



# Windward

**SAILING AT ITS BEST**     *November 2020.*

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**Somers Yacht Club Inc.**  
**No 7635, Alexandra Ave,**  
**Somers.**  
**Tel: 5983 5568.**  
**Website:**  
**[somesyachtclub.yachting.org.au](http://somesyachtclub.yachting.org.au)**

**Editor**  
**Colleen Moore .**  
**0432 806 818**  
**email [moorecolleen65@gmail.com](mailto:moorecolleen65@gmail.com)**



## From the Commodore's Desk



What a wave, was that second wave. At times it seemed it would never end, but in the end it did. Not quite in time to open the season as planned, but not far off. And best news yet.

No one "bottled", save the ex-commodore (but that's another story). To the best of my knowledge none of us have yet contracted the virus. May it stay that way.

As I write, we are preparing for our first in-door dining on Friday 20<sup>th</sup> followed by our first race of the season on Saturday 21<sup>st</sup> November. The ever changing COVID guidelines have made a proverbial "truckload" of work to make it happen. Many have contributed, but none more so that Di Otto and Sean Bly. The club is especially indebted to you both. Thankyou.

Libby Moore has been guiding us all through the registration process, Keith is managing the new table service bar regime, and David Goble has been working on various facilities issues including the new outdoor area now informally known as the "Yardarm" courtesy of Sue, all neatly decked out with brand new native cypress pine tables hand crafted by Gerry Lewis. SYC's very own reno team have transformed the men's change room, to a slick new 5-star rating. To Simon Morris, Pat Moore, Nigel Beddoe and Mal Otto, with help from Bruce and Dave and a number of others – once again you have done us proud.

This year the COVID restrictions are going to place considerable pressure on us all, none more so than our remarkable sea rescue and race management teams. For the time being, there will be space restrictions with fewer manning the rescue boats, and the added requirement of after-race rescue boat COVID cleaning. We will be calling on our sailors to

play a more prominent role in several ways. First of all, we will be requiring our sailors to take a more active role as jump crews and/or drivers, or for those not up to that, by helping out in other ways such as bar service, race management etc. Let us know when you are available, before we come knocking. Secondly, we will need all our sailors to be proactive in helping out with launching, retrieving and cleaning the rescue boats. Finally, I remind us all of our great privilege in belonging to a club where so much is given for so little by so many, including our precious sea rescue and race management teams. It's time for all of us to remember the power of a simple "thankyou".

We all expect it is going to be an unconventional season. To navigate it, we'll need quite literally to be "flying by the seat of our pants". We'll need good doses of patience, humour and gratitude. I suggest in equal measure.

It is the time to enjoy the wind, the tide, the salt, and the waves - now without fear of bottling. Good luck and happy sailing.

That's it – for now.  
Mike Sandiford





# Vice Commodore's Report



**Welcome back everyone!**  
**We have missed you.**

We are so happy to be able to open the club up again to some form of normal activity. How lucky are we to be able to take part in a sport that enables us to enjoy the outdoors. Saturday's Social Sailing put a smile on everyone's face, well done Sean. We have our CovidSafe Plans in place for your safety and I'm sure you will be very familiar with these precautions and the need to try to keep your fellow members safe too.

The Men's Change Room and Bathroom look fantastic. There has been an enthusiastic group of volunteers using their professional expertise, personal time and diverse talents to make this happen. We are also very grateful to our contractors, **Bruce Harrison** for the Electrical work and **Dave Holden** for the plumbing works. Difficult jobs on such an old facility. As I said before, there was an enthusiastic group who volunteered their time once again to help make this happen!

