

# TIDINGS

SPRINGSUMMER2020



## GETTING BACK OUT ON THE WATER

Australian Sailing  
Awards

PAGE 13

Revitalisation of  
Sorrento Cup

PAGE 21

Club Sailing  
Calendar

PAGE 34-35

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## COMMODORE'S REPORT



is your Tidings. It is a bit of an experiment. I hope you like it.

One of the aspects of flying internationally (remember when we could!) is that feeling of being between two worlds. The suspended animation of a long flight in that liminal space. The excitement and unknowns of your travels, experiences and destinations ahead, the reflections on where you have just left, what you have achieved and the challenges you have faced on your way through.

As I write this report I feel very much in that liminal space.

As you will see throughout this edition of Tidings your Club has achieved a lot during the winter months and period of closure. Looking back, in some ways we are fortunate that we are a highly seasonal Club. The bulk of the closure and lockdown has come during the winter months, so the amazing events and World Championships held last summer were unaffected, and I'm sure this coming summer will be filled with friends and family coming together at the Club, albeit with some COVID safe measures in place.

The Club has been able to provide a highly successful take-away service (meals, coffees and pastries) to our Members over weekends since June. Members have loved Bernard's seafood specials, fish and chips, burgers and incredible rib eye, as

well as meals to heat at home during the week. We look forward to continuing take away throughout summer.

Aside from our take away service, there have been many initiatives across the Club that have kept our team very busy over the winter months. Together with the Job Keeper program, we have been able to retain all our employees and many of our casual staff. Some of the projects that have been undertaken include the thoroughly entertaining series "Shooting the Breeze" podcasts, organised by Committee member Mark Klemens. I encourage you to listen if you haven't already.

Our Training Manger, David White conducted two enthusiastically supported virtual racing series, with sponsors, which attracted Members aged from 8-60+ years, from young Opti sailors to the more seasoned Couta boat sailors – great to see Members getting involved. See David's report for a recap. As I mention David White, I would like to congratulate him on his recognition through Australian Sailing – Victoria, as Victorian Sports Professional of the Year, and also being a finalist in the National awards. We are certainly fortunate to have David in our ranks. To read about our other award recipients, Kate Hannah and Tess Lloyd, check out the report in this issue. I am certainly proud of each of them and to those who made the finals. Well done.

The team has been busy preparing the Club for the coming season, installing an exciting new member management platform, and continuing to undertake all the necessary maintenance of the club facilities and fleet. See Henry Dyer's report for all that has been achieved.

Now, as I disembark from my virtual international flight, I focus on what we have planned for the summer ahead. As you will read throughout, there have been some really wonderful developments at the Club that all add to a wonderful season ahead. To name a few, the appointment of Rhys Tucker as our Couta Coach and the whole Ripple sailing and training program. Our new Committee member, Deb Kwasnicki, organising rostering and training of our volunteers. Our new Next Gen Committee chaired by Jack Abbott is up and running. Read Jack's overview of the Committee and what they will be doing this year. The revamped Sorrento Cup racing and festivities planned for Easter is something I am looking forward to. See Ralph Wilson's report on this historic race and what is in store.

As you will have read by now, Members will have exclusive access to the hospitality services offered by your Club over the summer. We are expecting that there will be limitations on the number of people that can gather inside the Club and our outdoor areas. We want to make sure that our Members have maximum access to your facilities in these constrained circumstances. I am sure Members will however enjoy being at their Club again, coming together and relishing the summer holidays, so please bear with us as we navigate this unique time.

A special thanks to our management team, our Committee and our volunteers who have done a great job in preparing for the Summer season.

I am very excited by all the prospects for the Summer and I look forward to seeing you all at the Club.

Regards  
**Graham Cunningham**



## CLUB CAPTAIN'S REPORT



I am pleased to introduce myself as your new Club Captain.

The role of the Club Captain is

to manage all on-water activity. It is a big task but I am lucky to be working with an energetic Sailing Committee, professional sailing team and incredible group of volunteers. I have also had a long handover from previous Captain Scott Llewelyn who remains on the Committee.

We know everyone is super keen to get back out on the water. For that reason, we have mapped out a busy season of events. Undoubtedly there will be special conditions and changes along the way, but we are working hard to keep everyone safe and fully informed. The full calendar can now be found on the website.

Junior training will start in the next few weeks. I am sure parents are very keen to get the kids out of the house and doing something active. David White has been working hard over winter to streamline the courses and rebrand the Sailing Centre. I know we are going to have one of our busiest seasons ever and I cannot wait to see all our juniors on the water.

Off-the-beach sailing has a proud history at Sorrento and we hope to see a lot more boats on the water this year. If you have a dinghy or catamaran at home, then now might be the time to drag it out. This season we will have OTB races every Sunday starting at 1pm.

We will also be making the Club dinghies more accessible for Members.

Couta Boat racing will start with Opening Day on 14 November. Depending on restrictions we may be sailing with reduced crews. For that reason, we have delayed aggregate races until after Christmas and halved the race entry fees. However, we will still be racing for the Wooden Boat Series with fabulous trophies and prizes.

Fingers crossed we will be close to normal by Christmas. With no overseas travel, it should be a very busy January. We have a full program including the Dash to the Heads, Couta Boat Nationals, Portsea Cup and Three Piers Race. We also have twilights every Friday night. For the OTB fleet we have the Buxton Cup and are working on a Peninsula Series with three other clubs.

New this season will be the relaunch of the Sorrento Cup. Ralph Wilson has driven the plans to relaunch the Sorrento Cup as an annual event that engages all Members over the Easter break. The Classic Yacht Association will join the racing on Saturday and the Marcus Burke Wooden Launch Navigation Rally will run on Sunday. Watch eTidings and our website for updates as we get closer.

Also new this season is the Next Gen Committee led by Jack Abbott. This dynamic group will drive Club activities for our growing band of youth sailors. Already they are talking about turning the Friday night twilights into the next big thing at Sorrento.

Later this season in February 2021, we look forward to hosting the Laser State Championships, with the Victorian Laser Association. This will be in ideal opportunity for those OTB sailors transitioning to a Laser. Stay tuned for details.

Normally in this report I would be listing all the achievements of our sailors over Winter. However, the lockdown means it has been pretty quiet.

Our Olympians Tess Lloyd, Jaime Ryan, Will Phillips and Sam Phillips should have been fighting for medals in Japan in June. The good news is that they remain as the official selected crews and have been training hard on Sydney Harbour.

Congratulations to Tess for taking out the Victorian Female Sailor of the Year. Also, to Kate Hannah for being named Victorian Instructor of the Year and national finalist, and David White for taking out Victorian Sports Professional of the Year and national finalist. We are very lucky to have such talented and committed people at our Club.

We will see more of our champions on the water in the coming months as the Club has agreed to be one of the training bases for the Australian Sailing team. This will help to build off-the-beach activity and inspire our junior sailors.

So - despite the challenges - we are looking forward to a great season ahead. I look forward to seeing you on the water.

**Tim Collett**



## MEMBER PROFILE



For those who don't know Georgie Silverwood, our Vice Commodore, here is a little introduction. You may

have seen Georgie around the Club, particularly if you have attended any of our social events in recent years. Georgie has been instrumental in organising our Ladies Lunch, as well as family events for the Sailing Centre families, Pommery Summer Drinks and New Years Eve. Now Vice Commodore, Georgie plays an integral role in the running of the Club. Here is what Georgie had to say when asked a few questions about herself.

**Please tell us about yourself and your career.**

My name is Georgie Silverwood and I am the Vice Commodore here at SSCBC. My husband, Rob, and I have two children – Scarlett (12) and Freddie (8). We live inner city in Melbourne but escape to our holiday house in Blairgowrie most weekends provided school sport doesn't get in the way. Having grown up on the coast in Western Victoria I love being near the water, so I'm definitely in my happy place down at the Club.

I'm a chartered accountant by background, but have spent the majority of my career in HR, executive search and talent management. I spent approximately 14 years with PwC both here and in Beijing, and now run my own HR consulting business which gives me the opportunity to work flexibly and

spend time running two very busy children around.

**How long have you been a SSCBC Member and what inspired you to join the Committee?**

I've been a Member of SSCBC for approximately 6 years, when we joined as family members. I was initially asked to be a member of one of the sub-committees focussing on social events for Members and this was great, nothing I like more than organising a good party. Eventually I was asked to join the General Committee and have now taken on the VC role. I've always believed that any involvement in a Club is a two-way street, and that it is important to make a contribution in any way you can. I love the fact that we have such an incredible team of volunteers and committee members at the Club, and I take a lot of pride in being involved.

**Tell us about your family and their involvement at SSCBC.**

Those who know us well know that we certainly did not start off as a sailing family, and I must confess that whilst I love it, I don't think anyone could call me a proficient sailor. However, our two children are both active in the off the beach programs and it has been great to see Scarlett in particular, go from the learn to sail programs to now competing in regattas around Victoria with her sailing friends.

Like many other Members we use the Club socially, and it is our favourite place on the Peninsula to catch up with friends and family.

