



# Windward

Sailing at its best

April/May 2015

## A host of Hobie hopefuls



*Hobie contenders battling the rough seas*

*Image: Grahame Tiplady*

### Contents

From the commodore's desk .....	2	Division 5 report.....	10
Rear commodore's report.....	3	Club survey results.....	11
Division 1 report.....	4	Hobies state titles.....	14
Division 2 report.....	6	Hawk World titles.....	15
Division 3 report.....	7	Easter Bunny visit.....	16
Division 4 report.....	8	Volunteers needed.....	17
Sparrows.....	9	CPR refresher course.....	18
		Club contacts.....	19

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## From the Commodore's desk

THE end of the sailing season is again upon us with the conclusion of the Autumn Series. The season, as usual, has had its ups and downs weather wise. However, on the whole we have had good fleets and solid competition. It is most pleasing to see the large numbers competing in Division 5, representing our most junior sailors. The sailing school continues to attract good numbers which augers well for the future of sailing at the club.

The Hobie state titles were successfully run over the Labour Day weekend. Likewise, the Easter Series attracted a good following. Captain Sparrow again made an appearance at the conclusion of the Easter sailing to present trophies for the Sparrow Dinghy Intergalactic Titles. Easter Bunny promptly appeared at the club on Easter Sunday to the delight of the many children attending the event.

Make sure you remember to book in for either or both of the presentation nights in May. We will again be holding a separate night for the sailing school and junior sailors incorporating a games night.

Your general committee has agreed to the purchase of a fleet of six Pacer dinghies to be delivered before next season. The concept was developed and researched by Rear Commodore John Tilleard. John is very keen for the club to build on the success of the sailing school. We expect that both our adult and junior sailing schools will use

the Pacers and they will ease the pathway into sailing for new sailing families. A fleet will also open the opportunity for the club to hold match racing events within the club and with neighbouring clubs.

Our aim is to fund a large part of the cost through donations from members and friends of the club. To this end Steve Clifford has been appointed to head up fund raising. The club is registering the project with the Australian Sports Foundation that will mean that donations of \$2 or more will be tax deductible.

To date, the expressed support for the fund raising has been outstanding. The cost of the dinghy fleet will approach \$50,000. Based on current indications, we have this cost covered and now aim to also purchase an inflatable Brig rescue boat and other resources to supplement our sail training and rescue endeavours.

You can wait and make your donation once the official AFS donation forms are available or you can pledge your donation now at <http://goo.gl/forms/ULUPBdQTAK>. This is a great opportunity for us all to place the club's sail training and racing on a firm foundation for the future.



**- Jeremy Pearse**

## Presentation night Saturday 30 May, 2015





## Rear Commodore's report

THIS will be a short report as befits the end of the season ... and my absence overseas working and visiting family. As winter approaches, I'm told this is called "following the sons".

It's the end of another successful Somers sailing season. After a bad spell of weather in what would have otherwise been our intense after-Christmas sailing period, we have ended the season OK with only a few races lost overall. Re-sails messed around with the schedule a bit but in the end it is only the Summer Cup that won't be awarded this year.

Numbers were down a little in some of our races. Was that the weather? Or are there changes to the program or the various formats that we should be considering? As you have seen, your sailing committee is not "stuck in its ways" and will consider any change that keeps racing fun and competitive. Even changes to divisions! So feed any suggestions for next year to me or your division representative. We are working on changes to next year's sailing instructions and program now!

There have been some great achievements at state and national level during the year. Congratulations to Matt Stone, Patrick Moore, Lucy Ede, Harrison Ede, Maddi Poon, Taylor Poon and Ellie Morris for their performances. Not to mention the great efforts of Somers sailors in the Western Port Challenge. From the pictures and

reports, the Hobie Hawk Championships were a blast.

The end of the season is also a good moment to thank all those who work away to pull the racing together week after week after week.

Around 60 races I reckon we ran this season! If you figure 14 people (minimum) to run a race – that's a lot of hours – not to mention all the work that goes in between times. On behalf of all the sailors, thanks to everyone who have given their time, skills and goodwill to make sailing at Somers such a rewarding pleasure.

And can I also acknowledge with appreciation the fantastic response from members to the "Pacer Project". Under Emma Morris's guidance the sailing school has revitalised the club, bringing in a growing cohort of young sailors – and their families. Now the membership have spoken: "We love what you're doing and here are six Pacers to prove it!" That's a wonderful expression of the spirit of the club. Long may it last. Who can forget the self-satisfied Division 5 smiles?

I wish sailing school well for their presentation night. See you at our club presentation night on May 30. Don't forget to book early.

- John Tilleard



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## Division 1 report

### 21 February

IT was a beautiful sunny day with light winds all over the place. Every time the kites were set the wind changed and the kites came down again. It was an ideal day for Brian Gristwood who took full advantage of the conditions and won.