**A HUGE THANK YOU TO.....Simon and Emma Morris, Pat Moore, Nigel Beddoe, Mal Otto, Alex and Charlie Heaton, Cameron Harvey, Diana Nutting, Ian Scholes, Chris Thomas, Harold Gent, John Tilleard, Chris Gurney, Anthony Davenport, Mike Sandiford and Sean Bly.**

Jill Midlovets, our new Caterer, after doing a great job providing us with Take Away food during the last few weeks, has now commenced indoor dining. Sailing day lunches will commence on 28<sup>th</sup> November. Jill brings a wealth of experience with her, a love of cooking and pride in her work. She is passionate about sustainability and local produce. Come along and say hello, she welcomes your feedback, her aim is to please. There will of course be a period of adjustment for her and your patience and understanding is very much appreciated. Having said that, it has been so good to see everyone again enjoying each others company at the club. As with all activities, for now, we are facing new arrangements to keep everyone as safe as we can. More relaxation of restrictions is imminent thank goodness!

Try Booking is being used to order a meal and a seat for the night so we can comply with current Government

restrictions. This has worked so well it will definitely be continuing into the future of Covid Normal.

**NOTE: The food is delicious!**

**The Yard Arm** – a great deal of work has also been put into making the new yard space opposite the entrance into an outside seating place. It has been a great space helping us get through and manage the Covid-19 restrictions. We have had outdoor dining there and Happy Hour drinks out there. Screening has been put up, lights installed, heating provided, a new step made and new tables and seats to make it very comfortable. Many thanks to those involved. Gerry Lewis (for the tables), Simon Boadle (for the screening), Mike Sandiford, Bridget Robinson, Mal Otto, David Goble, Sue Finn, Amanda Nutting, Steve Clifford, Bruce Harrison (for the lights), a heater donated by Robyne Campbell, heaters on loan from Nick and Barb Bailey and Pete and Jo Cail and a donation from Sally-Anne Tilley towards a brand new heater! There will be many more improvements to this area over the next few years I'm sure. This is just the beginning!

The Landscape of Covid-19 is still rapidly changing. The best place to keep up to date with what we, the Somers Yacht Club, are doing for both sailing and social, is to read your Mid Week News. Some of the biggest changes are the need to record your attendance at the club at all times and for all events. Also the use of Try Booking for Friday nights.

We have set the club and yard up to help us stay Covid-Safe. We are strictly adhering to the following CovidSafe Principles and will update them as things change.

- 1. Ensure Physical Distancing** – Please keep 1.5m apart from each other where possible, check for and follow floor markings.
- 2. Wear a Face Mask** – Masks are now mandatory. While we cannot force you to wear one, we do have the right to refuse entry. They should be worn at all times except when seated eating and drinking.
- 3. Practise Good Hygiene** – Hand sanitiser will be available at all entrances. Soap and hand sanitiser is in the bathrooms. Look for the signs on hand hygiene.
- 4. Keep a Record of Attendance** – so we can act quickly if someone is suspected of or has a confirmed case of Covid-19. Please use the QR codes upon entrance and record your details. Paper recording is available if required. Please stay away if you are unwell.
- 5. Avoid Interactions in Enclosed Spaces** - Look for the signs indicating density limits in all our areas, especially the bathrooms and change rooms.

Regards Diane Otto  
Vice Commodore SsYC

## Men's Change Room



Changing the Men's Room



# Know Your Flags (Part 3)

## Flags Used to Stop Races

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 and part 2 discussed flags used to start races. If you missed either part 1 or part 2 dig up a copies of the previous newsletters. Part 1 also contains the internet location of the Racing Rules of Sailing published by World Sailing.

In part 3 we cover flags used to stop races. Look for part 4 in the next newsletter which covers flags used to Change the Course.

### Individual Recall (X)

This flag is used by the race committee to indicate that at least 1 boat has been identified as being over the line or must comply with rule 30.1 (the I is the Preparatory flag) at the start signal. It is accompanied by a mandatory sound signal which is made as soon as possible after the starting signal.



The Individual recall flag will remain until all identified boats have returned or 4 minutes after the starting signal or 1 minute before the next starting signal whichever occurs first.

Individual recall is not valid if U or Black flag is used as a preparatory flag because you are disqualified automatically.