**What is important to you as SSCBC moves into 2021?**

2020 has been such a challenging year, for the Club, for our Members

and all of our staff. I'm optimistic that 2021 will see us being able to operate the Club in a far more 'normal' way than has been possible this year with plenty of opportunities for sailing and socialising. What is important to me as the Club moves into the new year is that we continue to do what we do really, really well. That means that the Club continues to be a welcoming environment for our new Members, that we offer an outstanding dining and hospitality service, and that we make it easy for people to get involved in sailing, whether that be kids who are starting out in 'Carna Mara' or people looking to join a Couta boat crew. Henry and his team have been incredibly proactive and resourceful over the past few months when the Club has been shut down. A number of projects have been completed over this time, including a newly renovated sailing room and the implementation of the new member management system. The team continues to focus on delivering an outstanding experience for Members.

**What is the most exciting thing for you about the proposed Clubhouse redevelopment?**

I love that we have continually challenged the architects and ourselves to ensure the redevelopment design is not just what is needed right now, but well into the future. I am excited to see how it all comes to life and how the spaces are used by our Members.

**What are you most looking forward to about getting back to the Club this summer?**

Sitting on the picnic tables on the western lawn with friends, watching our kids get back out on the water!





# MARKSMANSHIP

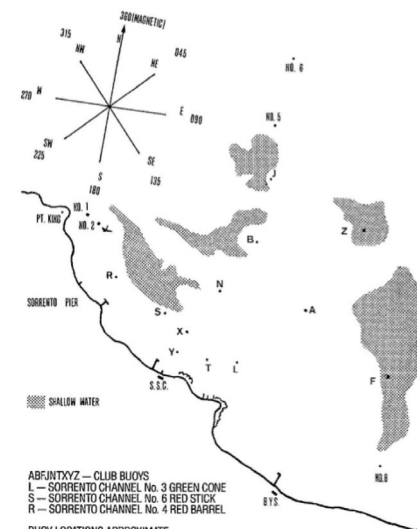
I was thinking that members might be interested in the history of our marks and how they related to our fleets.

In the 1980s the permanent Sorrento Channel marks were somewhat different from what we see today - Sorrento Channel No.2 and No.6 and No.8 were red piles, but No.4 was a red can. Sorrento Channel No.8 was the Canterbury Pile just east of BYS, and No.3 was a green cone-shaped buoy.

The South Channel Pile is more than a single pile – it was a manned light-house until 1925, then in 1988 it was restored and relocated to its present position, south of the actual shipping channel.

By 1990, an additional red pile, Sorrento Channel No.6, was laid to the north-east of Sorrento Pier, and the Canterbury Pile became No. 10, and another red pile was laid to become No.12, the entrance to Capel Sound.

In the early years of Sorrento Sailing Club, the 1960s and 70s, there were big and varied fleets, multihulls, monohulls, seniors and juniors. Our members were varied too, local families, and others from as



far away as Eltham, Ringwood and Lethbridge.

Club Courses are typically a compromise involving local tradition, and resistance to change can be stubborn, taking years to become efficient. One of the biggest changes is the size and composition of the fleets, but those changes may take time, and we respect that.

The Club used the green cone Sorrento Channel No.3 as a southerly mark for 50 years until 1998, and is still using the red pile No.8 as a south-westerly mark. The green cone was removed in 2015.

The sandbank that runs from No.8 in a north-easterly direction is approximately 1.5 to 2m below the surface and forms an unmarked boundary to our sailing area. It can be hazardous to sail to the west of this line because of unmarked shoals of unknown depth.

The courses that we used matched the fleets that we had. The fast multihulls required long courses and were therefore on our sailing area perimeter. The course diagram from 1986 shows that the fast multihull International Tornados had long scalene triangles such as L F J. Jubilees and Trailables had a smaller one such as L A J, Paper Tigers and monohulls had a smaller right-angled triangle L A B. The junior monohulls had a half-sized triangle T N S straddling the Control Box start-finish line.

Most of the waters to the east of the bombora are of greater depth than 1.5m except at low tides, but occasionally we might feel the centre-board touch.

Marks have to be visible, identifiable, predictably located,

user friendly and robust. That's a lot to ask for, but for nearly 75 years we are still using the same types of marks – inflatables, piles, and moored targeted floats. We use inflatable marks or small floating buoys for laid courses for regattas or for fleet racing and junior training. Our fixed mark courses use targeted floats, except for Sorrento Channel No.8, the red pile. Our special courses, such as the South Channel Race, the Three Piers Race or the Dash to the Heads, use inflatables, except that Sorrento Channel piles form part of the courses as well. Fleets prefer the friendly inflatable marks, and the Channels Authority require us not to use the South Channel or its marks for rounding marks. We lay inflatable marks safely outside and adjacent to channel marks for the South Channel Race.

## Club Marks Non-inflatable Types

The pink marks are used for Junior racing and training, and the metal mass may be used to sink the rope line away from yacht's centre-boards. A plain flag may be used instead of Code flag M.

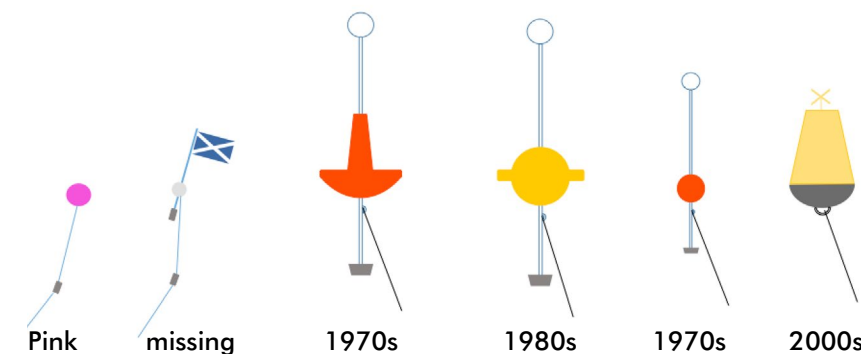
The 'missing mark' with Code flag M may be used for any fleet where the 'missing mark' or 'misplaced mark' situation arises. A metal mass may be attached to sink the rope line.

The other marks are semi-permanent marks chained to sinkers on the sea-bed. The attachment point of the chain to the target shaft is located sufficiently below the float that tidal flow on the submerged parts is so balanced that the shaft remains vertical. Thus the mark is visible from quite a long distance – up to a nautical mile or more.

The current yellow floats are



# MARKSMANSHIP



identified with letters C, E, N, S, W, X and Y, as well as SSCBC ownership. There are flashing lights mounted near the yellow cross as well, and their location is published on some Marine Charts.

Until 2000, the club mark positions were determined by compass bearings from landmarks and from each other. The practice was to retrieve the marks at the end of the sailing season and relay them at the beginning of the next. GPS readings made positioning easier and more accurate, but they still appear to change position with the ebb and flood tides, particularly so with the inshore limit mark Y on the Box-start-finish line.

The semi-permanent club marks are tethered by galvanized 10mm or 12mm chain to iron 'sinkers' from surplus Metro Trams 40kg helical gear wheels. There was a fair amount of discussion as to the economy of using less expensive smaller diameter chain because the heavier chain often deteriorated at the same rate. The combination of a mass of lead at the bottom of the stainless steel shaft and a galvanized chain in salt water provided a number of choices for corrosion to maximise at specific locations.

Some of the marks even wandered a few metres over the course of a season when the sinkers in the sloping underwater sand-dunes moved down-

hill as the sand-grains shifted with the strong pull of tide on the mark.

Preparing the seven marks and chain for the new season took a couple of days, inspecting the existing chain, and maybe purchasing 50m of new chain. Refurbishing the marks, making sure the targets at the top matched the chain length, connecting and safety wiring new shackles to the rings on the shafts and the holes in the gear wheels all took time.

So did moving the assemblies out to the end of the jetty to the burly crew of the mark-laying boat for loading. There was a sequence to it, too, because the last mark "on" would be the first one "off". I had the GPS readings of each mark ready, and the laying sequence too. Loading and laying took about an hour for the three crew and myself.

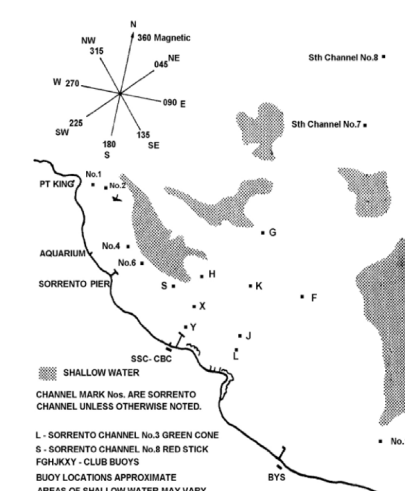
In 1998 the Club Amalgamation with the Couta Boat Club saw a huge and necessary rationalisation of fleets – the Tornados had migrated to the north end of Port Phillip, and the long leg lengths were not needed. A typical course leg length of less than a nautical mile enabled the use of the current diamond with a central centre mark C, and four marks N, W, S and E radiating from it at 0.4 nm distance. This gave us clearance from shallow water and from BYS and provided a little less congestion in the Sorrento

Channel. It also enabled 45° bearings NE, SW, SE, NW for 0.56 nm course axes – (although wind and tide combinations conspire to put the best laid plans of mice and Race Officers awry).