Griffo put a chisel through the plastic beach roller wheel housing whilst removing a tyre so couldn't get Flying High to the beach. I guess Griffo was just lucky he didn't have crew for the race!!

### 28 February

AN ideal day for the kites with a nice east, north-east to westerly wind which favoured the fast cats just when the kites needed to be set. There was plenty of sea weed around which needed to be avoided. It's not ideal when you are on the last leg to the finish line with a medium piece of seaweed stuck on the leeward rudder acting like an anchor. Stop and take it off you lose a place; keep going you lose a place.

### 7, 8 and 9 March long weekend

MOSQUITO state titles at Lake Eppalock and Hobie state titles at Somers.

With customary inland lake light and variable conditions it was ideal for anyone who could read the wind shifts and react quickly. Accordingly Matt Stone won the Mosquito state titles for the second year in a row!! Daniel won race 4 and came 6th overall. Matt's worst result was a 4th place which he dropped. Well done Matt!! Another entry on the Somers state titles honor board.

The winds were so variable that when two yachts were sighted 20 metres apart, both heading the same direction but on different tacks you knew the wind was all over the place. It was also confirmed when yachts on the port side of the course were becalmed while others on the starboard side were flat out on trapeze and luffing into gusts. You knew that you were having a bad race when you were heading for the top mark, got hit by a knock, tacked and end up heading back



*Daniel showing his frustration when tacking for the top mark.*

where you came from.

Some of the local lake sailors had a laugh when I put the beach rollers well up from the waterline. It really felt weird leaving the beach rollers a metre from the waterline.

While the Mozzie state titles were being held the club Hobie 14s and 16s showed their strength and competed in their state titles at Somers. Nick Wood-Freeman showed excellent fortitude and admirably competed after being speared in the back by a wayward Hobie 14.

### 14 March

LAST race of the Championship series and Jeremy and Jules Pearse had gone skiing in Canada. There were now four yachts capable of winning the Championship series; Daniel Stone, Matt Stone, Brian Gristwood and yours truly. Another north-east to westerly to southerly wind was the order for the afternoon which was definitely not kind to the spinnaker yachts. Whenever the spinnaker yachts could set their kites the wind direction changed and the kites came down again.

Matt beat Daniel for second place on the day and beat Daniel overall for second place in the championship on a count back. Please see the Somers website for all the results.

***Continued next page***

## **Division 1 report *continued***

### **21 March**

Great day with a 15 to 20 knot south easterly with higher gusts. Janus takes No Limits out but decides there is a limit when the yacht is uncontrollable on foils. Meagan Bursa and Tegan Davies took Hobie 16 Vitamin Sea out for a spin and capsized in the difficult conditions. Great to see you both out having fun!! Morgan Carter capsized twice in succession, turtled the yacht and broke his mast in two at the hounds. Ouch!!! Jeremy Pearse was back from skiing and looked a bit rusty when he capsized at the gate mark and on the way to the finish line. Well done on righting the yacht and then beating Brian Gristwood to the finish line by two boat lengths.

### **28 March**

A drifter afternoon with a variable and waning wind. It was great if you could get to and around the wing/bottom mark against the tide before the wind dropped out. The race was dutifully shortened from five to three laps. Emma Morris ditched the crew in an attempt to match the Mozzies but got caught in a zone with no wind. Ben Gristwood jury rigged the boom to the gooseneck with some rope so he could race without the boom falling off. Who said that sailing was a Risky Business?? Brian was in his element but still couldn't match Andrew Robertson's win or Griffio and Rhian Davies in second place.

### **Easter Regatta**

SATURDAY afternoon was a drifter with the race postponed for an hour and the course re-laid. Brian Gristwood was in his element and won both races. Brian was seen to overtake Jeremy

Pearse on the last leg to the finish line in the first race. Janease Graham was Griffio's crew for the series and revelled in the task.

Sunday afternoon Westernport YC joined the regatta to have some interclub fun. There was more wind than Saturday and Jeremy cleaned up. Monday morning's the race was postponed due to lack of wind and started at 11:35. Jeremy cleaned up again.

### **11 April**

COLD grey skies and a lazy wind for the back to back races. Jeremy won race one with Griffio second and Morgan Carter third. Well done Morgan!! Now that you have a full season under the belt we expect lots of this sort of result or better for next season particularly with a new rig and improved rudder setup.

### **18 April**

THE sun came out, the temperature was great and the wind was strong. A perfect day. Ben Gristwood tried out a borrowed mainsheet system which failed to uncleat, which put Ben in the water and Risky Business turtled. Morgan capsized, fell through the mainsail and turtled Hagar as well. The damage was not too severe and a few bits of sail tape should get Hagar through the last race of the season. Janus's clew fitting disintegrated on the upwind leg of the second lap and he was forced to retire.

Looks like there is a fair bit of repair, modification and maintenance to be done over the winter. Looking forward to seeing you all on the water next season.