### Sound

1 sound signals when raised. This is a case where the sound signals are **mandatory**. If not made correctly the recall is not valid.

### Sailing Rule

This is rule 29.1

### General Recall (First Substitute)

This is the General recall flag. This is used when the race committee is unable to identify all boats that are over the line at the start signal.



### Sound

2 sound signals when raised and 1 Sound signal when lowered. This is another case where the sound signals are **mandatory**. If not made correctly the general recall is not valid.

### Sailing Rule

General recall. The warning signal will be made 1 minutes after removal. Rule 29.2

### What it means for Somers Sailors

All boats for the relevant start will be returned to the pre-start side of the line. The warning signal for a new start shall be made 1 minute after the General recall flag is lowered. Starts for any succeeding divisions shall follow the new start.

### Abandonment (N)

The N flag means all races that have started are abandoned, return to the start area. The warning signal for the next race will be made 1 minute after removal of the N flag unless at that time the race is abandoned again or postponed. This flag would be raised from a committee boat.



N

This may be used because a mark is missing or out of place, wind significantly changes direction before any boat has reached the first mark or for any other reason directly affecting fairness of competition.

### Sound

3 sound signals when raised and 1 sound signal when lowered.

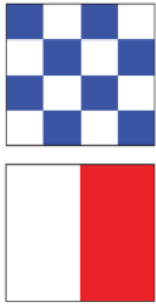
### Sailing Rule

This is part of rule 32.1 – Abandoning after the start

# Know Your Flags (Part 3)

## N over H Abandonment

The N flag and the H flag raised together with N at the top and H underneath it.



**N over H**

This could be used because of foul weather, insufficient wind making it unlikely that any boat will finish within the time limit, a mark is missing or out of place or for any other reason directly affecting the safety or fairness of competition.

The intent is not to start a race until all boats have been ashore to receive further instructions. Of course those instructions may eventually mean abandonment of sailing for the day.

### Sound

3 sound signals when raised. The sound signals are to draw attention to the raising but the signal is still valid if the sound fails.

### Sailing Rule

All races are abandoned. Further signals ashore.

### What it means for Somers Sailors

This is used by race management boats to send all sailors ashore. This might be due to looming unsafe conditions or no prospect of sufficient wind to complete a race in reasonable time.

It means proceed straight to shore and wait for further signals or information but it is possible that further racing will occur later in the day. It may be used when wind drops out during morning racing. N over H abandonment to send sailors in for lunch with intent to start racing in the afternoon. Most often at Somers this is used when extreme weather hits the fleet suddenly and we want all boats off the water for safety reasons.

Often in extreme weather safety boats will be busy assisting sailors and can't always drive around the fleet to display the flags. In this case, at Somers, we will use **3 flashing lights from the tower** meaning return to shore for further instructions. If

you see 3 flashing lights from the Tower during a race read that to mean N over H is displayed.

## N over A Abandonment

The N and the A flag are raised together. The N on top and the A flag underneath it.



**N over A**

This could be used because of foul weather, insufficient wind making it unlikely that any boat will finish within the time limit or for any other reason directly affecting the safety or fairness of competition.

### Sound

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

### Sailing Rule

All races are abandoned. No more racing today.

### What it means for Somers Sailors

This is used by race management boats to send all sailors ashore and there is no chance that any further racing will occur this day. This might be due to looming unsafe conditions or no prospect of sufficient wind to complete a race in reasonable time.

It means proceed straight to shore and sign off. You can pack up and go home.

If you have feedback or would like clarification, send an email with subject "Feedback- Know Your Flags (Part 3)" to [markgraham58@gmail.com](mailto:markgraham58@gmail.com)



# Membership Report

Membership renewal is progressing well with over 250 members having renewed for the current 2020-2021 season. The club values your membership. Please read below if you have not yet renewed for the current season.