This mark pattern has been used since 2000 and it is extremely useful for members' perception of their position on the local water. Knowing that the axes of the diamond are magnetic north-south or east-west is valuable.

Let's look at laid marks, the ones that we use for Regattas. The larger ones are used for the windward and wing marks that may be some distance from the start area. The semi-conical ones may be used for marks that are easily identified such as the start-pin, or upwind hitch or downwind gate mark, or finish. When the courses are shorter, such as for an Optimist regatta, the smaller buoys may be more suitable.

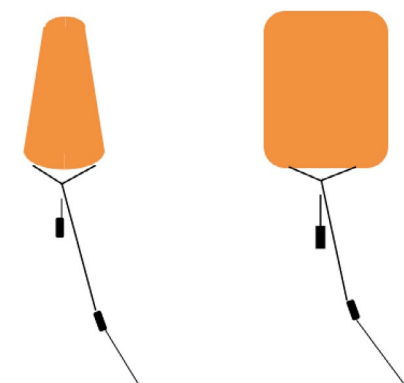
The marks are inflatable. They have tether points at their base, to which is hung a pair of bridles and a metal bob-mass (10 to 15 kg) to keep them upright. The rope anchor line is clipped to the centre of the bridle between the buoyant part and the bob-mass, like the fixed marks, The upper end of the anchor line







# MARKSMANSHIP



requires its own bob-mass to sink the rope a few metres below the water surface so as not to foul a passing yacht's centre-board. The lower end of the anchor line needs to be fitted with 3 or 4 metres of chain connected to the shank of the anchor to ensure the anchor is bedded against the tidal flow. The top of the mark is fitted with a grab-line so that the retrieval crew team can jointly lay the mark over so that the more agile member can reach down to the bridle and haul in the mark and bob-mass and anchor line and anchor.

Some points that make life on the water interesting, whether you're a sailor or a spectator or part of the race management team:

- The colour of the mark as viewed from half a nautical mile is almost always perceived to be dark.
- Marks are sometimes required to appear different from others – finish marks are not to be confused with start marks, hitch marks with windward marks, changed marks from original marks. So we have different shapes, colours and pattern, detachable wrapped bands.
- Laying a mark at the Race Officer's direction such as a distance and a bearing requires the course boat to proceed to that

GPS location and verify that the position is appropriate. In strong tidal flows, coupled with strong winds, maintaining that position is a fairly sensitive operation.

- Not only does the anchor need to be bedded into the sea bed sufficient to prevent the mark drifting, but its location is likely to be 30m or more down-tide or downwind from the position of the mark at the sea's surface.
- When time is of the essence, pressure on the whole team increases, particularly when changes of course are needed.
- The coordination of the mark laying or retrieval team, and the course-boat skipper and/or navigator is at least as valuable to the smooth running of a race as the Race Officer. Our teams of Bosuns get an acknowledgement at the end of the day, I know, but these people are mighty assets of the Club.
- Not only is the retrieval-task important, but so is the preparation for the next task, by tidying the deck, coiling the lines, disconnecting them, maybe deflating or inflating a replacement mark, keeping a log of GPS readings, etc.

I have been lucky to have been assisting with course marks for forty years ever since I joined the Club, in every possible aspect – maintenance, manufacture, purchasing, placement, retrieval, evaluation. I've received so much advice from many people, and I've found that there is always some way of improving how we manage our racing.

**Fred Allen**



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# NEXT GEN COMMITTEE

It is an exciting opportunity to be the first chair of the SSCBC 'Next Gen Committee'. I am very honoured to be able to steer this committee over the next year with the great selection of Club Members.

Our purpose, speaking on behalf of NEXT GEN, will concentrate on ensuring the Club has the interests of juniors, youths, and young adults at heart! It's becoming apparent that our presence is growing, so this will serve as a perfect platform to grow with it. Our Next Gen Day in the Couta boats has enlightened us to a large group of Club participants that would love to be increasingly engaged and involved at the Club into the future. This committee is going to ensure we have a lot more of this action on offer!

The committee consists of:

Jack Abbott  
George Aulich  
Tess Lloyd  
Madie Gray  
Will Phillips  
Tom Klemens  
Charlie Dixon  
Hamish Hurley

We have a diverse range of ages, sailing backgrounds and contributions to the Club. This is critical to ensure that we can capture the most out of every aspect of being NEXT GEN. The committee will meet regularly and be in close consultation with the Club's committees so we can make our contribution as soon as possible. We already have ideas flowing around... So, it won't be long before we ask for a party on Lavender Hill (only kidding)!

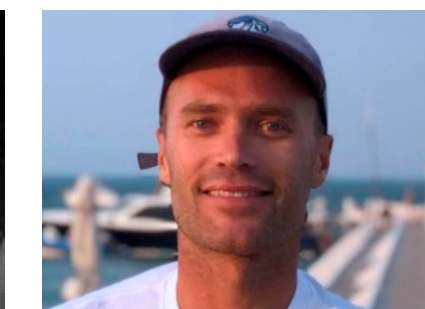
Thank you to those who expressed interest in the Next Gen Committee, we would love to hear everyone's

thoughts. Feel free to get in touch with any committee member, Tim Collett (Club Captain) or myself, via David White: [training@sscbbc.com.au](mailto:training@sscbbc.com.au).

**Jack Abbot**



Jack Abbott



Will Phillips



George Aulich



Tom Klemens



Tess Lloyd



Charlie Dixon



Madie Gray



Hamish Hurley





38°20'6.723S 144°55'34.9E

## CEO REPORT



This time last year, when I sat down to write my message for Tidings, the world was a different place. 2020 has been the year we've adapted to living with a global pandemic. Looking towards the Summer season at SSCBC, I'm pleased to report our management team is working hard to prepare a COVID safe summer of sailing and hospitality that you all know and love. We need it more than ever after the year we've had.

As a Club, we've been extremely lucky to have the support of Australian Sailing to guide us through this very different and challenging time. Indeed, we monitor daily the announcements from the State Government and work closely with all the relevant associations, including those that govern food and beverage.

So, what to expect this season?

### Site Improvements

1. A freshly painted Sailing Centre with new nonslip flooring, smart TV and colourful mural depicting the different sailing courses available at the Club.

2. Renovated locker area with brighter ceiling lights and non-slip flooring throughout.
3. Beautifully sanded back and oiled northern and western decks.
4. Extensive garden clean-up at the entrance to the Club and eastern bank.
5. Garbage refuge relocated to the front carpark behind a natural brush fence. In the past, the garbage bins have been scattered in the front carpark in view of Members as they enter.
6. The existing sailing shed on the hardstand will be cleaned and improved to allow OTB sailors to store their gear.
7. The flag poles on the jetty have been sanded back, repaired and painted.

### The Sailing Centre

1. Exciting new Couta Coaching courses offered by Rhys Tucker through our Sailing Centre.
2. Rebranded Sailing Centre with 6 sub brands with the relaunch of Team Sorrento.
3. New website for Members to be able to book their family's sailing classes online with a streamlined enrolment process.
4. More area on the hard stand for children to rig and wash down boats. Shaded area for briefings and theory lessons.

### Team Racing

1. Couta boat racing will be in full force with some COVID restrictions in place. Ben Fels, our Sailing Manager, will be updating the Couta boat fleet regularly.

2. Additional OTB racing to be provided on Sundays, which is a great opportunity for Next Gen and adult Members to hone their skills.
3. Extra attention has been given to the much loved Club Couta boat, *Ripple* and we are all looking forward to seeing how she performs this season.

### Food and Beverage Offerings

1. Instead of Tacos this year, we're going back to beachside classics, keeping it simple, offering "the best fish and chips in town", named Couta's. Couta's will serve not only fish and chips but also calamari, fresh salads, dips and the occasional specials. We plan to open Couta's two weeks before the start of the season and operate until the end of the Australia Day long weekend.
2. Ordering takeaway online will continue during the season. I'd like to take this opportunity to thank Members for their support of this initiative.
3. Depending on demand, we will more than likely open the Galley on the weekends as there will possibly be density restrictions on the Northern Deck.
4. Whilst the restrictions for food and beverage at the time of writing this report are still unknown, I can assure Members that the food and beverage team is working hard to ensure that as many Members are accommodated during the season, whilst operating in a COVID safe environment.

### Membership

By all accounts, Members are delighted with the prospect that this summer will be the first ever



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## CEO REPORT

"Members only summer." Sara, our newly appointed Membership Manager, will guide Members through any questions they might have regarding membership, utilising our new member management software, Northstar. Members will be encouraged to login and update their details, book and pay for sailing courses and purchase tickets for events. We will also be launching our new website through the Northstar platform, so everything will be efficient and streamlined.

Access to the Club this year will be a little different to other seasons, with one entry and exit at the front

reception desk. There will be new 'tap on' ipads for Members to easily register and enter the Club. New membership cards, along with the meal and drink vouchers, will be available at reception shortly.

