giggling like schoolkids when we found ourselves among the fleet probably didn't help our speed either.

We've grabbed every nugget of information offered to us and learnt some important lessons along the way. Don't throw the whisker pole overboard and don't approach the first windward mark of the Westernport Challenge on port were two of the more pertinent ones. Everyone at the club has been very generous with their time, ideas and encouragement. I felt we were just starting to hit our stride and the season ended. No doubt some more lessons next season but hopefully less time sailing stern first.

Daniel McCutcheon & Claire Gustavsson
Quick Sticks AUS 2790





SWISH at Albert Park Yacht Club

On Saturday 22nd May, a group of 8 of us SWISH-ERS from Somers Yacht Club spent an enjoyable afternoon sailing in Pacers on Albert Park Lake, courtesy of the Albert Park Yacht Club.

Wendy Wilson had organized the event with the APYC SheSails rep, Norma Watt. The 8 Somers sailors were Wendy, Allison, Trish and her daughter Abbey, Yolanda, Michaela, Danijela and myself.

The day dawned sunny but windless, even for a novice sailor such as myself, this was not looking promising! On arrival at the APYC, the lakeside area was busy with dogs and their owners doing the Million Paws Walk, sightseers, exercisers and café goers. There were children in sailing lessons on the lake being pulled back to shore by rescue boats due to the lack of wind. But the sun was shining, and after deliberating over coffees and a debrief from the APYC Commadore, Peter Naismith, we decided we could see the hint of a ripple of wind on the water and it looked worth heading out.

With the 4 Pacers rigged, we pulled them the short distance to the lake, making sure to avoid colliding the main masts with trees enroute, and set sail.

On our roughly 1-1½ hour leisurely sail, we were blessed with: beautiful views over the lake to the towering city building tops; interesting sailing - avoiding patches of water reeds, ducks, and children in sailing classes; and wind! Yes, enough wind to fill ours sails, get up some speed and practice tack- ing and gybing.

Thanks again to Wendy for organizing the afternoon - I think I can safely say, we would all come back for another visit to the lake.

Sarah Sunderland



Membership Report

Are your membership details correct and up to date ?

Membership renewal will start in September 2022 for our next sailing season. It is important to keep us up to date with any changes in your contact details such as email, address, phone or boat details so that you receive all weekly emails and notifications from the yacht club .

To change the information on your file either login to Rev Sport via the button on the top right hand side of the Somers Yacht Club website home page, using your username and password or email your changes to Libby Moore

at membership@somersyachtclub.com.au.

Libby can also supply you with your username if it is mislaid.

you receiving the Midweek News ?

IF you are not receiving the weekly news each Wednesday check your email junk box. Some email clients suddenly change their rules and categorise our weekly email as spam. If it is not in your junk and you are not receiving the weekly news please email Libby Moore to check that your correct email address is on the rev sport file.

Have you bought or sold a boat over the winter?

Remember to change your boat details on your rev sport file using one of the methods described above.

Libby Moore



Are



Huia, and crew, daughter of Eli and Rowan Mrkusich representing Woodleigh participating in School Team's Racing.

Bubbles and nibbles on the deck after another wonderful afternoon of SWISH.



Vale Kenn McIntosh

7 2 1941 - 4 4 2022

Kenn McIntosh headed over the sand dune towards us on the beach at Somers in February 1990. He instantly fell in love with Somers, headed straight to the local Real Estate Agency and purchased a house in Parklands Ave that very day.

Kenn joined the Somers Yacht Club and enjoyed sailing in a Gaffer, a Sabre and a Mosquito. He frequently entered yacht races but did not ever finish one. His sailing garb was unmistakable. Some of you may remember a white "hat" which looked like a bad hair day that he wore to cover his entire head.

On a club cruise to Point Leo in his Mosquito Kenn went missing and was rescued by Janni as he was headed out towards Philip Island. He arrived at the Point Leo yacht club gracefully drifting into the bay stern first with Kenn laughing all the way.

