



Windward

SAILING AT ITS BEST July 2020.



I will stand by to assist you.

As the world has come to terms with the shutdown associated with the COVID-19 pandemic people have been looking at ideas to keep in touch and support each other.

Visual signalling is a maritime and sailing tradition and the San Francisco Yacht Club has been looking at ideas that Yacht Clubs around the world could use to create a sense of camaraderie and a way to communicate with each other and their members so that they know the Yacht Club would be there when their Members are able to return to sailing.

With confirmation from the San Francisco National Maritime Museum, Staff Commodore Robinson established that the correct signals to display the message I WILL STAND BY TO ASSIST YOU are the C – G – 1 flags.

SYC shares the sentiments of the San Francisco Yacht Club and we are now flying the signals from our flagstaff.

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From the Commodore's Desk



Despite our hope that we would be able to resume some in-club activities in July, the ongoing Victorian situation necessitates the club remaining in effective lockdown for the time being. In considering when and how we open up our modus operandi has been to "hasten slowly", making sure that we are across all the regulatory requirements for COVID-safe practice. Along with her COVID working group comprising Amanda Nutting, David Goble and Bridget Robinson, Di Otto has done a power of work in preparation for resumption. Thanks to them we can be very confident we will be in great shape when the time comes to reopen the club.

In the meantime, our various committees have been busy in preparation for next season. Ever the optimists, our sailing and social committees have planned a full calendar of events for the 2020-21 season, with some exciting new additions including a "youth ball".

Prior to the pandemic, I had asked several club members to conduct a review of our membership structure and fees. The review team was asked to consider if there are any equitable adjustments to our membership structure and offerings that might secure future memberships, whilst maintaining the income required to keep the Club financially viable. A key issue is the low numbers in the twenty - and thirty-year age brackets.

The review team (Richard Fakhry, Libby Moore and Tim Brock), looked in detail at our demographic and benchmarked our fee structure with like-minded clubs, producing a comprehensive report. Following further review of the findings (Leon Moran, Sean Bly, Emma Morris and Steve Clifford), the general committee has adopted the key recommendation to establish two new membership categories, namely "intermediate" and "young adult". Due to the COVID-19 restrictions on meetings, as an interim measure, the general committee has passed two new by laws to establish the new categories. In due course, new rules related to these membership categories will be put to a vote at a special general meeting, likely to be scheduled in conjunction with the AGM. The new membership categories

will offer lower fees in the expectation that this will help strengthen our numbers. I thank all those involved in the membership review for their excellent and thorough work.

With COVID-19 impacting across nearly every aspect of our lives, the general committee has been especially concerned with how we ensure the club can best support those affected by COVID-19. We are very glad to report that to date we still have had no cases of COVID-19 amongst the membership. However, we know that some members have suffered in other ways, including financially. To that end, in addition to the membership category changes, the committee has resolved to offer a 25% reduction on fees for next season. This will be provided as an opt-in clause in the notification of annual subscriptions in August. Further, we ask any members whose financial position has been severely impacted by COVID-19 advise one of the flag officers to see how the club can provide further support on an individual or family basis, as appropriate.

While these decisions will mean a somewhat reduced income next year, the financial position of the club remains strong. Indeed, having considered the financial impacts, general committee has further resolved to authorise go-ahead for upgrades to the Male toilet area as scoped by Cameron Harvey, as well as an update to the club's audio-visual system. The work on the Men's should commence in July with the renovations due for completion well before our next sailing season commences. The project will be managed by Simon Morris and Pat Moore. The acquisition and installation of the audio visual system is being managed by Luke Crouch. A big thank you to all.

Finally, we have some wonderful news to start the new financial year with the impeccably timed arrival of our newest club member – Charlotte Bly. A special congratulations to the new parents, Caitlin and Sean, and Charlotte's extended family including one very excited grandma.

In the hope that you all keep safe and well, and that we soon can all meet again in person at the club.

Mike Sandiford, Commodore



Vice Commodore's Report



Hello everyone,

Believe it or not there has been quite a bit of activity around the club of late. We were very lucky to be able to hold a mini Working Bee on the weekend of 13-14 June with 20 people. All the works of course were completed outside in the yard, the garden around the club, on the deck and the external cleaning of windows. Many thanks to all those workers. We had fun, staying physically distanced, enjoying morning tea (thank you Sue and Bridget) spread out on the deck!

We hope to convene another team of workers closer to reopening, so stay tuned if you missed out on the fun this time.

In addition to the Working Bee, we have been able to set up a Friday Night Take-Away service with Vic and his staff/daughter, Maddy. This has been working extremely well. Orders are made on 'Try Booking' before midnight Thursday, within a certain collection time frame. Collection is from the front door of the club with reminders and floor markings so we remain appropriately distanced and with only three inside the foyer at one time. It's great to be able to enjoy Vic's meals again.