A couple of things to watch out for... Our newly formed Next Gen committee is very active and some exciting new ideas are coming from these Members. Also, some very dedicated volunteers are about to establish a variety of Special Interest Groups for Members to be able to engage more with the Club. Stay tuned!!

In all, whilst the pandemic has been difficult for everyone, I am thrilled

that the Club has been able to maintain the employment of all of its full time staff. During lockdown, countless hours have been put in by the Club staff to improve and prepare the Club for reopening.

I would like to also take this opportunity to thank all our sponsors who, regardless of the economic downturn, have remained huge supporters of the Club.

Look forward to seeing you all in the coming months.

**Henry Dyer**



Yabby Lake Vineyard  
Morningside Peninsula

## Summer at Yabby Lake Cellar Door + Restaurant

Taste single vineyard wines.  
Enjoy a relaxed lunch on the deck.  
Take in the ever-changing display of contemporary Australian art, and sweeping vineyard views.

We are looking forward to welcoming you back soon (when restrictions allow).  
Open for lunch every day (except Christmas Day, Boxing Day and New Years Day).

For information or bookings contact 5974 3729 or [cellardoor@yabbylake.com](mailto:cellardoor@yabbylake.com) | [yabbylake.com](http://yabbylake.com)

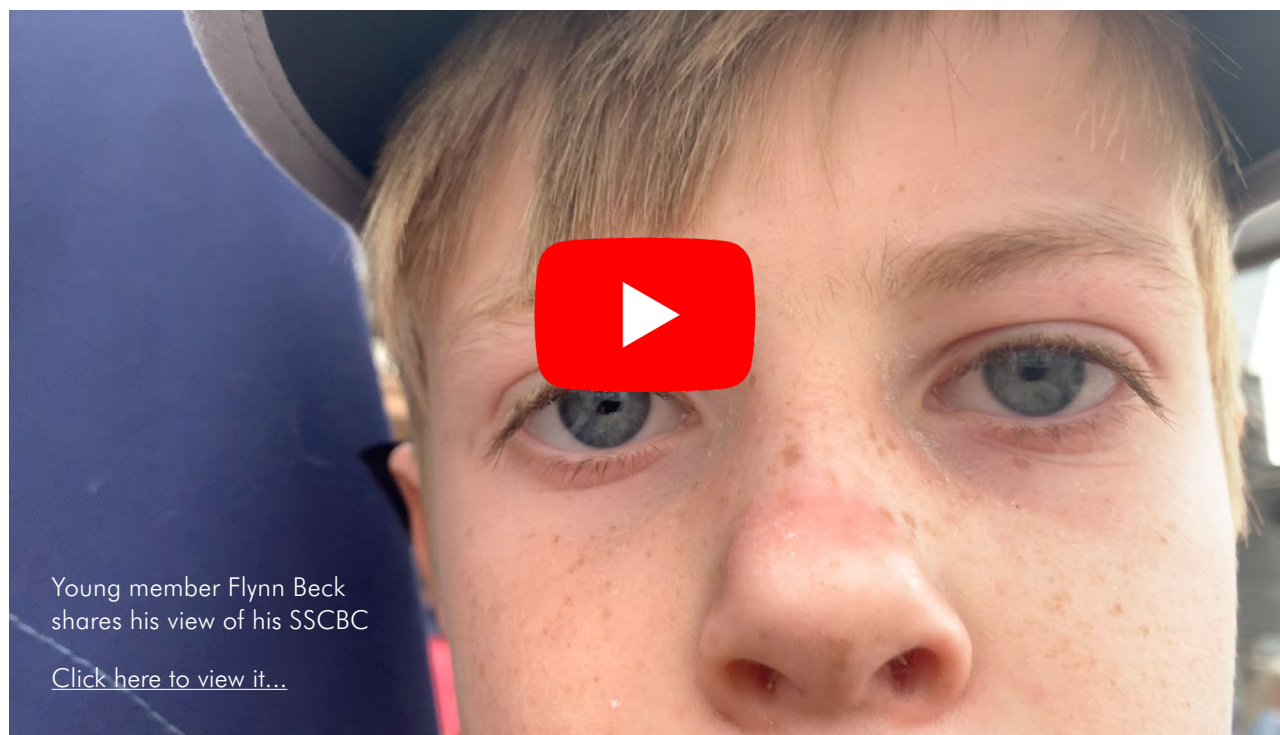






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## CLUBHOUSE REDEVELOPMENT UPDATE



Young member Flynn Beck  
shares his view of his SSCBC

[Click here to view it...](#)

### SSCBC Podcast

From shooting the breeze with our Olympic team members, Tess Lloyd, Sam and Will Phillips, to living through lock down in New York with Members Emily Yarwood and Andrew Penman, Mark Klemens covers a range of topics in these entertaining podcasts. Couta boat sailor Nigel Abbott talks about his love of sailing and world travels and adventures it has afforded him, and Mark also chats with TV presenter Hamish Blake about life on TV, his podcasts and his tales of travel. Very entertaining listening.

[Click on this link or visit our website under Our Club / SSCBC Podcasts to listen.](#)



# Peninsula in focus as KPMG Couta Boat in pause

**KPMG has been a proud supporter of the iconic Couta Boat Classic Race held each year in January at the Sorrento Sailing Couta Boat Club. Since 1998, the Firm has looked forward to hosting this keynote event, enjoying the wonderful setting of the Club and the Bay, and meeting with friends, clients and colleagues for this memorable start to the New Year.**

With the unforeseen changes of 2020 brought by the COVID-19 pandemic affecting both the way we work and how we live, KPMG took the decision to press 'pause' on the *KPMG Couta Boat Classic* for 2021. We recognise the future is still so uncertain particularly in Victoria and view the welfare of our clients and our people as paramount.

In place of the 2021 event, we are instead making a donation to local charity – the Mornington Peninsula Foundation. Importantly, the work of the Foundation is focused on significantly reducing socio-economic disadvantage on the peninsula.

While we will miss being on the water and connecting with the Club and its wonderful people over summer in Sorrento, we are looking forward to sailing into calmer waters at the next *KPMG Couta Boat Classic* on January 4th 2022.

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38°20'54.74"S 144°02'08.80"E

# THE SAILING CENTRE REPORT



The Training Centre has taken the opportunity during the lockdown period to update and rebrand its programs. With

that in mind, the Training Centre will now be known as The Sailing Centre.

The other big-name change is the renaming of Sail & Play to **Stripy Squad**. Stripy Squad will still be the fun entry level sailing course for 7-11 year olds. Our other Learn to Sail courses have all been reviewed over the winter months to find ways to better teach and engage our sailors.

Our newest program is **Couta Coaching**. The Couta Coaching program will be led by our newly appointed Couta Coach, Rhys Tucker. There are 3 different ways to get involved with Couta Coaching:

**1. Club Racing:** Ripple will participate in all Club Races and will have spots available to take guests and trainees. Each race will be customised to our guests' needs, so if you would like to experience your first Couta boat race or learn more advanced Couta Racing, this is the pathway for you.

**2. Couta Boat Sail Training Course:** This is the more formal pathway which will teach those



new to Couta boat sailing, as well as more experienced sailors who want to improve their skills, to have enough knowledge and confidence to sail Couta boats. The course will go through the basic fundamentals and expose Members to different positions around the boat.

**3. Other customised programs** will be considered, please just ask the office. This could be a corporate day or a cruise with your family. We would like to give more people the opportunity to experience our unique Couta boats, so come and see us.

Our last brand of The Sailing Centre is **Team Sorrento**, which will cover all our sailing from junior level onwards. Team Sorrento has many pathways which range from Youth Sailing, High Performance, Team Racing, Foiling and even how to become an instructor or coach.

Our Junior and Youth program is in a very exciting place at the moment with a number of juniors transitioning to the next step in their sailing journey. Hopefully, with this increase we will have critical mass in the youth



group. There are many ways to look at how COVID-19 has affected our programs. As there are no National Championships this year, our sailors have a chance to develop a range of skills. We plan on exposing as many of our Team Sorrento sailors to Team Racing camps, foiling camps and learning to sail with a spinnaker on our Club Quests.

For the upcoming season, there are a lot of unknowns with regards to restrictions. What is known is the SSCBC team will adapt to whatever conditions are thrown at us, to allow our Members to be active on the water in a safe manner. The Sailing Centre sees an opportunity to grow its Off The Beach activity, mainly with adults and our Next Gen sailors. With that in mind, The Sailing Centre will be offering more access to the Club dinghies (Pacers and Quests). This can be a great platform for parents to sail with their kids, or Mum and Dad to take part in some Club races.

Please contact David for more information.



38°20'54.74"S 144°02'08.80"E

# AUSTRALIAN SAILING AWARDS

Every year, Australian Sailing – Victoria recognises significant contributors to the world of sailing in Victoria. There are a number of categories, and we are thrilled with the many nominations we received. SSCBC and the following Members have been recognised through being awarded as finalists and winners in the following categories:

## Victorian Award Finalists

**Victorian Male Sailor of the Year Finalists:** Will Phillips & Sam Phillips

**Victorian Club of the Year Finalist:** SSCBC

## Victorian Award Winners



**Victorian Female Sailor of the Year** – Tess Lloyd

[See Tess's acceptance speech here...](#)

**Victorian Sports Professional of the Year** – David White



[Watch as David accepts his award from the Edinburgh Gardens Croquet Club...](#)

**Victorian Instructor of the Year** – Kate Hannah



[Watch Kate accept her award, thanking the Boat Shed and SSCBC.](#)

## Australian Award Finalists

**Australian Sports Professional of the Year Finalist** – David White

**Australian Instructor of the Year Finalist** – Kate Hannah

Well done to all finalists as well as those given a special mention by Australian Sailing – Victoria.