Kenn was passionate about the importance of his friends and entertaining. His annual Christmas Turkey BBQ will be remembered by many. He also enjoyed inviting friends to "jam" in his yard. John Copeland, who was commodore at the time asked the group to perform at the Yacht Club Sunday roast, and this was the birth of "Kenny and the Jets"

which morphed into The Jets as we know our yacht club band today.

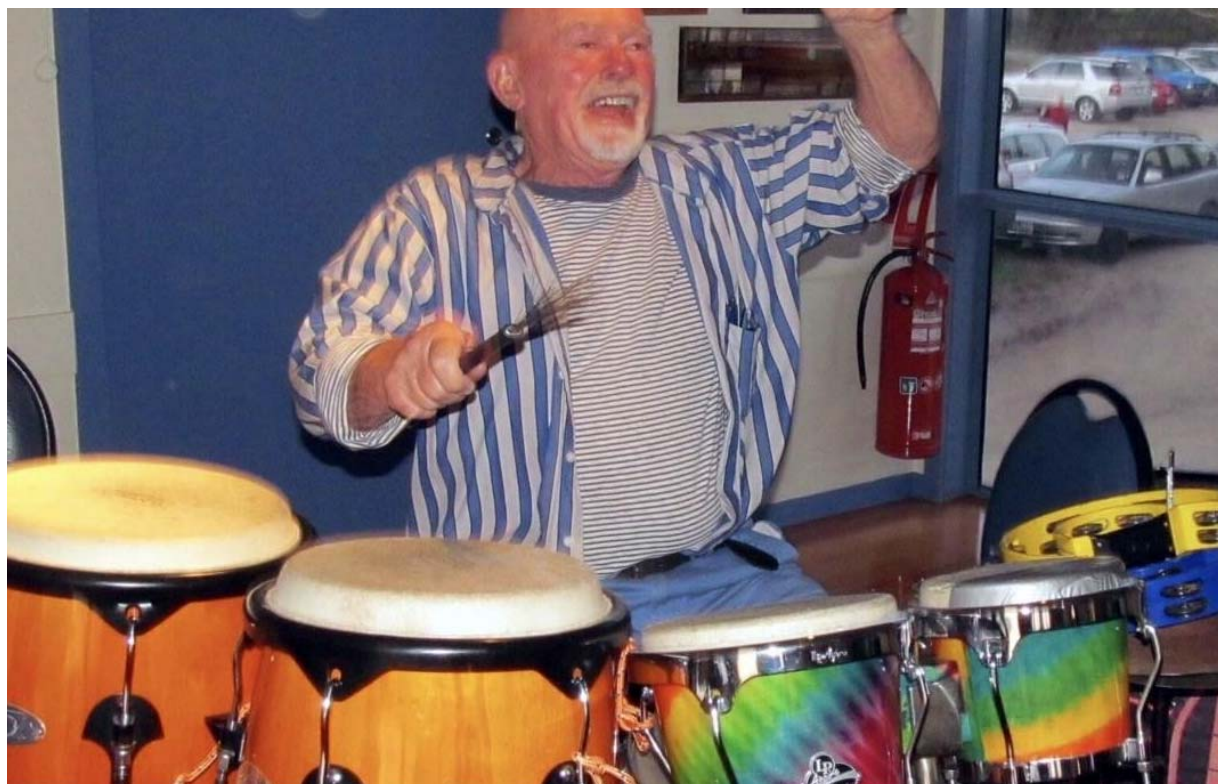
Kenn grew up in country NSW and had little formal schooling. Despite this he completed a course and became a Masseuse. No doubt many of you have enjoyed a massage from Kenn before arthritis in his hands impacted his ability to work.

Kenn spent the last year of his life in care where he passed away peacefully on 4th April. During his memorial service stories were shared about his history scuba diving, parachuting, sailing, his business ventures travelling the world and his love of music and horse racing.

When you pass Kenn's prominent Yellow house in Parklands Ave you will see that his family have left the Gaffer he loved to sail in a prominent place to be seen by all.

Kenn was a proud father and father in law of Andrew, Brenna and Michaela. He adored his three grandchildren Aaron, Holly and Bianca. Kenn was a unique and special friend to many.