**- Peter Foulsum**

## **Windward newsletter June/July edition**

**Editorial copy deadline is Friday 12 June  
and at latest Wednesday 17 June**



## Division 2 report

CHAMPIONSHIP 7 was a comedy of errors, as Malcolm took off on port as we were started with the Division 1 fleet and the blanket of foul wind impeded his advance. This manoeuvre gave him a distinct advantage over the rest of us who were bogged down in the lee of the other starters.

He kept this advantage throughout the race and, being so far in front, the rescue crews omitted to raise the shortened flag for him and so he did another triangle while we were already having a cool beer. He was, however, awarded a well-deserved first place in front of Steph, Peter T. Steve Schaper and Steve W did not finish.

Five knot winds seem to be the order of the day, as Championship 8 was started with Adam taking command of the whole race except for a short period when Steph took over but the lead soon changed with Phil a short distance behind.

At the final gate Adam took off to the finish, as Steph, mistaking it for a shortening mark for Division 1 only, decided to do another triangle and finished 5<sup>th</sup> behind Phil, Eli and Courtney, Steve W and just in front of Steve Schaper.

The final Championship race was started again in a 5kt northerly with Steve W taking the lead soon to be overtaken by Adam and Steph and this was the order throughout the race until the last triangle when Adam took the low road and Steph took the high road to the finish with Steve W a little distance behind and Peter T not finishing. The final score was a tie between Adam and Steph, but with Adam gaining more firsts, took out the Championship. Congratulations and well done!

Autumn Series 1 was sailed in a stiff 17kt wind with Adam finishing ahead of Phil, Malcolm, and Steve W with Peter T not finishing.

Autumn 2, was the opposite and sailed in 5kt with Adam taking command in front of Phil and Steph, with Peter T and Steve Schaper not finishing.

The Easter Regatta was sailed without Adam who represented Somers in the PT International Championships in Sydney. Race 1 was delayed for some time as the starters were wondering where the wind was but Phil found it and headed Steph and Malcolm, with Steve Schaper and Peter T behind.

The second race was taken command of by Phil again who could not be caught by Steph, Malcolm, Peter T, or Steve Schaper. Race 3 and 4 on Sunday were sailed in about 17kt with Phil taking the lead from TBA from Westernport with Steve Schaper and Peter T following.

Monday morning's race was a slow wind swinging race with only Steph and Phil competing and finishing in that order. Autumn series 3 and 4 were sailed in perfect 10 up to 16kt conditions with Steph and Phil having some great tussles for the lead and Eli Morris showing great form pushing us all the way and finishing second and third in the two races. Race 5 was sailed in – you guessed it – very light conditions with Adam taking the lead in front of Malcolm and Steve Schaper, and that was the finishing order.

**-Steph Schwarz**

## Windward Mark Bar and Bistro

Open every Friday evening for members and their guests.

Please book via the Somers Yacht Club website  
or ring Vic on 0450 784 969 by 5pm Thursday.

## Division 3 report

IT'S nail biting stuff in Division 3 as the battle for supremacy on the water continues! In our last instalment Sean Bly and Caitlin Davies were narrowly ahead of Chris Gurney and Mal Otto in the Championships. Things have changed!

After several tight battles over recent weeks, Chris and Mal have managed to turn the tables and are number one in the Championship Series at the conclusion of race nine. Third on yardstick are Mike Sandiford and Bridget Robinson, followed by (in order) Patrick Moore, Michael and Georgia, Amanda and Lisa, Nick Carter, Rob and Warren, John Tilleard (in his Laser – see below), Libby and Wendy, and Steve Clifford.

On handicap, Sean and Caitlin remain at number one, followed by Mike and Bridget, and Patrick. In a quirky outcome that only handicap systems can explain, Chris and Mal slide to 5th on handicap, and John T moves up to 4th.

In the Autumn Series yardstick results to date, the podium is occupied by Chris and Toby, Rob and Warren, and Nick Carter. Nick continues to show us how fast a Finn can be. Following them in 4th position is mother/daughter combination Amanda Nutting and Amelia Clifford, then Libby and Wendy. Next is two-timing John Tilleard (this time in his Impulse, rather than his Laser). And it was great to see Hayley Poon in the Autumn series in a Tasar, sharing Just A Faze with Mike

Sandiford and no doubt getting some valuable insights from the speed dater of Division 3. Why speed dater? Because this season Mike has sailed (and won) in just about every Division 3 class, including Impulses (first on yardstick in an Easter race) and Lasers. Those Impulses seem to be increasingly prevalent, with the Tilleard mouse and the Otto frog getting more and more air time (or is that water time?)