Kate Hannah, otherwise known as "Special K" at SSCBC, did most of her work this year at the Boatshed, working with various groups including Sailability, but Kate was our lead instructor at SSCBC for a number of years. Almost every kid who is part of the SSCBC program has learnt the fundamentals through Kate. Thank you Kate for your hard work and this award is very well deserved.

David White is known to many families as "Irish Dave" or "White Knight" on the radio. David has

been with the Club for many years, leading our Training Centre and inspiring so many kids with their sailing. We receive regular compliments from parents about David, his passion, leadership skills and ability to put kids at ease and make them feel welcome.

Both Kate and David were recognised as finalists in the National Awards.

Tess Lloyd, crowned the Victorian Female Sailor of the Year, has had an eventful year with her crew Jaime Ryan, with a highlight being qualification for the Olympic Games. We look forward to watching them in Tokyo next year.

In the other two categories that SSCBC was represented, the judges mentioned they were the toughest categories to choose from. Will and Sam Philips just missed out on Victorian Male Sailors of the Year to Graeme Taylor from MYC and regular crew on Jocelyn C2014. Congratulations to Graeme.

In the Club of the Year category, SSCBC was a finalist and fell short to Royal Geelong Yacht Club - a very deserving winner. Thank you to all SSCBC volunteer and staff sailing team who worked so hard at the Australian Youth Championships, RS:X World Windsurfing Championships, Optimist States, Couta Boat Nationals and our training program, who made us a Club of the Year finalist.





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145°02'07.80" E

## Q&A WITH KATE HANNAH

### **Kate Hannah – Victorian Instructor of the Year.**

#### **When did you start sailing?**

I first went sailing in a car capsule on the family Couta boat, but I started sailing on my own in a hand-me-down Minnow, number 508, at Sorrento in 2003. I sailed Minnows for a number of years, alongside my brothers and the Trotmans, Lloyds, Davies and Bairds, before progressing to Sabots and the 420.

#### **How long have you been a Member of SSCBC?**

My parents met at Sorrento Sailing Club – so I guess I have been a member all my life!!

#### **How long have you been a sailing instructor?**

I began as an Instructor at the Club around 2012.

#### **What do you do outside sailing? Studying? Working? Hobbies?**

I work part time for Australian Sailing at the Boatshed Albert Park, which sees me taking tackers, Sailability and school sailing on the



Lake, as well as school sailing at Wyndham Harbour. I also help with various programs for schools and clubs, ranging from Portland in the west to the Gippsland Lakes in the east, and of course on the Peninsula.

The rest of the time I am at University completing a teaching degree.

#### **Any advice for junior sailors at SSCBC?**

To be involved with the Sailing Club, some of the best times are just hanging out at the Club, having a swim and going out for a sail with your friends.



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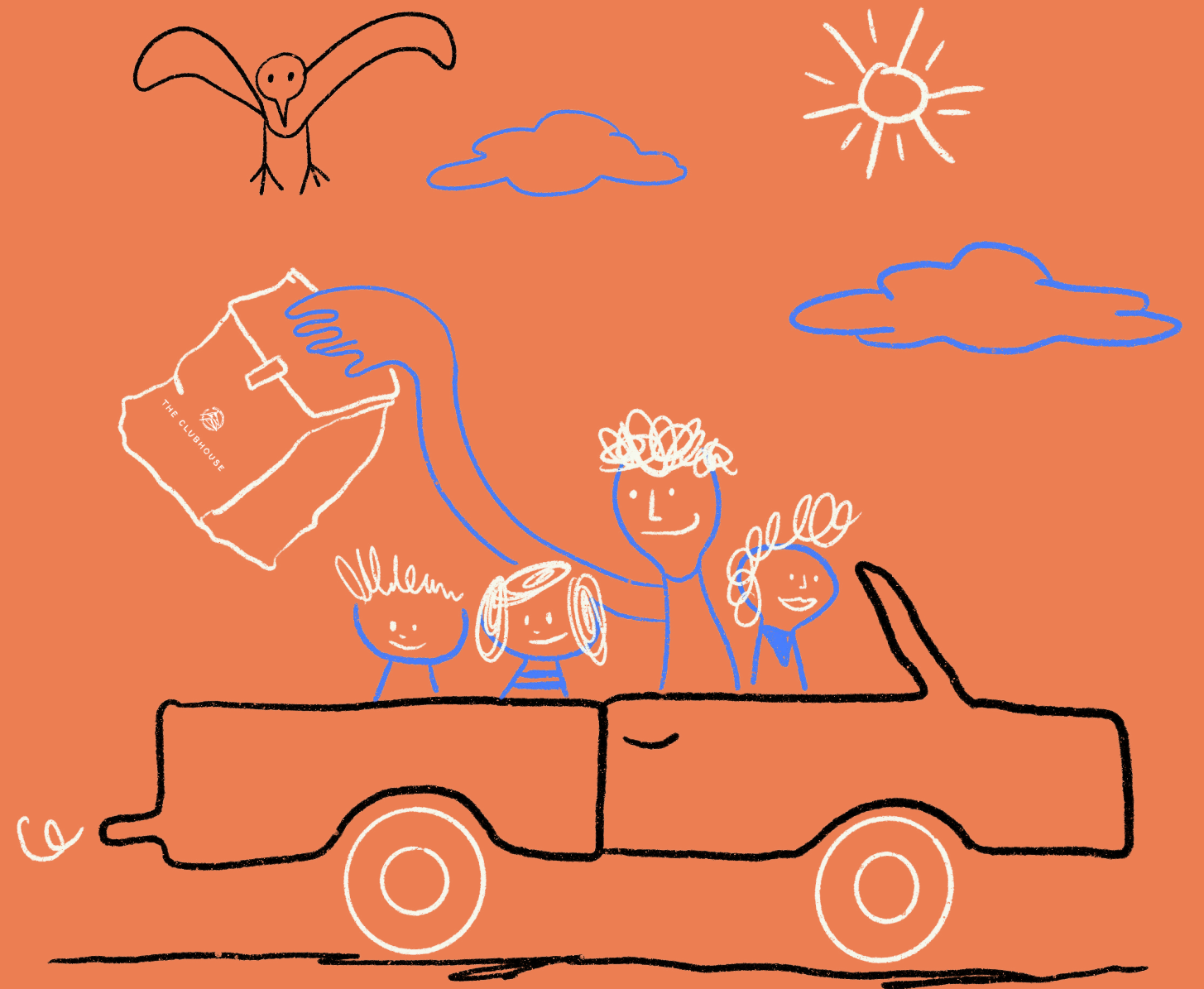
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36°54'44\"/>

## MEMBER'S ADVENTURES

### >>> A GREAT (LEGAL) ESCAPE

There is an old sea lore that says 'Never commence a passage on a Friday' so we left Queenscliff on board our Lidgard 47 and raised sail for slack water tide at 0130hrs on Saturday 13th June. It seemed like everybody else had the same idea. We had to deal with eight ships leaving and entering Port Phillip. We had one goliath car carrier fast approaching from astern directly off Cape Schanck and had to make a 90 degree course alteration to avoid being run down. He was not answering on channel 16.

Victoria's first Covid lockdown had come and gone. Waypoints and routes were made after cross checking lats and longs with paper charts. I had planned this winter to bunny hop up the east coast of Australia to Queensland to meet



Bernie on his boat, Limelight.

up with Limelight's previous owner in Queensland. Ian Burns was on board along with Darren Hart who was leaving us at Lakes Entrance as he needed snow. The plan was that others would join us and get off along the way.

The rest of the passage to Refuge Cove was uneventful and we arrived at 1800hrs. On the Sunday a viscous cold front rolled through at 0600 with plenty of rain. In the afternoon we dinghied ashore and climbed the eastern hill for phone reception. We checked and reckoned it would be ok to leave for Lakes Entrance on the Monday. We weighed anchor at 1000hrs after a sleepless night due to katabatic winds rushing down the Refuge Cove slopes. We had a great sail with the staysail and two reefs in the main with 20-30 knots of north westerly breeze. We arrived at Lakes at 0100 hrs on Tuesday 16th of June.

Darren left for the snow the next day. Ian and I motored up to Paynesville and found a public

dock with power and water near the yacht club. Next day was warm so we explored town, did boat jobs and applied for a permit from NSW Health to enter the state via a private vessel. On Friday we went back down to Metung, tied up in front of the pub and met up with Col and Billie Anderson who were on a road trip to Pittwater. We went back to Lakes on the Saturday after our permit had come through, re-supplied and crossed Lakes Entrance Bar at 1200hrs.