Libby Moore





Vale Richard Reeves

28 12 38 - 21 4 2022

Richard was born in the village of Sparkford in Somerset during the second world war. The village is not far from the Yeovilton Air Base and Richard had memories of the battles in the air being fought over the countryside. He also recalled the refugees who were billeted in the area, of his Mickey Mouse gas mask and the American soldiers dispensing candy to the children.

His high school days were spent at Kings School Bruton. This school has distinct links to Australia – William Dampier is said to have been an old boy and it was the source of the copy of the Magna Carta which presides in the Great Hall of Parliament House in Canberra.

Richard received a scholarship to study Civil Engineering at Glasgow University. He really enjoyed his time there, his studies including a greater knowledge of the local brew. After graduation he spent a year as an engineer on Llanwern Power Station building site in South Wales where, incidentally, he met Alan Rae. It is said that after a rather social night he was one of a group who decided to apply to become “1 pound Poms”. He arrived in Australia in 1962.

Richard met Marcia at Crow’s Nest (Qld) where he was the engineer involved with the building of the Perseverance Creek Dam near Toowoomba. They were married in 1965 and moved to the UK, working in Scotland (where he enjoyed meeting up with some of his university friends) and in London before returning to Australia.

On his return Richard was employed by John Holland Constructions based in Sydney. His work included acting as the project manager on construction of the Alfords Point Bridge over the Georges River, a stand at the Sydney Cricket Ground, the building of the Entertainment Centre in Sydney to name a few. This was followed by 4 years in Indonesia as the President Director of John Holland Indonesia and as a director of John Holland International.

He had always expressed the desire to start his own business and in 1988 he did this, leaving John Holland and establishing Reeves Construction Engineers P/L. So began a 30 year involvement in projects in Australia and overseas - many for AusAID – often working in very remote areas. He really enjoyed the challenges he faced in many of the loca-

tions in which he worked and had great respect for the people from these areas, respect which was reciprocated. Perhaps the crowning glory (if it could be called that) was his role as chair of the joint participation group responsible for the building of the Friendship Bridge – the first bridge linking Laos with Thailand.

Richard and Marcia bought a house in Somers in 1997, very quickly joining the yacht club and the food and wine group. After 2 years as weekend visitors, they decided they would build a permanent home here. What a wonderful decision that was! Richard was a long-time member of the Rotary Club of Toorak and the relatively short (1 hour) drive to the city enabled him to continue as a member. Meanwhile the social life in Somers meant that many friendships were formed and fabulous times had in both of the groups they had joined. To these were added membership of Probus clubs and of CHAOS – more socialisation and, in particular for Richard, ownership of his wonderful Jaguar – the ‘Old Dear’ - which was treated with great reverence. Fantastic times - wonderful memories!

With a beautiful beach on the doorstep, with friends and family members enjoying holidays, weekends, special occasions etc and with dolphins, swimming, beach cricket, taking the dog for a walk with one or more children or grandchildren beside him Richard was very content .

Marcia Reeves





Vale Sally Anne Tilley

16 06 1948 - 9 06 2022

Sally – Ann was a charismatic, colourful personality. She was a social member of Somers Yacht Club for many years. She loved Somers and despite not being able to visit for some time she would often ring to catch up on Yacht Club social news, menus and a report on the beach erosion or new houses in the village. She was a lover of live theatre and music .

Sally -Ann passed away after a short illness. She was loved and will be missed as a mother, grandmother and friend.



Fifth generation Otto children and parents sailing at SsYC.



Division five sailors in their colourful Hawks.



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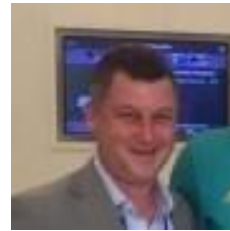
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Such a wonderful, yet quite common sight at Somers. A pod of dolphins play with one of the rescue boats. They are always just far enough away that we cannot touch them.

But if you capsize, the sight of that fin circling, can be quite alarming.

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