Members are reminded of the following:

- The SYC is offering a 25% discount this season in the light of the effects of Covid -19 restrictions on sailing and finances.
- When completing your membership if you wish to take advantage of the 25% discount type the word "YES" in the discount code box.
- All members are valued and those who wish to discuss membership renewal further are encouraged to talk to Libby Moore or a flag officer.
- There are new categories of membership this year so please check your category carefully on the fees notice.

- Yacht owners are reminded that to maintain a boat space in the yard they must pay membership and yard storage fees.
- If you find the online membership process difficult please email or ring Libby Moore for assistance.

- The following film clip might be of assistance in completing the online membership.

<https://www.youtube.com/watch?v=nDpqaiYVIGY&t=4s>

- Sailing lockers have become available. Members can rent a locker for \$35.

Libby Moore – Membership Secretary  
[Membership@somersyachtclub.com.au](mailto:Membership@somersyachtclub.com.au)



Our impressive Fleet of Sea Rescue boats



TALES of YORE -

## Sailing on a QB2

(Surfing home on a cat centre board)

“Quick, put this slicker on, I need you! Barry (Janus’s forward hand) has injured his arm and can’t go out.”

This was to be my first introduction to competitive sailing. Fortunately, I had my bathers and cord jeans in the car. No wetsuits in the mid 70’s and no wetsuit boots! Janus and I had only been married for a couple of years and my previous experience had been social sailing with him on a Quickcat and Paper Tiger.

I had occasionally steered these yachts while Janus fixed breakages or while he took food or drinks out of the hatches, during our many summer time excursions to Merricks, Cowes, Sandy Point or French Island. Not exactly the best qualifications for a forward hand on a QB2, 18-foot(5.5m) catamaran with 2 out on trapeze, in a State titles.

Ignorance is often a blessing in these circumstances, as is a total trust in your skipper who had been sailing from the age of 14. I was hustled into a badly fitting trapeze harness and was given a couple of brief instructions which, given that the wind was blowing between 15 and 20 knots, were not quite adequate or good preparation for what was to come.

Terrifying, exhilarating, cold are just a few memories that come to mind. Flying out on trapeze with the feeling that I was going to topple into the sail at any moment was the terrifying part that surprisingly didn’t deter me from becoming Janus’s permanent crew until children came on the scene. As did a very memorable sail in another State Championship at St Leonards where I was still the only woman crew-member in QB2’s.

I don’t recall there being any regulations regarding maximum wind strength back then and in this particular series the wind was blowing over 20knots in every race. By the end of the series, in which we sailed 7 races, there were many boats badly damaged and one lost at sea. During the last race, Janus and I decided to go out and just cross the line, as we were in the top 4 boats, but once out at sea we mistakenly decided to sail on....

Back then there was no ‘Willy Weather’ to tell us that gale force winds were about to hit us and we hadn’t been told about a reef, where the breaking waves built up to over 3 metres high. We were now

surfing and Janus was afraid that if I went overboard I might not be seen or found by the rescue boats so he ordered me to hold tight to the mast. The waves broke over the hull and we seemed to fly into mid air.

But, we somehow made it through in first place and were one of only 4 out of 30 boats to finish the race with our main still up, although only after a very dramatic ending. As we were flying into shore with quite a big surf break, I began to pull up the centre plates. A few seconds later, I found myself underwater, while still holding onto the centreboard! My childhood days of body surfing then proved fortuitous as I managed to surf back to shore on the board to be met by a very anxious husband and group of rescuers.

Since those early days, I have enjoyed skippering on a Laser 2, my first and very wet experience on a monohull with my dear friend Judy. Our experiences are probable best explained by our ‘swimmers award’ at the YC presentation night!

Then back to a cat sailing on our Mossie, which we were much more comfortable on. We could finally manage those jibes around the eastern buoy again!

The Sabre was my final boat, and although now under repair in the garage, gave me many rewarding experiences as I battled with Wendy Wilson and Tim Rintoul. I remember one time, as we sailed along with Tim in between us, calling out that we had created a Tim sandwich. I don’t think he was too impressed!