The Easter regatta was hard fought, with the first yardstick position in all five races being monopolised by three boats – Michael and Georgia, Mike Sandiford (twice, in an Impulse), and Chris and Toby (twice). It was great to see the Bailey brothers (Nick and Michael) out over Easter in their Lasers, and also David Fakhry back on the water in his, having successfully achieved his goal of training for and finishing a full ironman (that's the race that finishes with a 42 km marathon, after huge swim and cycle legs!) Need we say any more about how fit and tough you need to be, to be a Laser sailor? It was also good to be joined during the Easter regatta by some Tasar crews from other clubs, who Caitlin, Sean and Amanda had sailed with at the Tasar Worlds in WA in January.

As the season draws to an end, it's worth reflecting on what a fun – and competitive - time Division 3 has had on the water. - **Steve Clifford**

## Grandpa's proud moment



CONGRATULATIONS to club members Harry Gower and Elly Morris, members of the St Leonard's College sailing team which won Division 2 of the Victorian School team sailing championships held at the Royal Melbourne Yacht Squadron 19-21 March.

Harry is the grandson of another club member, Stephen Teh.

The St Leonard's team of seven students went undefeated to win its division.

*Left: Harry on the way to a big win*

*Right: Showing off the Division 2 winning trophy*



## Division 4 report

OUR 2014/15 season is now over - how the weekends have flown by! Grahame Tiplady won the Autumn Series on handicap with Wendy Wilson winning the Yardstick. Congratulations to Grahame and Wendy.

Congratulations also to the Championship Series winners:

**YARDSTICK:** 1. Harrison Ede, 2. Wendy Wilson, 3. Grahame Tiplady

**HANDICAP:** 1. Grahame Tiplady, 2. Wendy Wilson, 3. Maddi Poon

**SABRE TROPHY:** 1. Wendy Wilson, 2. Grahame Tiplady, 3. Alan Thompson (first place only decided after a photo finish in the last race and then a series countback!)

The lighter and sometimes shiftier Easter winds saw Jeremy Grant back in front and some other sailors receiving trophies including Alison Hatton and Eileen Poon, Tim Rintoul, Sarah Ashton and Diana Nutting and Max Taylor. Stephen Teh sailed a great race on the Monday ending up fifth (and third Sabre to cross the line)

**Here are a few coaching tips from Daen Dorenzio (a great BRYC Sabre sailor)**

### **1. Starting - near enough is good enough.**

Look at some photos of the starts from Sabre regattas. The top sailors are usually down the line, maybe near the favoured end but never getting caught up in the fight for the favoured end, or with each other.

These sailors consistently start on the front row, in clear air, and going fast. You could not say that any of them really "won" any of the starts but within 30 seconds or so they were in clear air and at full speed. It seems like they are going twice as fast as those at the back, and it is astonishing how much of the gains that the top sailors make are achieved in the first minute or so of a race.

These sailors' objective is to start in a way that lets them get into their overall game plan as quickly as possible. You can't win the race at the start but you can certainly lose it. If you are on the front row and in the general vicinity of the favoured end of the line then you will give yourself

the basis for a good result. You can almost always find a gap if you move a little down the line.

I often see people starting late at the boat end - presumably they plan to tack on to port after the start anyway. This is a really bad idea. It only takes one boat in front of you to tack first and then you are in dirty air whichever way you go. If you really want to tack and go right, it's better to start a little down the line but on the front row and you will often be amazed at how quickly the opportunity will open up.

**2. If in doubt, sail with the fleet.** The alternative version is "don't get greedy". If you think one side of the course is favoured, then by all means sail to that side but don't sail a hundred metres further than everyone else before you tack again. You are risking a huge loss to chase a big gain, and Murphy's Law dictates that the former will be the result most of the time. You will very rarely see any of the lead group of sailors take a flyer they sail conservatively and chase small gains against each other while not letting their main opponents get too far separated across the course. If you don't know which side of the course is favoured (and realistically in a big fleet you need to be on one side or the other), just watch the leaders.

**3. Right of way is overrated.** An alternative form of this principle is "if your opponent is making a mistake, don't interrupt". Let's say you are half way to the top mark and sailing on starboard tack. A boat approaching on port looks like he is a little ahead of you, but probably won't be able to clear you. What do you do? If you answered I yell STARBOARD! at the top of my lungs, then it's time to re-think your approach.

At the front of a competitive fleet, this **almost never happens**. This is because enforcing your right of way is not very important. In fact it is almost irrelevant. What matters is being able to stay on your preferred tack and in clear air. When two sailors in the top 10 approach on opposite tacks, each will ask him or herself "Why is my opponent going the other way to me?"

**Continued next page**



## Division 4 report *continued*

Have I missed something? Should I be on the other tack". Most of the time, one or the other will realise they are going the wrong way and will tack well before the two boats cross. If not, the starboard tacker who wants to stay on starboard is much more likely to wave the port tacker through with a call along the lines of keep going, don't tack there! rather than risk having someone tack under their lee bow. The only time calling right of way in order is if there is a genuine risk of a collision and you need to warn someone. If are going to cross with someone, but decide you need to tack, then tack ahead and to leeward. That way you will be first to the next shift and will gain on them.