We are now ready to commence the work to refit and upgrade the Men's toilets and Change Room. Once again, Cameron Harvey has done an excellent job of developing and designing the concept plus arranging for all the plans for this to be drawn up. The upgrade includes all new fittings in the toilet area, new cubical partitions, hand basin and wall tiling. There will be removal of asbestos throughout both these areas and new floor tiling throughout too. The change rooms will be fitted with privacy screens between the showers with curtains across the front, a privacy door between the two areas and as mentioned above, new floor tiles and the removal of asbestos. A number of

our members have volunteered their time and expertise to get this project completed in a cost effective and timely manner which is greatly appreciated especially in light of the effects of the Pandemic we are all going through.

During the last couple of months your General Committee have been working hard on plans to reopen the club, start sailing, recommence social activities and Community activities alongside the Covid-19 pandemic and its restrictions. Unfortunately, it's been a bit like 'one step forward, then two steps back'.

We have set up a small sub-committee to form a plan to reopen the club to all these activities and report to the General Committee. Of course we can only open when we can be assured we can take all necessary steps to eliminate any risk to you, the community and the people working, cooking, cleaning, setting up and instructing at the Club. We are closely following and adhering to all the Guidelines set out by the Victorian Government and completing any online training to ensure we do all we can, when we can. As you can appreciate, we are not in any hurry to reopen, but will certainly do so on the advice of Victorian Government and when our General Committee feel we are ready and it is safe to do so.

In the meantime, lots of projects are being completed, boats are being given TLC, repairs are being made and walks and trips around our beautiful state are being organised and enjoyed.

Check out the website 'Victoria Walks' for some great inspiration to help you stay positive.

Regards Diane Otto
Vice Commodore SsYC



Know Your Flags - part 1

Flags Used to Postpone Races

In sailing we use flags to communicate necessary messages and instructions to sailors on and off the water. This is the most practical way to manage a race since sound signals are mostly impossible to hear beyond a few metres. 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.

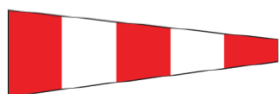
We have flags to Postpone Races, Start Races, Stop races, Change the Course and some other uncommonly used flags. Find these in the Racing Rules of sailing Race Signals. They are published by World Sailing and can be found at <https://www.sailing.org/40174.php>.

Raising and lowering of flags are always accompanied by sound signals. The number of sound signals can vary depending of what is being signalled. It is important to understand that the signal is made by the raised flag not the sound. Mostly if the sound does not occur the signal is still deemed to be made. However there are a couple of exceptions where the sound is critical to the signal being made. These will be highlighted during the discussion of those signals.

In part 1 we cover flags used to postpone races. Look for part 2 in the next newsletter which covers flags used to start races.

Answering Pennant

The answering pennant, also known as AP, is used to postpone a race. It is sometimes used in conjunction with other flags (explained below). It can be flown ashore or from the start boat.



Sound

2 Sound signals when raised and 1 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

Races not started are postponed. The warning signal will be made 1 minutes after removal unless at that

time the race is postponed again or abandoned.

What it means for Somers Sailors

There are many reasons why race management will want to postpone a race. These include

- race management team is not ready to start the race,
- delay in course being set,
- insufficient wind,
- a timing mistake during the start sequence,
- numerous other things that might cause an unfair start.

Postponement

Signalled from the Start boat on the water.

AP may be used at any time up to the start of a division's race. Postponement only applies to starts not already completed. The next start sequence will begin exactly one minute after lowering the AP.

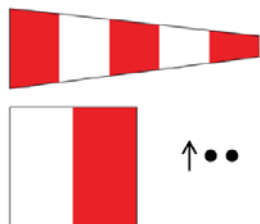
Postponement Signalled Ashore.

At Somers we may postpone a race ashore. This will be signalled by raising AP from the Tower flag pole. Usually this is done when there is too much wind for racing to be safe or insufficient wind to conduct fair racing. It is expected that sailors do not leave the beach while the AP is flying from the tower.

Our sailing instructions make a change to the postponement rule so that if signalled ashore, 1 minute is replaced by not less than 30 minutes. So you will have a minimum of 30 minutes to sail to the starting area before a race sequence begins. Most often, after lowering the AP ashore, we will raise AP on the start boat until sailors have a reasonable amount of time to arrive in the starting area. However, we can't wait forever.

Answering Pennant Over H flag

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



Sound

2 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

Races not started are postponed. Further signals ashore.

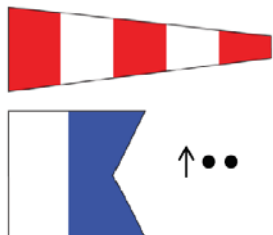
What it means for Somers Sailors

This is used on the start boat to send to shore all sailors whose race has not been started. This might be due to looming unsafe conditions or no prospect of sufficient wind to complete a race in a reasonable time.

It means if your race has not started, proceed straight to shore and wait for further instructions. It does not mean go home. Race management can use this to get people off the water for safety or logistic reasons. We might send you back out again later.