Ian and I set up for three hours on and off watch. It was a dark moonless cold night so the various lights of the eastern corner of the state were ticked off as we gradually altered course northwards. We arrived in Bittangabee Bay at 0800hrs on Monday 22nd of June. We went ashore and got some phone reception on the track above the old storehouse ruins. After a big sleep in the next day we walked along the coastal track to Saltwater Bay and back.



36°54'44\"/>

## MEMBER'S ADVENTURES

On the Wednesday we motor sailed to Eden and picked up the pink courtesy mooring in East Boyd Bay. An engine inspection revealed a slight coolant leak which needed tracking down. At 0630 the next day, in beautiful sunny light air conditions, we motor sailed to Bermagui arriving at 1450hrs.

On Friday 26th June we met up with my son (Nathan) and his girlfriend (Lilly) and their local friends, the Ponsfords, who had moved up from the Mornington Peninsula a few years back. That night we ended up having cocktails at Trevor and Jenny's bar called HarBar overlooking the marina...good fun for all!! The next couple of days were spent surfing at Morunna Point, a good fun sand bottomed wave.

On Monday 29th of June after topping up fuel, water and supplies we left at 0800hrs in a light westerly of 8 knots for Uludulla, a tight little

harbour with the town just there, and arrived at 2000 hrs. The next day was maintenance day – we found the coolant leak, a small split in the hose from the coolant pump to the heat exchanger, so there was a trip up the hill to Repco for new hose. We also made up a compression bush for the engine driven refrigeration compressor holding bolt and topped up engine fluids. We checked out big blue fin tuna being unloaded from the commercial fishing boats all bound for overseas markets.

We departed Ulladulla on Wednesday 1st July at 0630hrs and motor sailed (again!!) to Kiama (arrived 1600hrs) which is an even tighter harbour and Mediterranean moored to the north west corner of the harbour wall. We didn't venture off the boat due to surge.

Slipped lines the next morning at 0630 bound for Port Hacking-Cronulla. We had a bit on, a stiff north westerly up to 37 knots, snapped the first reef line whilst moving to the second reef. Arrived at Port Hacking at 1400hrs and anchored up near the taken pink courtesy mooring. We put the dinghy down and went and checked out a new Fountain Pajot Elba that Ian was interested in. Friday 3rd of July started with boat jobs, we ran a new first reef line, installed a new boom reef saddle and re-fixed the main sheet boom saddle. Then we checked out Cronulla again and topped up supplies.

We raised anchor at 0700 bound for Pittwater. Fantastic sail 20-25 knots of south westerly breeze. Arrived at Little Lovett Bay in Pittwater at 1300hrs and anchored up. We put in the dinghy and went across to RMYC to check out a Lagoon 42 and who should be there



but Col and Billie Anderson on their lovely boat enjoying some Pittwater warmth. On Sunday 5th of June we sailed up to Great Mackerel Bay, anchored up and dinghied across to Palm Beach for a surf.

On Tuesday 7th of July Ian left Church Point by bus to the airport as he had stuff to attend to at home. I motor sailed up to Brooklyn and met up with my son, his girlfriend and a mate from Rye and his daughter who were coming back down the coast. We spent an enjoyable 1½ days checking Brooklynn, Dangar Island and Patonga. They all left on Friday 10th of July. That's when I heard that NSW had closed its borders to Victoria. No one else from Vic was able to come up and join me.

Spent the next few days in Pittwater testing out my new stand-up paddleboard at various anchorages. On Friday 17th of July I anchored off Church Point. Tim Stranack came by for a chat. I left Limelight for a night to celebrate Nathan's engagement to Lilly with her family in North Sydney, a great night! Nat dropped me back at Church Point the next day. Carried out an oil change with new filter and started preparations for the trip north. Next day I sailed to Palm Beach and







38°20'54.74" S 153°07'22.80" E

## MEMBER'S ADVENTURES

dropped the dinghy in for a surf. Came back and secured the boat.

Raised anchor at 0530 on Monday 20th of July. Had a perfect 15 knot WSW. At 1230 off Newcastle gybed as the wind went south and continued to Port Stephens and anchored up in Shoal Bay at 1830. For the next week or so I explored the Port Stephens anchorages. On Saturday 26th of July a big east coast low was forming so I decided some marina time was in order. D'Albora at Port Stephens has some great facilities with the township just at the marina. Took advantage of the swell that this low was producing, hired a car for a couple of days and went and surfed the local breaks. On Friday 31st of July took on fuel and rewatered in readiness for the next leg to Camden Haven or Port Macquarie.

I slipped lines at 0600 on the Saturday and rounded Sugarloaf Point (Seal Rocks) with a nice 12 knot norwesterly. Breeze went up and down so I motor sailed or sailed for rest of the day. There was still a bit of swell around, so I decided to keep going to Port Macquarie to cross the bar with the late arvo flood tide. Arrived off Port Macquarie at 1700 with still plenty of swell, (it was supposedly dropping?) sailed past the entrance and came in from the northeast steering 225 to pick up the leads. A little bit going on there with breaking surf coming off Diamantina Rocks just south of the entrance. Anyway got spat through the entrance, felt relieved and steered north up the Hastings River to anchor up inside North Shore Beach. Slept well that night. Stayed at Port Macquarie for the next few days and surfed around the town's beaches. Port Macquarie has a lot



Ian Burns and Darren Hart

going for it. A big regional town with everything you need being relatively close.

But my plan was to get further north. I looked into a permit from Queensland Health and started the process. On Wednesday 5th of August at 0600 I crossed the bar with a 5 knot south westerly. Motor sailing was the order of the day. At 1000 north east of Hat Head the radio on channel 16 came alive looking for two men in an upturned fishing boat, even a bulk coal carrier was diverted to aid the search. They found the men at 1200 clinging to wreckage.... very lucky but good to know that EPIRBs work! Arrived at Coffs Harbour at 1700hrs and anchored up just north of the pier. The weather was still looking good so at 0000hrs on Thursday 6th of August I raised anchor bound for Iluka/Yamba and crossed the bar in a small swell and anchored up in Iluka Harbour by 0930.

The next morning it was all over the local news that Queensland was closing the border to NSW. My permit hadn't come through, so I was done. I wasn't going any further north.

It's now the end of September and I've had a ball here. Met up with people who live here who we met while sailing across the Pacific in 2012. Travelled all the way up the Clarence River to Grafton, backwards and forwards between Yamba and Iluka and surfed the iconic Angourie. Caught up with Courtney Dalton who owned the Division 2 Couta boat Corsair and built Driazabone with Brett Almond. Met local boat builders, surfers and fellow cruisers. But it's approaching time to point Limelight south.... that will be another story.

Cheers

**Bernard O'Hanlon**



38°20'54.74" S 153°07'22.80" E

## THE SORRENTO CUP

### >>> THE SORRENTO REGATTA

#### History

The idea of holding a regatta at Sorrento, Victoria was a popular discussion amongst yachtsmen and local fisherman alike over five years from 1887 to 1891 culminating in the first documented race held in 1892.

The Sorrento Regatta was always raced in the waters off the Sorrento pier, spanning 22 years from 1892 to 1914. It was sailed each year during Easter. The regatta grew in popularity with many city yacht club members entering. The first race of the regatta often started at 8:00am from Breakwater Pier, Williamstown on Easter Friday and finishing at the Sorrento pier, with some not finishing until after nightfall. A day or two later, the fleet would move on to Geelong to race in the waters off Geelong, Corio and Avalon.

The local supporters of the regatta formed a club called the Sorrento Regatta Club, perhaps lineage to the Sorrento Sailing Club and its transition to the now Sorrento Sailing Couta Boat Club. So, our SSCBC has heritage back to 1892, wow!

The regatta was held in two principal divisions, one for yachts and one for fishing styled sailing (Couta) boats. Later in 1908, the regatta broadened to include races for motor launches which were most popular. Throughout the years, festival type events in addition to sailing were held. Aquatic sport events comprised the greasy pole competition, swimming races, diving, sea-horse races, rowing dinghy races and even an umbrella dinghy race for gentlemen with their ladies. Early sponsors were the Continental Hotel and the Sorrento Hotel. Spectators journeyed from Melbourne on the steamers *Hygeia*



and *Ozone* to be part of the fun.

After the Sorrento Regatta concluded on Easter Saturday, many yachts and boats sailed across to Geelong, ready to take part in the Geelong Easter Regatta commencing Easter Monday. This was a popular undertaking, however, disaster was to strike in 1899 when the *Queenie* and her crew of seven were lost at sea the day after the Sorrento Regatta, when she set off for Geelong to compete in the Geelong Cup the following day. Very sad indeed.

In 1905, there was much excitement when a 10 foot long shark was spotted just twelve yards from the bathing boxes on the Sorrento foreshore. By 1909, the Sorrento Regatta had become a great success and was widely regarded as one of the most successful regattas held outside Melbourne.

The Motor Launch Race grew in popularity and entertainment, picnics were held at the Sorrento back beach after the regatta; the throng of party-goers enjoying the tram ride up the main street to the back beach.