**4. Don't get to the layline too early stay in the banana!** When you are on the layline to the top mark you have run out of options. Retaining the potential to pick up gains from one last little shift can be the difference between 5th and 20th at the top mark. And the further out you are, the

harder to pick the layline anyway. If you overlay the mark with 50 metres to go, then no big deal and you might lose a boat length. If you overlay with 500 metres to go, and lose 10 boat lengths. That might mean 10 places and every one of them is going to fight to stop you getting past.

In a big fleet the middle of the course will be characterised by softer wind and chopped up water, so you want to avoid that as well. Imagine that there is a "banana" shape down each side of the course. You want to stay in one banana or the other, avoiding the middle and the far corners.

**Have a great winter Division Four! Why not give some winter sailing a try?** It is not as cold as you think- often there is sunshine, blue skies and light winds. There will be Sunday morning coaching at Westernport YC again and regattas at Black Rock, Albert Park and Mordialloc.

- Wendy Wilson

## Sparrows regatta

**Top right:** Captain Sparrow on his knees while Harrison Ede and Maddi Poon show off their trophy.

**Bottom right:** Tedd Warden, Lucy Ed, Taylor Poon and Captain Sparrow

**Below:** Sparrows sailors smile for the camera



## Division 5 report

THIS is my final report for Division 5. I've had a blast looking after you all and seeing you develop as sailors. While I couldn't make it down, the Hobbie Hawk Worlds was clearly an outstanding success with so many on the water. Good luck in your sailing lives be it as Olympians or purely sailing for the love of it.

Some of you will graduate to multihulls and some to monohulls. For those who have a liking for going really fast I encourage you to ask the cat sailors for advice. For monohulls, I recommend the Laser 4.7 as soon as you're 50kg in weight. There are other options like Pacers and Mirrors, but if you want to sail in a single hander that is the preferred pathway class of Yachting Australia, the Laser 4.7 is best. We already have

six regular 4.7s and next season the Lasers will have their own division making it very even and a heap of fun.

Congratulations to Lucy Ede for winning the Club Championships for Division 5. She's had an excellent final season in Optimists, having just been invited to join the Victorian Optimist State Squad. While she won't take up the offer since she has transitioned to the Laser 4.7, it's certainly an honor to be invited since selection is hotly contested. To qualify she finished top 10 in the rankings derived from regattas held throughout the season (Sail Sandy, Nationals and States).

**- Nick Ede**

## ***Somers Sailing School Family Games and Presentation night***

***Saturday May 2nd 6pm***

***Entry: \$16.50 children under 16, \$24.50 Adults***

***Includes Carvery Dinner, Bar will be open***

***Book on Try booking (press on link) Make your booking now,  
don't wait till later. Yes I am sure your mates are going!!***

***Celebrating our end of season and getting all families together for a great night at the club.***

***This one is not to be missed for sure. All students will be receiving something.***

## Decisions resulting from club survey

The results of our facilities survey are summarised below along with the actions the committee have agreed. This survey was well supported with more than 80 responses. Thank you for your ideas and support for improving our club.

**- Chris Gurney, Vice Commodore**

### Survey results in order of rating

Six Pacer fleet	Go ahead and purchase
Add a medium size rib 4.5m plus sale of small rib	Anticipate purchasing before season
Hold a minimum cash reserve for unforeseen immediate repair or replacement	Agreed
Replace SA 4 2020	Agreed
SA4 motor replacement 2017	Agreed
Replace tractor 2017	Agreed
Replace SA 11 trailer 2017	Agreed
Small lockers for wallets phones etc.	Order on set of 16
Biminis for rescue boats	Has been evaluated before and are not practical
Three-person lift \$54700+gst \$1200 pa servicing plus construction cost for installation. Fundraising and donations required	Establish location more detailed costings and create a fund / fundraising programme once the Pacer and Rib fundraising is complete.
Dumb waiter for the grog	Establish a location, more detailed costing and regulations for installing possibly before next season
Rubbish bin enclosure	On hold
Renovate downstairs remove 10 lockers, floor, improve briefing area, create training area, allow space for lift, flat screen TV, water fountain	Create plan
Cashless tap and go for bar	It will slow service and incur high transaction costs, plus hard to train bar staffers
Installation of shade sails on the front deck,	On hold
Install instant cold and hot water station upstairs	Install facilities next to bar, paper cups etc
Replacement and relocation of soft drink machine	Arrange with Coke
Sand upstairs floor and varnish before 15/16 season	Has to be done this winter
150 new sets of cutlery	We established we had enough last year
Additional social nights like cards or other games	There appears to be enough in the program
Black velvet curtains full room width from eBay	In a locker – donated by Probus
Events for Kayaks/Stand-up paddle boards	Let's try one aimed at kids during the summer