Answering Pennant Over A flag

The AP flag and the A flag raised together with AP at the top and A underneath it.



Sound

2 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

Races not started are postponed. No more racing today.

What it means for Somers Sailors

This is used on the start boats to send ashore all sailors whose race has not been started. This might be due to

looming unsafe conditions or no prospect of sufficient wind to complete a race in reasonable time.

It means if your race has not started, proceed straight to shore and sign off. You can pack up and go home. We will not send you back out today.

Answering Pennant Over a numeral pennant 1-9

The AP and a numeral flag are raised together. The AP on top and the numeral underneath it. This is always signalled ashore.



Pennant 1 ↑ • • ↓ •



Pennant 2 ↑ • • ↓ •



Pennant 3 ↑ • • ↓ •



Pennant 5 ↑ • • ↓ •



Pennant 6 ↑ • • ↓ •



Pennant 7 ↑ • • ↓ •



Pen

Sound

2 Sound signals when raised and 1 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

Postponement of 1-9 hours from the scheduled starting time.

What it means for Somers Sailors

This would be rarely used at Somers for club racing. However we might use this during State titles.

We would do this, for example, if racing was scheduled for 10am and the forecast is for no wind until 2pm. We could raise AP over 3 to postpone for 3 hours after 10am. So sailors do not have to hang around waiting for a decision to be made on when sailing will happen. It effectively moves the scheduled start time by a number of hours.

If you have feedback or would like clarification, send an email with subject "Feedback- Know Your Flags (Part 1)" to markgraham58@gmail.com



Peter Jelinek - obituary

Peter Jellinek. 22/08/1946 - 15/05/2020

Peter Jellinek was a great friend and neighbour, who loved, traveling, sailing, swimming, horse riding, and music.

A past member of Somers yacht club, Peter sailed very competitively in a Fireball in 1965. As teenagers together, we had lots of sailing adventures around French island, Phillip Island and many other places on the bay and spent many memorable hours riding Peter's horses on the beach, attending yacht club dances and chasing girls.

Peter always remained a true academic, graduating from Melbourne University with B.Sci.Hons., Ph.D.B Sci.Hons., B.Vet Sic. Ph.D 1970 – 1984 Peter was a director of Gentech International, a Veterinary Consultant Company.

Peter adored his wife Yu Yu, who was also an academic born in Myanmar and is currently a medical practitioner in Melbourne. YuYu shared Peter's broad interests and adventures and has been a wonderful support for him during his illness. After all his travels, Peter's favourite places were Myanmar where they have a beautiful holiday home, and Somers.

Peter will be sadly missed by his family and many friends and colleagues. He never gave up hope of purchasing a new yacht and was still looking through catalogues a week before his passing.

Our special times together will never be forgotten.

Janus Karnowski



SOMERS SHORT FILM FESTIVAL

Screening at Somers Yacht club;
Saturday 7th November 2020

All ages: individual or
small group entries

All entries to be
uploaded by late
October TBC

All categories
welcome

PRIZES AWARDED



Vouchers

Recommended film
time: 5 minutes

START FILMING NOW



A request from Andy
Griffin

A G purchased a three
wheeled trolley for tak-
ing things up and down
the club staircase. If an-
yone still has it, please
could he have it back?



Division 3 Report

You may have seen some of the photos of Division 3 sailors + Daniel braving the elements a few weeks ago in a “post lock down” jaunt around the bay (see last page). What you may not have seen, is the frenzy of tacking and up wind duels that occurred, it was like we had simply carried on from the last race. Mike, John and Chris were tacking and hiking like it was the Rio Medal Race, I was also in the zone, however I must admit I got a little ahead of myself on one tack and ended up in the drink! Whilst in the water, freeing the main-sheet and keeping the polar bears at bay, I remember thinking the fleet will all rally and come to my aid, in sort of a “standby to render assistance” mode, you know protecting one of their own; in reality, racing fever took over and the fleet sailed off into the distance yelling encouraging words like “it must be cold (JT)”;

all of the guys were block to block, hiking and pointing high in order to reach the imaginary windward mark and more importantly reach it first. I dusted the ice off my life jacket and set off in “cold” pursuit, happy with the fact that this is a racing club, and content to be part of a group who had one mission, to win!

People used to travel “far and wide” pre COVID-19 to see nature at its very best; when in actual fact, Somers and Westernport Bay in winter is truly a wonderland. We sailed with dolphins, who I am convinced missed the boats, as they swam and played with the fleet pretty much for the 1.5 hours or so we were on the water. The colours were spectacular, the wind was fair, overall a magical morning.