Brenda Karnowski.





## The Lavery family preparing for the new season.



Mavis and Lucy in their Optis and Daniel trying out various configurations of Lasers.





## Our New Out-door Spaces



## Obituary - Bruce Margetts

Bruce died on 6 August 2020 (born 22/1/1929)

Bruce had a long association with Somers as his wife Eleanor's family has had a holiday home on Tasman Road since the mid fifties.

Bruce was a long time social member of the yacht club.

Bruce will be sadly missed by his many great friends.

Liam Hayes.



# Events

## Santa Visit

**Fri 04 Dec 2020**

**18:00 - 20:00**

[Somers Yacht Club, 99 Alexander Ave,  
Somers, Vic, 3927](#)

Bring your family to the club for this fantastic annual event.

More details to come.

Children must be accompanied by an adult.



## Sailing School Open Day

**Sat 05 Dec 2020**

**10:00 - 12:00**

[Somers Yacht Club, 99 Alexander Ave, Somers,  
Vic, 3927](#)

Somers Yacht Club offers a fun and socially engaging program for the whole family.

Register your interest to make sure you receive the offer or just 'rock on down' on the day.

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## The General Committee 2020-2021



Commodore  
Mike Sandiford



Vice Commodore  
Diane Otto



Rear Commodore  
Sean Bly



Treasurer  
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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# Club Contacts

## EXECUTIVE OFFICERS

<b>Commodore</b>	Mike Sandiford	0400 515 635	mikes@unimelb.edu.au
<b>Vice-Commodore</b>	Diane Otto	0474 145 109	malndi3@bigpond.com.
<b>Rear-Commodore</b>	Sean Bly	0433 488 749	sbly@westnet.com.au
<b>Treasurer</b>	Tim Brock	5931 3768	timbrock@ozemail.com.au
<b>Secretary</b>	Roy Higginson	0408 838 057	royhigginson@bigpond.com

## COMMITTEE

<b>Social Coordinator</b>	Clare Witnish	0	0
<b>Bar Management</b>	Keith Moore	0416 294 920	kcmoore@lonearranger.com.au
<b>Membership Secretary</b>	Libby Moore	0413 860 371	membership@somersyachtclub.com.au

<b>OHS Officer</b>	Nigel Beddoe	0437 393 733	nigel@cee3.com.au
<b>Sailing School</b>	Nick Carter	sailing.school@somersyachtclub.com.au	
<b>Facilities manager</b>	David Goble	0418 304 589	dsgoble55@bigpond.com
<b>General Committee</b>	Amanda Nutting	0411 221 800	mail@amandanutting.com
<b>General Committee</b>	John Tilleard	0419 517 193	john.tilleard@moroka.com.au
<b>General Committee</b>	Diann Graham	0409 940 566	markndi@optusnet.com.au

## OTHER ESSENTIAL CONTACTS

<b>Clubhouse Booking</b>	Dennis Paskins	0409 480 306	verdenp@bigpond.com
<b>Facilities Manager</b>	David Goble	0418 304 589	dsgoble55@bigpond.com
<b>Captain of Boats</b>	Mark Graham	0417 530 230	markgraham58@gmail.com
<b>Liquor Licensee</b>	Rob Welch	9592 2597	robwell42@gmail.com
<b>Windward Editor</b>	Colleen Moore	0432 806 818	moorecolleen65@gmail.com
<b>Bar Roster</b>	Di Nutting	0458 200 788	di.nutting@bigpond.com
<b>Sea Rescue</b>	Garry Morris	5983 1093	gnsmorris@yahoo.com.au
<b>Friday Night Dinner</b>	Jill	0	0
<b>Yard manager</b>	Simon Morris	0425 734 922	simemorris@bigpond.com
<b>Women On Water</b>	Wendy Wilson	0407 876 950	
<b>Club House</b>		5983 5568	