**Continued next page**



## Additional ideas from the survey

More timber table/bench sets for the deck area	Purchase another set, repair current, at working bee
Cover for kayak area. Better storage for some of the larger kayaks	Repair and rebuild middle section, at working bee
BBQ box to be locked somewhere so it is accessible to any member at anytime	No, when this is available at any time there is no control of contents
Could we have another web camera (or change the view of web cam 2) that points south over the course?	A wide angle would be required, not considered practical
Renovation of the store room upstairs to better accommodate the club's chef's catering needs, beverage etc storage, decorations, children's toys etc. security etc. It's currently messy, OHS hazard and poorly arranged. The toys shouldn't be stored there cos it attracts kids to explore it etc.	Do as part of downstairs renovation project. Construct or purchase a toy box on wheels, at working bee
Purchase a first aid kit \$230 from St Johns	Purchase and install downstairs next to cold water point to be installed
Repair some of our existing chair seats that are splitting	Action repair or replacement
Upgrade & extend boat shed facilities	TBA
Shelving in change rooms	Shelves for bags in female change room , working bee
Replace locks on female shower doors and male toilets	Replace, working bee
relocate rubbish skips further away from building	On hold
Relocate fuel tank	No, has been reviewed in the past
Solar panels would be good	No payback due to club only used 1/2 days p.w.
Gas log fire	This idea is not rejected, in the meantime we have the fire channel on TV

*Continued next page*

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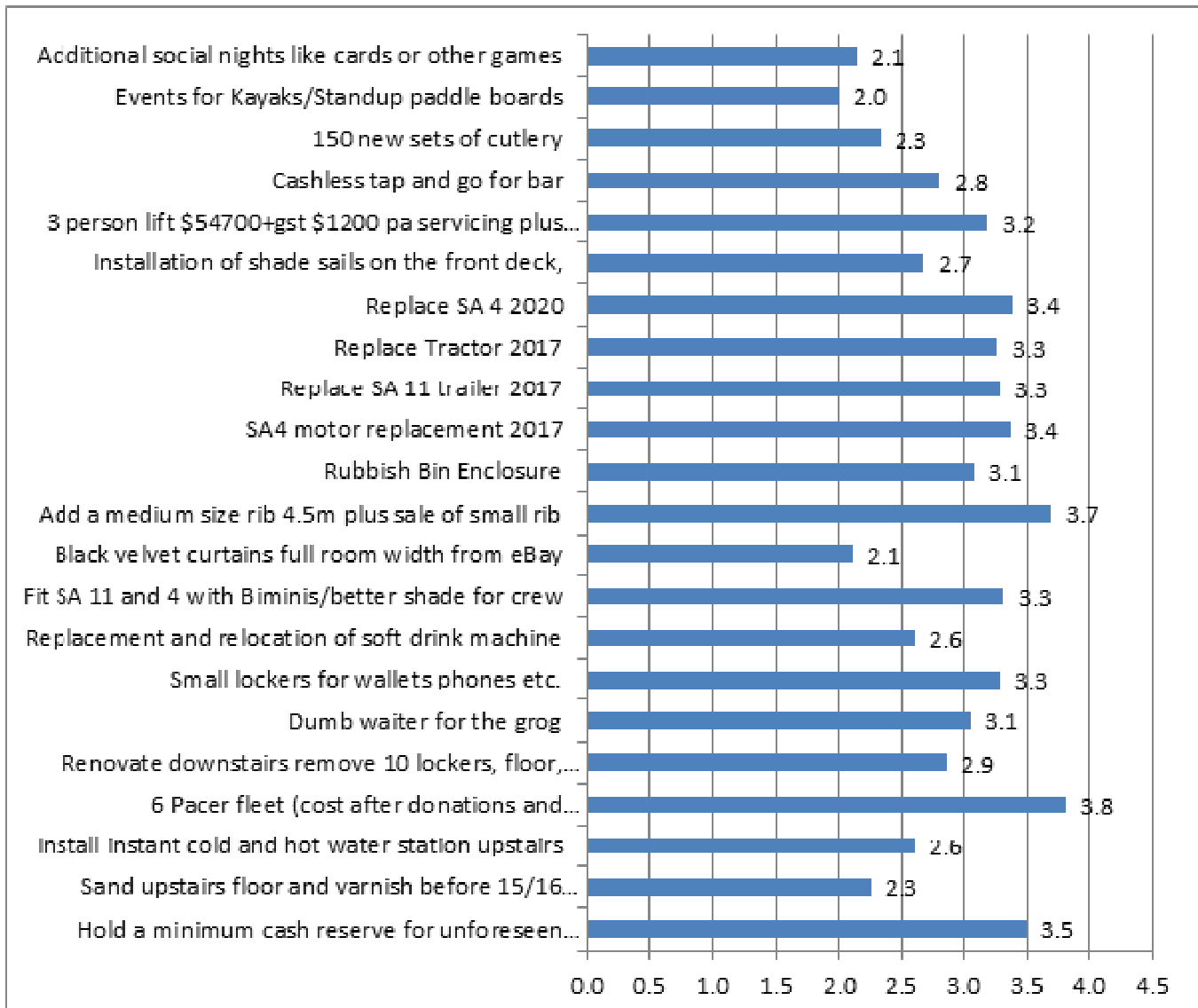
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## Decisions resulting from club survey continued

This graph shows the average score for each item in the survey, the rating was 0-5 where 5 was strongly endorsed.