No regatta was held in 1915 due to the outbreak of World War I (1914 - 1918) when leisure time activities were curtailed as a show of respect

to those men and women serving and by the Australian community who were then on a war-footing.

#### Recommended

The Sorrento Cup was rebirthed in 2017, 102 years after it was last sailed and today we pay tribute to the sailors and supporters that served and supported the war effort of World War I, which brought this fabulous festival sailing event to its untimely interval.

#### Easter 2021

It is intended the 2021 Sorrento Cup will be sailed in Easter. There will be three divisions of Couta boats and an open invitation race for classic timber yachts through the support of the Classic Yacht Association. There will also be races in this regatta for off-the-beach boats and junior sailing too.

In keeping with the heritage of the fun of the regatta of the 1890s, we will once again be having sandcastle competitions, swimming races, presentations with a casual sunset dinner on the Club lawns and who knows, perhaps even the rebirth of the greasy pole competition.

A day of fun and celebration for everyone.

**Ralph Wilson**



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PRESERVING THE HERITAGE & PROMOTING THE SAILING OF AUSTRALIA'S UNIQUE COUTA BOATS

## From the Editor

Who would have thought....when our 2019/20 season was cut short by the onset of Covid-19 that we would be heading towards the beginning of Season 20/21 and still not have certainty about sailing.

At publication date there is no ruling from the Victorian Government on if or how we might be able to sail (Category 7) Couta boats with the "safe distancing" rules that are in place.

Hopefully some clarity and easing of restrictions as we approach Christmas. Meanwhile it is incumbent on us all to prepare as if hoping for the best. One reason for this is that as the weather heats up the boats need to be back in the water regardless of whether they will be raced soon. Or they can suffer badly through the heat of the day.

The staff at SSCBC are across the guidelines as they affect Melbourne clubs. Couta boat sailing in WA and NSW will follow different rules depending on their own Government regulations.

The SSCBC calendar has been published and of course will be quite fluid depending on the situation.

During August, the CBA held its AGM by Zoom for the first (and hopefully last) time. President Mighell handled the situation well and Minutes of the meeting can be found at [www.coutaboat.com.au](http://www.coutaboat.com.au). We welcome Sunday Gibson to the CBA Committee and we thank Wayne Parr for stepping off after 9 years of service.

Could I acknowledge the hard work of Ralph Wilson and his team led by Tricia O'Brien in the development of the updated Couta boat register and coffee table book. Over 135 boat profiles are now complete with a further 65 almost finished. If you are called by one of our volunteers, please do your best to help them finalise the profile as soon as possible so we can finish the project.

There's not much more to tell you all right now. So we decided to publish a couple of interesting historical articles thanks to Tim Phillips. They make fascinating reading.

See you all "in better times"

**Skins**

AUTUMN WINTER 2020

Queenscliff Fishermen's Union in 1905.

**FISHING INDUSTRY.**  
**QUEENSLIFF, Monday.**  
The Queenscliff Fishermen's Union, which has a membership of over 90, is endeavoring to prevent the employment of children in the fishing trade. With that object in view it passed a resolution at its last meeting that "any fisherman employing in his boat any child under 13 years of age should only be allowed to catch a single handed boat's limit." The limit of barra-couta to be caught is now as follows:— Double-handed boat, 2 adults, 10 baskets; double-handed boat, 1 adult and youth under 17 years, 8 baskets; double-handed boat, 1 adult and youth under 13 years, 6 baskets; single-handed boat, 6 baskets. For Fridays the limit is fixed at 5, 4, and 3 baskets respectively.  
It was found necessary to limit the amount of fish to be caught on account of the very low prices formerly received when too large a quantity was forwarded. The lowest price now taken per basket of barra-couta is 3/-, and as each holds on a low estimate 18 fish, and costs the catcher 1/2, that price does not leave a large margin of profit.

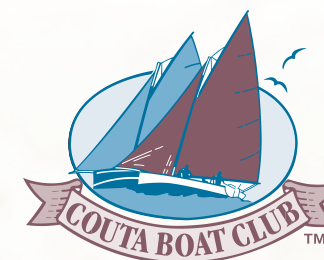


Old Sorrento



Couta boat details & history collected will be published in a hardcopy Couta boat 'coffee table' book.

# Scoop



## CBA Committee 2020 | 21

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Bill Davis, Andrew Skinner, Tim Phillips, Peter Sydes, Rod Martin, Rob Tucker, Colin Mitchell, Sunday Gibson, Howard Critchley

Scoop Editor: Andrew Skinner  
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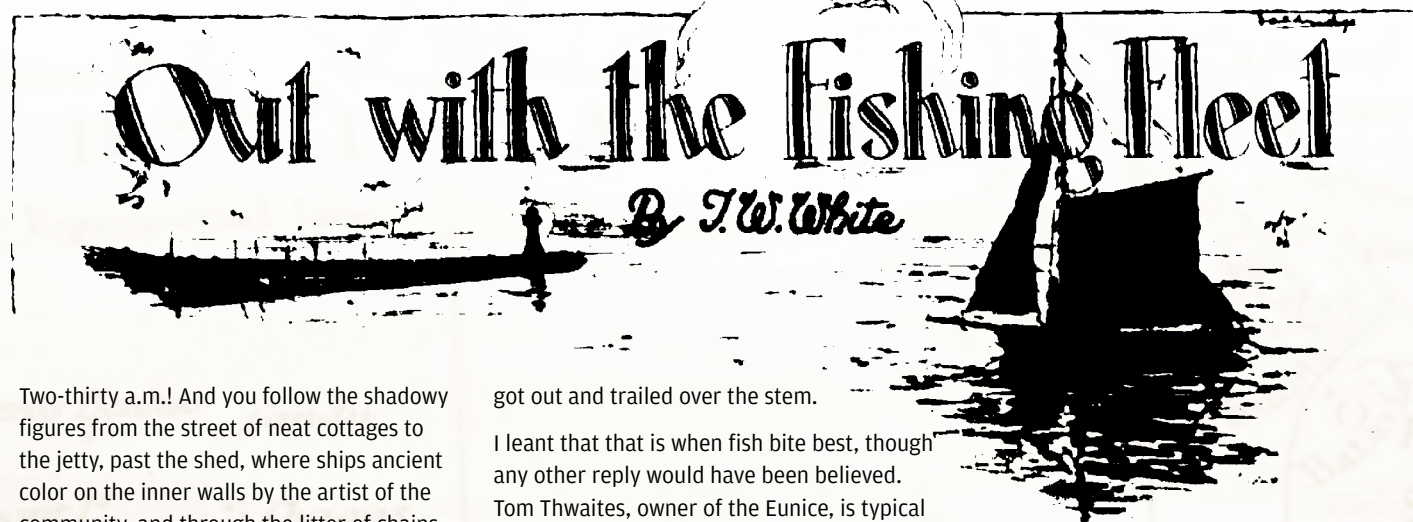
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Two-thirty a.m.! And you follow the shadowy figures from the street of neat cottages to the jetty, past the shed, where ships ancient color on the inner walls by the artist of the community, and through the litter of chains and buoys to the steps. Then some groping for a hidden painter reveals a dinghy dancing on the dark waters. A pull on the rope and as the cockle shell strikes the jetty on the crest of a wave you tumble aboard before it is sucked away again.

A figure in oilskins and sea boots in the stern sculls you into the roadstead and soon you clamber aboard the Eunice, a 26 ft. open fishing boat, ready for the day's work.

With a scream of blocks the main-sail is hoist, and dropping the dinghy at the moorings we soil into the night tacking and turning past numerous moored craft, till we reach the open sea.

There is a stiff south easterly blowing and a lumpish sea. In the faint glow of a clouded moon, we leave the Queenscliff light flashing from the black cliffs to starboard, and edge through the waters towards Point Nepean, where there are hopes of a cross tide helping us through the swirling Rip— for the tide is at the flood But we make no headway and a further half hour finds its still battling in the Rip but nearer Point Lonsdale, so the engine under the box in the boat's floor is called upon, being started by the twirl of a strap on the flywheel.

All the fishing fleet carry auxiliary power, mostly of only 8 h.p., but it provides the necessary extra kick when lighting the tides and saves valuable hours during calms.

And after a region of swirling waters, crossed by dark, dancing channels where tide meets tide and rival currents become lighting, hissing whirlpools, we leave the treacherous Rip. We face the Bass Strait rollers just as dawn flushes pink through dove grey mists beyond Cape Schanck.

"Why do you fish so early?" I ask as lines are

got out and trailed over the stem.

I learnt that that is when fish bite best, though any other reply would have been believed. Tom Thwaites, owner of the Eunice, is typical of Queenscliff's hundred fishermen, a type worthy of our British sea traditions. Trained in a hard school and in seas most difficult, working long hours and taking considerable risks daily, often for small reward. His grand father and father before him fished at Queenscliff "when the blacks were plentiful." I am informed. And the sturdy, cheerful assistant, who sculled, sailed and fished with alacrity and equal skill, was his eldest son. Surely a four-generation record to be proud of.

Our first barracouta is cut into strips for bait, the pieces being hooked below the decoy bait, a piece of white rawhide that in the water hangs in prolongation of the other. For the 'couta is a voracious feeder and snaps up his food with a will. Soon we are among a school of them, and get sufficient excitement to make up for the hours of cold.