People have been finding ways to keep busy in these unprecedented times; some walk, others swim with the “Ice Berger’s”, yoga and Pilates on-line has become very popular. Not that anyone will particularly care, but one of the benefits of writing this short column is I get to unleash the narcissist within. As I cannot readily experience the adrenaline associated with Finn downwind sailing in 15 kmots +, I decided to further develop my passion for adventure motorcycle riding and lashed out and bought a KTM1090R. This weapon comes with a tag line of **Ready to Race**. This sport allows you to keep the adrenaline up, gives you a sense of being in the moment, all things that I associate with sailing;

the perfect combination to keep the mind and body sharp and ready for race 1 in October.

Finally, I feel it’s important to let people know that I have also invested in “large inflatable beach wheels” in order to avoid the Finn or Queen Mary as MV likes to refer to her as, from sinking into the sand on hot summers days. Hobie sailor Nigel will be off the hook in 2021, as he inevitably and very nicely assists me up the ramp on most weekends. A quick thanks also to Mr Vandenberg who at the time of writing, will assist me with the new axel installation required to support such wheels!

See you in the boat yard, on the water or if you have a motorcycle perhaps on a ride!

Nick Carter
Finn AUS280



↑
KTM1090R Ready to Race



Membership report. Libby Moore

You may have wondered how a new membership secretary entertains herself during a Covid -19 lockdown when no one is seeking to join the Yacht Club, and we are all wondering when sailing will resume. It turns out a lot of research and work was being done behind the scenes.

In order to ensure the Somers Yacht Club General Committee used their time wisely, on March 13 the Commodore appointed a sub-committee to review the various structures of our membership categories and associated fees. This was to be done through comparison with other clubs and consideration of the impacts of changes, keeping in mind the need to maintain the required income for the ongoing running of the club.

The sub – committee was composed of Tim Brock, Libby Moore and chairperson Richard Fakhry. The report of the sub-committee was reviewed by Sean Bly, Emma Morris and Leon Moran and Steve Clifford reviewed the impact of any changes to the Club Rules.

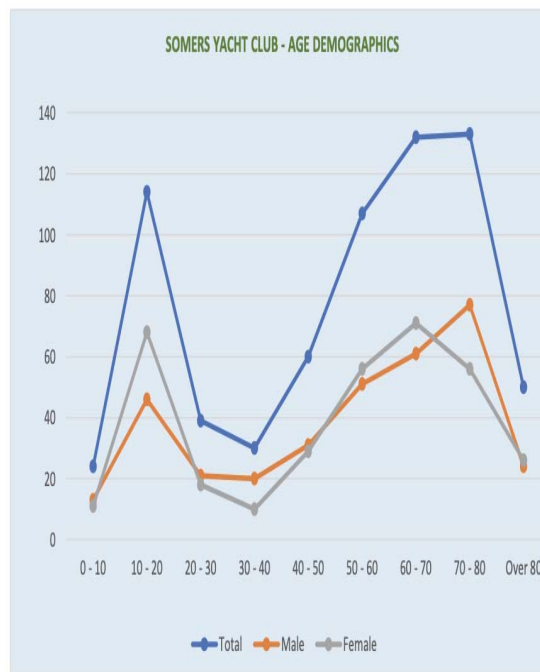
In the course of our meetings we investigated the demographics of our membership. The information below shows the gender and ages of members in both table and graph format and illustrates the fact that there is a significant decline in membership in the ages 25-40. We also researched the membership structure and costs of 10 Yacht Clubs in Western Port and Port Philip Bays and compared them with Somers. We spent time considering the balance of membership at Somers and created several models to investigate the appropriateness and effects of a variety of potential changes.

The membership committee completed a report with recommendations which was presented to the General Committee for further discussion. As is reported by the commodore, the general commodore has approved the review recommendations and implemented new by-laws for the establishment of the new membership categories “intermediate” and “young adult”, with associated reductions in fees. Along with changes to absentee and re-joining fees, these changes are designed to make membership more attractive to the young adult age group who, as valued club members, are crucial to the ongoing success of the club.

While the review did not take into account the financial effects of Covid 19 on current members, the effects of Covid-19 on membership has been discussed at a General Committee and will be addressed in the renewal letters in August. For more information on this see the Commodore’s comments on page 2.

MEMBERSHIP DEMOGRAPHICS - AS AT 30 JUNE 2020

| Age | Total | Male | Female |
|---------|-------|------|--------|
| 0 - 10 | 24 | 13 | 11 |
| 10 - 20 | 114 | 46 | 68 |
| 20 - 30 | 39 | 21 | 18 |
| 30 - 40 | 30 | 20 | 10 |
| 40 - 50 | 60 | 31 | 29 |
| 50 - 60 | 107 | 51 | 56 |
| 60 - 70 | 132 | 61 | 71 |
| 70 - 80 | 133 | 77 | 56 |
| Over 80 | 50 | 24 | 26 |





Ice olation Optis.

Mavis (Chloe) and Daniel Lavery participated at Mornington Yacht Club's June 27/28/29 OTB Training Clinic. It was fantastic to see 9 420's, 5 optis and 4 lasers enjoying the winter sunshine and soaking up the knowledge of the fantastic coaching team.