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## Hobies mass at Somers for titles

OVER the March long weekend Somers Yacht club hosted the Hobie state titles. It was a great event, with 61 competitors some of whom had travelled from NSW. We had 22 Hobie 16s, seven Hobie 14s, six Hobie 14 turbos and two Hobie 18s.

The wind and waves came in all conditions; heavy winds and big seas causing mayhem, running the rescue boats off their toes, to light breeze with huge wind shifts during the race making each one unique, exciting and challenging- you could never go the same way twice.

A special thank you goes to Amanda Nutting and Steve Clifford who abandoned their posts of filming the start line, to help their son Simon TWICE after he capsized and lost his mast.

The race committee did a fantastic job out on the water, they held between 3-5 short course back to back races with each race lasting round 40 minutes, just the way the Hobies like it!

On the Saturday night Vic held an amazing dinner and on the Sunday night the Jets' played; combining the Hobie and Somers community together for a great night of fun and laughter. The Hobie sailors love their rum, so the bar ran out of it pretty quickly. Many sailors had camped out at the Bursas' block and kept the partying going into the late hours.

After a great weekend of Hobie socialising and sailing we had some great results from Somers with Pat Moore winning the Hobie 14 turbo, and Ellie Morris being our youngest skipper to compete following closely behind in second and Meagan Bursa winning the women's title.

The Hobie sailors said they had a great weekend, enjoying the "Hobie way of life", and many thanks go to the people of Somers yacht club for holding such a successful and friendly state titles.

Have a Hobie day!

- Meagan Bursa



**Above:** Warren Fletcher-Myers presenting Patrick Moore with his award for taking first place in division 4.

**Images:** Grahame Tiplady



## Hawks go international

THE Hawk World Titles took over Division 5 on Saturday 18 April. The weather was perfect, NW winds, flat seas and 15 very keen young competitors. All were members of Somers Yacht Club but representing a country of their choice. The age spread was 8 to 13 years. We had too many keen juniors for the Hawks available, so we allowed two optimists to race and be a part of the fun.

With a simple one-lap triangle course set close to shore, it was a great view from the club for onlookers. The intrepid juniors raced a total of eight short races in one day, with the start and finish line being the same on the course. We had three back to back races before lunch, with the third race getting windy. It was close to 20 knots and the Hawks were planing very fast on a reach to the wing mark. A few stunning stacks, with big smiles were had, along with a few not so confident sailors that headed to shore for lunch early.

Many competitors were not sure of the afternoon conditions but bravely took on the challenge again to head for the water. The wind eased from the morning and all complete five back to back races in the afternoon. What a super effort! The conditions were perfect and races were short. So much fun and learning was had by all on the water. Presentation night was full of juniors wearing their new green tops, with lots of noise and fun. A big feast of food for all and lots of socialising. Thanks to all families for doing their part in making the day a great one the juniors will always remember.

It was so awesome to see the juniors have a big fleet of their own, and sailing with friends.

Germany won by the way, with a close second to Australia!

Some special quotes from the competitors

**Elly Morris - Germany**

"It was awesome! It was fun having different age groups racing short back to back races"

**Sybilla George - Poland**

"I had a really good time, even in tough conditions. I learnt a lot and got to hang out with my friends"



**Lachlan Lee-Smith - Scotland**

"The wind did get up pretty high in the morning, so much so that I capsized twice. My stack was fun but by the second time I was very tired. It was a great day racing"

**William Davenport - Jamaica**

"It's the best couple of races I have ever done!"

**Daniel Laverty - Canada**

"Starting the races was very hard, but the last race I got the hang of it."

**Georgia Wood-Freeman - France**

"It was fun and challenging being in such a big fleet, and great racing with all my friends."

**-Emma Morris**



## Easter Bunny visits Somers

THE highlight of the Easter break was a visit on Easter Sunday from the Easter Bunny who arrived with a basket of eggs to share. Many thanks to the Bunny and his assistants.



**Above:** The Easter Bunny arrives in Keith Moore's vintage MGA.

**Right above and below:** The Bunny distributing Easter eggs.

**Below:** The Easter Bunny gets a helping hand from Maddi Poon in the yard.



## Volunteers required for finance committee

WITH the retirement of our current treasurer John Hatton we are seeking members who have some accounting and book keeping skills. John has done a sterling job looking after all aspects of our finances, but now we need to share the work between a number of members. Fortunately John and past treasurer Tim Brock will be on hand to guide the new committee.

We have listed the finance committee's functions below and an estimate on the time required for each function.

Please contact Chris Gurney if you think you can be responsible for one or a number of these functions.

### **Banking ANZ Hastings**

- twice weekly/once in winter

### **Issue of receipts for all cash received**

- as required

### **Bank transfers from Try Booking**

- monthly

### **Monitoring of all direct credits to our accounts**

- weekly task

### **Payment of accounts via direct credit or cheque**

- three hours weekly

### **Payroll for contractors and Sailing School**

- weekly (cleaner), others as needed

### **Taxation control for contractors and employees**

- annual

### **Raising invoices for advertising and other income**

- as required

### **Control of term deposits and investment accounts**

- monthly

### **Data entry for all payments and receipts**

- MYOB, end of month task (four hours)

### **Monitoring income and expense for functions**

- as required

### **Monitoring of all income for sailing school**

- summer

### **Monitoring stocktake for bar and clothing** quarterly

### **Reconciling membership payments**

- two hours monthly in season

### **Bank reconciliation**

- monthly

### **Preparation of monthly financial statements**

- three hours monthly

### **Completion of quarterly BAS statements**

- one hour quarterly

### **Budget preparation**

- annual

### **Preparation of data for audit**

- annual

### **End of year accounting adjustments**

- annual

### **Record keeping**

- ongoing

### **Negotiation and control of Insurance program**

- twice yearly

### **ASF and grant applications**

- as required

### **Property lease returns to Parks Victoria**

- annual

## Vale Linda Poppins

LINDA POPPINS, possibly Somers Yacht Club's oldest member, had been uniquely and warmly received by members of SYC on the few times she came for a Friday night dinner and to watch the boats leave the beach.

Linda had a full and good life mainly focussed on her family, and she achieved a lifespan just over 103 years which was blessed with a good

constitution, health, interests and faculties to the end. She passed away peacefully, with her family.

The Poppins family would like to acknowledge the numerous SYC members who expressed their kind condolences and feelings to Colleen and Patrick after Linda's passing. We feel this is another example of the **Spirit of Somers YC** in the form of caring and giving by members.



## CPR refresher course

SUNDAY 1 March saw about 60 people attend a free CPR refresher course run by anesthetists and club members Dr Mark Tuck and Dr Anthony Poon.

We watched informative and amusing video clips – including some real footage of a cardiac arrest on Bondi Beach – and practiced compressions to the beat of the Bee Gees *Stayin' Alive*.

Hopefully we are not now intimidated by the thought of using the defib machine at the top of the staircase!

Many thanks to Laedal rep Graeme Foulds who loaned Anthony the life size training mannequins and defibrillator trainer and gave the club 25 mini mannequins to use for practice sessions both now and in the future.

If anyone would like to take home a mini mannequin to show others how to do CPR please contact Anthony, Mark or Amanda.

We intend to schedule this as a regular event at the opening of each season.

- Amanda Nutting

**Right:** John Best getting instructions from Anthony Poon.

**Below:** Amanda Nutting shows her mother Shirley Nutting compression technique.



Images: Sarah Ashton

### IBG Insurance Brokers

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## Club Contacts

### EXECUTIVE OFFICERS

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<b>Rear-Commodore</b>	John Tilleard	0419 517 193	john.tilleard@moroka.com.au
<b>Treasurer</b>	John Hatton	5983 5898	hattonjande@bigpond.com
<b>Secretary</b>	Roy Higginson	0408 838 057	royhigginson@bigpond.com

### GENERAL COMMITTEE

<b>Immediate Past Commodore</b>	Malcolm Otto	5983 1431	malindi3@bigpond.com
<b>Social Coordinator</b>	Libby Moore	0413 860 371	elpmoore@gmail.com
<b>Bar Management</b>	Stephen Brown	0407 334 018	stephenbrown48@gmail.com
<b>Membership Secretary</b>	Margaret Tilleard	0409 003 136	margaret.tilleard@moroka.com.au
<b>Sea Rescue &amp; Safety Officer</b>	Norm Dewar	5983 1690	dewars01@bigpond.com
<b>General Committee Member</b>	Grahame Tiplady	5931 3301	grahame@ocean-clocks.com

### OTHER ESSENTIAL CONTACTS

<b>Honorary Solicitor</b>	Tim Rintoul	5983 1116	timsue.r@bigpond.com
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<b>Bar Roster</b>	Di Nutting	0458 200 788	di.nutting@bigpond.com
<b>Yard Manager</b>	Peter Foulsum	0415 857 584	foulsums@bigpond.net.au
<b>Friday Night Dinner</b>	Vic Crust	0450 784 969	vcrust@bigpond.com
<b>Booking &amp; Catering</b>	(Friday night meals <b>must be</b> booked by Thursday 5 pm)		



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