Optis round the buoys. Optimism is as important as skill and here we see evidence of both.



Optimism (noun) is the state of remaining cheerful and excited while sailing in freezing water in a Victorian winter.



Abu Dhabi to Somers

Merinda Northrop

Woody and I arrived in Australia from Abu Dhabi on 29 February 2020 to attend our daughter Erica's wedding to New Zealander Matty on 20 March 2020. Erica had picked Friday 20th for the date instead of 13th as the 13th is usually considered to be unlucky. This year, however, it was the 20th which would prove to be unlucky. The first inkling was on 14th March when NZ announced restrictions on travel and half the wedding guests wouldn't be able to attend. By 20th Australia was in lockdown, the wedding was postponed and UAE had closed its borders to all except its own nationals.

All in all, Woody and I have been quite lucky really. We have the house at Somers where we have been staying and we have really enjoyed living in the 'country' surrounded by trees and birds and beautiful sunsets and sun rises. Woody has been able to 'go to work' on line. He keeps Abu Dhabi hours i.e. 1:00 pm to 9:00 pm AEST and working from Sunday to Thursday.

We feel as if we are better off than we would have been in the UAE which went into severe lockdown. There were curfews from 6:00 pm to 6:00 am and you needed signed certificates from the police to be able to leave your house (or, in an emergency, you could emerge waving a white flag). Even as the country slowly started opening up, people over 60 and under 12 were not allowed out - fortunately this has changed recently although under 12s are still confined.

The airports were closed and many people were stranded away from home. One of my friends from Abu Dhabi was visiting Auckland when the lockdown started and they had to stay in an Air B'n'B for almost four months with her son doing schooling over the internet and her husband also working on the internet. Then they finally had a flight booked via Melbourne and went to the airport but were unable to board and had to return to their Air B'n'B for three days until they were finally able to leave, this time via Sydney. To prove what a small world it is, we were able to Facetime friends from Abu Dhabi who have moved to Otago University and through them heard of a Dubai couple stranded in Sorrento ... the wife turned out to be the ex-partner of Woody's cousin so we had them over for lunch. Surreal. However, I really feel for friends stranded for months apart from their young families and partners and have heard stories about women who went back

to their country of origin to have babies or visit sick relatives and then unable to return to children in Abu Dhabi.

Meanwhile, sailing has recently resumed in Abu Dhabi. Unfortunately, this is the worst time of the year for sailing as temperatures are over 45 degrees, the water temperatures are as warm as a bath and the 'wind chill' factor is often over 50 degrees. Usually, when racing in summer, the Committee boat carries eskys (ice boxes) full of water and rehydration fluids for the sailors and it is not unusual for sailors to collapse with heat exhaustion and even have to be taken to hospital.

But I am looking forward to returning to UAE and the great life we live there. The weekend before we came to Australia the Sailing Club held its annual Commodore's Ball. As usual, it was fancy dress and the theme was Pirates of the Caribbean.



Pater (Woody) sailing his RS400. It is a double handed skiff style boat with an asymmetric spinnaker—very fast and exciting.



Humour from an Old Salt

Sailing dictionary (with apologies to a variety of sources).

BEAT What you are at the end of a hard race.

BOOM Spar holding bottom of sail so called for noise made when it hits you on the head.

CLEW What you often haven't got regarding the next mark.

DIRTY WIND Associated with Regatta catering

EMERGENCY Emergency is presumed to exist when one or more people find themselves on any floating craft in waters whose depth makes it impossible for the shortest one of them to stand on bottom and still have his head completely above water.

FAIRLEAD The distance you and the fleet hot shot.

FISH Any living creature that does not call the rescue boat when faced with the prospect of being submerged for more than one minute.

JIBE Course change causes boom to sweep rapidly across the deck; also frequent type of comment made by observers of this manoeuvre.

LATITUDE and LONGITUDE A series of imaginary lines on the earth's surface drawn at intervals parallel to the equator (latitude) or poles (longitude) as an aid to navigation. Since they are invisible many skippers find them of usefulness.

LUFF It is better to have luffed and lost than never to have luffed at all.

OUTHAUL Talkative skippers leaving post-race discussions in company of wife.

OVERBOARD No longer on-board boat - usually in reference to a person who has fallen off one. One of the limited number of circumstances disembarkation from a boat implies a shortening of the life span rather than a lengthening of the life span of the individual.

HATCHET Worn or broken fitting.

RUDDERS Vertically mounted hydrodynamically contoured plates with which through the action of a tiller it is possible during brief intervals to point a boat in a direction which, to a combination of effects

caused by tide, current, force and direction of the wind, the size and angle of the waves and the shape of the hull, it does not wish to go.

SAFE LEEWARD POSITION Clear of competitors dirty wind.

SHEET (!) What you hail when hitting a mark.

SPAR Alternative to protesting.

STERN The look half-boat skippers give to overtaking catamarans.

THWART A good idea flashing in skippers hair brains while sitting on lateral seat.

VARNISH High-fiction applied as a gloss over minor details in personal nautical recollections to improve their audience-holding capacity over frequent retelling

Courtesy of Jeremy Grant.



Traditional sailor's toast.

Here's to being in a boat with a drink on the rocks,
Rather than being in the drink with a boat on the rocks.

Editor's note. Apologies to person in this pic, but I have been in this situation both launching and retrieving.



Photos old and new.



Flying a red ensign from the start boat?
These flags are used by registered merchant
vessels so maybe someone could explain?



Somers during the 1970's showing
the original course of the creek and
the large Mirror fleet with their dis-
tinctive red sails.



An early view of
the Somers
Yacht Club
highlighting the
sand dunes in
front of the club
house.



Some recent winter sailing at Somers, only one-up and no more than ten boats.



TALES of YORE - Unforgettable Marlay Point Races

During the 1980s the race of the hemisphere was the Marlay Point Yacht Race. Sailors came from all over Victoria and even some from South Australia and New South Wales. In 1984 there were over 600 trailable yachts participating. There were a few dinghies and catamarans and an odd trimaran, a few keel boats (Flying Fifteens, a Star) but predominantly trailer-sailers, from Hartley 16s to Noelex 25s, and an odd RL28, a few Seaway 25s and a Bull's cruiser!

This particular night the weather was perfect with an early autumn faint south westerly breeze of about 5 knots covering the course all night and day.

The course started at the Marlay Point Yacht Club near Sale at the western end of Lake Wellington. With so many boats the single ramp was going non-stop from early afternoon, until after the start (for some of the stragglers).

The start was during the Labor Day weekend on the Saturday night at about 8pm (sun-down) and the line was very long and unable to be policed. The finish was at the Paynesville Yacht Club near Bairnsdale.

In this particular race the beat up Lake Wellington, was beautifully gentle and we pinched as high as we could without losing speed, and ducking and weaving through the fleet dodging starboard tackers. When we looked ahead we could only see a sea of bobbing white and red lights over flat rippling water of the boats ahead. The McLennan Strait marker was just indecipherable.

At the top of the beat we entered a small bay just in the McLennan Strait. This one night, the fleet of boats gathered in this bay, and because the tide was coming up the strait and the tea tree blocking the breeze, the boats crammed in a big swirl into this little bay. First of all there began pushing and surreptitious shoving between the boats until every one realised we could not gain any progress and so we all put down anchors. The noise of anchor chains and boom rattles was very loud and jokes from various crews made merriment for all the mariners. After a good half hour, everyone resigned to the situation and the galleys were opened, and the beer passed around. After about one and a half hours of joviality, slaking and sustenance, someone sensed the tide had changed, and the race was on again! The clatter of chains signaled a new beginning, and the

fleet as a whole was sucked down the straits, as there was no wind! What a spectacle this was as boats were transported, sails limp. One poor RL28 travelled too close to the bank, and had to fend off numerous tea-tree branches. It looked like a Chinese junk with flat dangling sails as it was progressing stern first! We finally emerged into a beautiful zephyr of a south westerly and a broad reach down Lake Victoria.

Lake King held the bottom mark, then we proceeded to beat up to the Paynesville Yacht Club and finish. At the club we nervously checked our results. Our trailing team met us with the trailer and we hauled the boat out ready for trailing back to Melbourne and after we stretched out below decks and had a brief nod.

A unique, thrilling and thoroughly enjoyable race.

Other interesting MPYC races were;

When a gale of about 30 knots decimated the field just as we were cruising down the straits under kite. The fleet was blown over and we ended mounting the straits bank, in a most undignified way and had to reverse out under power.

Another race was held while the Halley's Comet was visible, and we had a most beautiful view because of the lack of town lights.

Patrick Poppins



Isolated isolation.

Our daughter Monica is a farmer.
She and her husband Mathew and their four children run a large broad acre cropping business in remote NSW. With the children being home schooled and sowing starting Patrick and I were called in to help. Pat was able to make repairs and drive vehicles and after school I drove the kitchen and laundry. We arrived in the heat of autumn and returned in mid winter. The experience was wonderful for all eight of us.



↑
Paddock picnics. Good Friday, camp oven roast lamb.

← After school they light a fire for lunch: all smiles, until the dog stole all the cooked meat.

→ The school room

↓ Morning ride/ run to the nearest gate.



Georgie and Grahame's Caravan Trip.

Having escaped the Leper Colony just as the Covid-19 virus blew up again we felt lucky to be on the road and into NSW. Our original destination had always been Queensland, but we knew that the border was closed. There was a faint glimmer of hope as the 10th July was always a date that seemed possible.

Initially we had big plans to go to Broken Hill, Burke and up to Longreach but that was thrown out by all the chaos that ensued, so we decided to get into NSW fast. We already had a booking in Noosa for the end of July and kept that open, so now hastily made bookings in Yamba, Brunswick Heads and Hastings Point as we had heard that Caravan Parks were filling up fast near the Qld border with other Victorians just waiting to pounce.

Having made the decision to go a quick plan was drawn up to take a week to get to the Warrumbungle National Park for 4 days. We ventured up the highway via Albury, Wagga Wagga, Young, Cowra, Parkes and Dubbo getting in some history of these great rural towns. Unfortunately, the attractions that we wanted to visit were all closed due to CV-19. Great historic places such as the Junee Roundhouse Railway museum, Parkes Radio telescope and Siding Springs Observatory just to name a few. However the Japanese Garden in Cowra and Liquorice factory in Junee were delightful. While traffic was very light and campgrounds only half full we made it to the Warrumbungle National Park.



This place is a definite must see as it has amazing volcanic rock formations and great walks. It is also a designated Dark Sky Park where everyone is asked to keep lights to a minimum so that there is no Light Pollution.



We managed to get outside a couple of nights to do some long exposure photography but the freezing temperatures and moonlit sky meant conditions were not quite ideal. I have never seen a sky with so many stars before.



We are now in Moree in glorious sunshine and taking in the hot springs, swimming and playing golf. We will shortly be heading to the coast to catch up with Dennis and Lotti Aylward and hopefully Bev and Norm Dewar while we patiently wait for access to Qld. Then with luck we will head to Somers North (Noosa) to catch up with many other friends.

Take care,

Grahame Tiplady and Georgie Minton



History of the Somers Yacht Club

This is a piece written by former Jim Enever, a valued member who passed away in October 2019.

Sailing at Somers was something that existed long before the Yacht Club came into existence.

Sailors would drag their boats over the sand dunes and the wide beach to enjoy the brisk southerly breeze until in 1962, serious discussions took place to gauge the support for a club with facilities that would provide storage and easy beach access for competitive sailing. A public meeting was held and a site selected which met the approval of the first annual meeting held on 12 November 1962. There was an initial membership of 75 and the first flag officers were: Commodore Stan Byrne, Vice Commodore Ken McKaige, and Rear Commodore Keith Robeson. Fencing of the site measuring 200 x 160 on the foreshore opposite Alexandra Avenue was proceeded with whilst race control consisted of a card table, sometimes protected by a tent, and Don McCutcheon in charge of the three starting flags. Don was also responsible for handicapping the yachts.

By 1963 it was decided to raise finances for the first stage of a club house by issuing debentures for an amount of \$3000 and Membership had by then grown to 122 with a fleet of 28 boats. The committee in its wisdom asked for donations of a shotgun, a stop watch and a loud hailer. The fleet that season consisted of: 1 Sabot, 3 International Cadets, 1 Cadet Dinghy, 1 Quickcat, 2 Sailfish, 4 Moths, 2 Gwens, 11 Austral, 1 VJ, 2 Herons and 4 GPs. The race conducted on 29 December 1963 saw Stan Byrne on a Quickcat as the catamaran winner, Alan Thompson in a Moth as Monohull Division 1 winner, and Tom McDiamid in a Heron winning 2nd Division.

With Ron Fitzgerald directing proceedings the club house was built to lockup' stage and officially opened by the Shire President on December 26, 1964. Membership had increased to 140, the first winch installed as well as the innovation of starting lights. A year later the membership had gone to 350, with 85 yachts and 20 power boats on the register. Social cruises to other clubs on the bay started and the first of the Annual French Island Cruise excursions with its mud, mosquitoes, tidal problems and good fellowship had an auspicious beginning. This was also when junior racing got underway and which is still part of the full sailing and social programme for the Younger Set.

Until 1966 the rescue boats were privately owned, the first club boat being purchased for \$688 and chris-

tened the S L Byrne.

Hosting of National and State Titles commenced in 1967 and has continued almost every year since as the club became well known for its excellent beach and facilities and the ability to organize these events. By 1968 the membership had reached 614 and the season saw the holding of Regattas beginning with the Inter Service Regatta followed by the Westernport Regatta, the VYC Small Boats Regatta and heats of the VYC 'One of a Kind'. With a membership of 750 in 1969, extensions were planned to more than double the size of the club house and facilities including a control tower. To this end the issue of Debentures was raised for an amount of \$20,000. At this time the rent being paid to the Foreshore Committee amounted to \$50 a year. It wasn't until 1971 that the rescue boat shed was built to the west of the club house.

The Yacht Handicapping system in use by all yacht clubs until 1972 was proving less than satisfactory so Keith Robeson developed a new model which with the help of John Williams was accepted by the VYC and the RYA and is still in use today. During this period erosion had taken hold to the west of the club so marram grass was planted on the dunes fronting the club, and the area fenced off in an endeavour to stabilise the dunes. A second rescue boat was purchased in 1973 and christened the TOM MCDIARMID', whilst to cope with boat storage problems, boat racks were built in front of the club house.



Alan Thompson with his trophy from 1963 when he won Division 1 sailing a Moth.



History of Somers Yacht Club

By 1974 erosion had commenced in front of the club, and despite strenuous efforts by members to slow down its progress by the use of poles and brush, tires wired together, and the filling and placement of thousands of sand bags the dunes were eroded away and the sea reached the fence in 1978. It then became necessary to move back the fence several times as it kept being undermined, and in 1985 Government permission was granted to relocate the boat storage area to a position to the rear and east of the Club House. Ports and Harbours had erected a groyne at the east end of the club house, but it was not effective and was undermined by the seas action. Erosion continued to the rescue boat shed and 10 metres from the club house at which point the Government agreed in 1991 to the building of a stone wall, provided that the club would contribute \$90,000 towards its cost as well as building a ramp through the wall. The ramp was soon loosened by the sea and the tide made use of it to launch attacks upon the club house itself. As the integrity of the wall was also in danger the ramp was removed and the wall made whole. A new ramp and gateway were then constructed at the east end of the boat yard.

This was not the end of the club's erosion problems as it became obvious that as the high water mark proceeded inland to the east of the club house, the new boat storage area was now in danger and perhaps once again the building! Urgent submissions were presented to the Government for an extension of the wall to protect the yard and building and upon approval this was completed in 1997 and proved to be very successful in causing a build up of sand between the wall and yard.

As with other yachts clubs throughout Australia, membership has declined from the heady days of the 70's and 80's when Somers was the largest 'off the beach' club in Australia, and boasted the biggest Mirror fleet in the world! To help reverse the declining membership the club conducted Sail Training Classes during the holiday period as well as a lengthy series of training sessions for Somers Primary School. These classes resulted in an increase of family memberships and new faces on the committee. Also an extensive program was undertaken to upgrade the building and facilities by painting, tiling and remodeling the locker and storage areas. Even with the erosion although the High Water mark continued to move slowly inland, there was a build up of sand in

front of the sea wall and to the east of the club.

The sailing and social programmes were continually reassessed, in particular the introduction of a trapezoid Olympic Sailing Course, a computer upgrade for the race results, the use of GPS for buoy location, and new large orange drum buoys. On the social side, General Committee approval was given to the introduction of a Restricted Club Liquor Licence.

Prospective new members can therefore be assured of joining a progressive and welcoming club where enjoyable times can be guaranteed for sailors of all ages.

Jim Enever
Commodore Somers Yacht Club.



An obituary for Jim can be found in [Windward newsletters](#), November 2019 page 12.



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Club Contacts

EXECUTIVE OFFICERS

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

COMMITTEE

| | | | |
|-----------------------------|-------------|--------------|-----------------------------|
| Social Coordinator | Lisa Tuck | 0418 590 891 | lisatuck1@bigpond.com |
| Bar Management | Keith Moore | 0416 294 920 | kcmoore@lonearranger.com.au |
| Membership Secretary | Libby Moore | 0413 860 371 | elpmoore@gmail.com |

| | | | |
|---------------------------|----------------|--------------|-----------------------------|
| OHS Officer | Nigel Beddoe | 0437 393 733 | nigel@cee3.com.au |
| Sailing School | Emma Morris | 0425 784 877 | simemorris@bigpond.com |
| Facilities manager | David Goble | 0418 304 589 | dsgoble55@bigpond.com |
| General Committee | Amanda Nutting | 0411 221 800 | mail@amandanutting.com |
| General Committee | John Tilleard | 0419 517 193 | john.tilleard@moroka.com.au |
| General Committee | Dianne Grahame | 0409 940 566 | markndi@optusnet.com.au |

OTHER ESSENTIAL CONTACTS

| | | | |
|----------------------------|----------------|--------------|---------------------------------------|
| Clubhouse Booking | Dennis Paskins | 0409 480 306 | verdenp@bigpond.com |
| Facilities Manager | David Goble | 0418 304 589 | dsgoble55@bigpond.com |
| Captain of Boats | Mark Graham | 0417 530 230 | markgraham58@gmail.com |
| Liquor Licensee | Rob Welch | 9592 2597 | robwell42@gmail.com |
| Sailing School | Emma Morris | 0425 784 877 | sailing.school@somersyachtclub.com.au |
| Windward Editor | Colleen Moore | 0432 806 818 | moorecolleen65@gmail.com |
| Bar Roster | Di Nutting | 0458 200 788 | di.nutting@bigpond.com |
| Sea Rescue | Garry Morris | 5983 1093 | gnsmorris@yahoo.com.au |
| Friday Night Dinner | Vic Crust | 0450 784 969 | vcrust@bigpond.com |
| Yard manager | Simon Morris | 0425 734 922 | simemorris@bigpond.com |
| Club House | | 5983 5568 | |
| WOW | Wendy Wilson | 0407 876 950 | |



Daniel Laverty sailing under a winter sunset at Somers.