We have started with long weighted lines, but now our short trailing lines cannot land fish quickly enough, and those waiting to be landed attract others.

It is not the skilled sport of the fly fisher nor the long drawn out tussle with cod and trout. A tug on the line and if you have hooked, you can haul aboard, by sheer strength, the plunging, glittering bodies being deftly swung beneath the left armpit of an oilskin coat, the hook extracted (for you risk a bite or bad cut with the naked hand) and the bright, squirming length thrown among the mounting pile in the boat's bottom.

We are sailing all the time, and in the lulls observe that we have company in a dozen other boats of the fleet. Sometimes we are near enough to hail them, but this is sheer waste of time when there is work to be done, and these are silent men, usually, when afloat.

Always there is the same silhouette of two standing figures in each boat with hands moving in a weaving motion to jog the lines, or in their more fortunate moments, swinging their silvery spoil aboard with action like sabre play.

In about five hours' fishing we have caught three hundred and eighty couta. "About ten boxes," says Tom. "Not too bad if only we got a decent price. But the chances are it might not fetch five bob a box. And when ice has to be provided and freight paid, you see how little there is in it. Though it wasn't always so bad," he adds reflectively, turning for the run home and commencing the cleaning process.

As done on a fishing boat with plenty of clean salt water under a spanking breeze, this work was not as unpleasant as might be supposed.

"You see, they scale themselves with their wriggling", says Thwaites junr., ripping up a fish nearly four feet long, decapitating it, and dipping it over board in one deft motion. Wooden looking mollyhawks that ride like rubber toys on the water, and a flock of screaming gulls follow for the offal. Oilskins are scrubbed and the decks and combings sluiced with abundant salt water. . . .

Now the crescent beach at Lonsdale is brightened by the climbing sun and bathers are having their morning dip as we cross the bubbling Rip where crayfish boats are dropping their pots upon the rocky floor. The sea is sparkling blue. Sea-scoured you sail home with all the joy of summer yachting, proud of the silver spoil you bring.

Reprinted from "The Herald' Saturday March 12, 1932"

## Couta Boat Association Project

Updating the history of 200 Couta boats.

- The project involves updating the CBA Online Register which will be an official CBA record of the history of over 200 Couta boats.

- The boat details and history collected will be published in a hardcopy Couta Boat Register, in the style of a 'coffee table' book.

In the later part of the 19th century and the first half of the 20th century they were uniquely designed and built for owners to fish for barracouta and other 'catch' in Port Phillip and beyond the Heads to deeper water.

The design of this classic wooden boat still abounds today in the SSCBC fleet and converted motor launches.

This is our heritage.

### The significance of the project.

Couta boats have been present in Victorian coastal waters for more than 100 years.

If you have not yet updated your Couta boat profile, or if a task force person hasn't been in touch with you, please submit information to Tricia O'Brien: [tricia.obrien1@bigpond.com](mailto:tricia.obrien1@bigpond.com)

Photos are to be in digital form (e.g. jpg and in high resolution if possible. Please Dropbox large files to: [sponsorship@sscbc.com.au](mailto:sponsorship@sscbc.com.au))





## Couta-Tah CB87

**A sample boat profile from the upcoming Couta boat Register.**

### History - Early Years

*Couta-Tah* was built in Berry NSW by Chris Robinson and Rhett Kelly to a design provided by the Wooden Boat Shop (WBS) Sorrento. She was launched in October 2005 in Broughton Creek, a tributary of the Shoalhaven River south of Sydney, which was quite an unique setting for a Couta boat to be launched. *Unique* also is her name, which is a derivation of *coup d'état*.

### Rhett Kelly and Chris Robertson's Ownership: 2005-2016

The historic town of Berry in the Southern Tablelands of NSW is far removed from Victoria's Port Phillip where the Couta fishing boat originated but it was on Port Phillip that Chris first sighted a gaff-rigged wooden boat. He was a crew on a state-of-the-art 40 footer that was competing in the Round Australia Race in the bicentennial year of 1988. He recalls the moment they were coming up to the finish line, hard on the breeze when "these couple of old guys on a gaff-rigged boat were reaching and basically keeping up with us. When I got to shore I went around and had a good look at it and said, 'What's this mate? It's got a bit of go in her.'" Chris did not forget that encounter.

Some years later, Chris informed his close friend Rhett Kelly about his plans to build a Couta boat. Unconvinced, Rhett exclaimed that a Couta boat would be the hardest boat in the world to build. But the deal was sealed. And after purchasing a set of plans from the Wooden Boat Shop (WBS) in Sorrento and sourcing timber from Sydney, they began the build and worked on it over the next three years.

After her launch in 2005, *Couta-Tah* was rigged immediately, in preparation for her inaugural race at the Jervis Bay Cruising Yacht Club (JBCYC) on the following day. Having never sailed on a gaff rigger, Chris and Rhett quickly learnt the intricacies of rigging and hoisting sails on this unique boat.

The arrival of *Couta-Tah* at JBCYC caused some bemusement as the race management team were not sure how to categorise her. Given her owners were veteran sailors, she was handed a stiff handicap. Hence, in her first race when other boats raised their kites and streaked ahead, *Couta-Tah* lagged behind.

Notwithstanding, Chris and Rhett committed *Couta-Tah* to regular competition sailing at JBCYC. In 2011 they won the Jervis Bay Challenge in 40+ knots. "We were passing boats which should have been in front of us; we were doing about 9 to 10 knots." *Couta-Tah* also competed in the Winter Series out of Wollongong Yacht Club.

In addition to competition sailing, the boat was used for pleasure sailing, undertaking a few journeys up to Sydney Harbour. However, personal circumstances intervened and it was time to sell.

### Andrew McMillan's Ownership: 2016-2018

### Sam Armstrong, Ian Learmonth, Andrew McMillan, Julia Pincus, Justin Punch, Geoff Weir and Ross Youngman Syndicate Ownership: 2018 -

In October 2016 *Couta-Tah* was purchased by Western Australian-based Andrew McMillan.

At the time, Andrew was considering the possibility of transporting his Perth-based Roulette to Pittwater NSW to compete in the Couta boat Australian Nationals. But after much encouragement from the Pittwater Couta boat fraternity, he decided to acquire one locally. On the following weekend he returned from the west and journeyed south to Shoalhaven, accompanied by Terry Moran (Southerly), Larry Eastwood (Sylvia) and Kelly Holder (Kathleen Mary), where the deal to purchase *Couta-Tah* was sealed. Former owner Chris Robertson elected to sail her to her new base in Pittwater.



A major refurbishment was undertaken through to July 2017 by Michael Rich of Lovett Bay Boatshed, in time for the 2017 Sydney Harbour Couta Boat Series and the subsequent Couta Boat Australian Nationals on Pittwater.

Because Andrew's base was in Perth, he needed some local sailors to successfully campaign *Couta-Tah*. In 2018 a group of enthusiasts relatively new to sailing, joined with Andrew to form a syndicate: Sam Armstrong, Ian Learmonth, Julia Pincus, Justin Punch, and Ross Youngman. But because they all lived closer to Sydney Harbour than to Pittwater, after a memorable year of sailing and racing out of Avalon Sailing Club, in early 2019 *Couta-Tah* was relocated to Royal Prince Edward Yacht Club (RPEYC) in Sydney's Eastern Suburbs.

The syndicate acquired an additional member, Geoff Weir. With some mentoring from Andrew and other experienced sailors, the syndicate enjoyed a successful season. *Couta-Tah* won the 2019 Sydney Harbour Couta Boat Series conducted out of RPEYC. Whenever there is an organised regatta in Sydney Harbour or Pittwater, the syndicate is intent on sailing *Couta-Tah* and enjoying the experience.

### Race Record

2017: Winner, Muriel Trophy, Sydney Amateur Sailing Club

2019: Winner, 2019 Sydney Harbour Couta Boat Series



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38°20'6.7235S 144°55'34.34E

## COUTA BOAT DEVELOPMENT

On behalf of SSCBC, I am again seeking to facilitate more Couta boat sailing at the Club. This season is still clearly under the shadow of COVID-19 and Premier Dan. Nonetheless, we are proceeding to hopefully have a full and active season. Some of the things we are doing to facilitate Couta boats on the water include:

### Match Making

As usual, if you are looking for crew, looking for a skipper or looking to be crew and/or to be a skipper and you do not have what you are looking for, then let me know and I will see if I can match make you and your needs with others with corresponding needs or wants.

We will be looking to help people wanting to buy Couta boats. This help may take the form of advice, mooring assistance, training, syndicate forming or whatever a prospective Couta boat owner / sailor might need.

On the SSCBC website, there is a link to a sail swap facility. Should



Rhys Tucker second from left.

you have spare sails (in good condition) and/or you are looking for some, then the website is there or contact myself. If availability of a mooring is hindering your Couta boat sailing, then also let us know as we may be able to assist.

### Training

This year we will be running both a formal Couta boat sail training program and on the water training throughout the year, on the Club's own Couta boat, *Ripple*. Suffice to say, if you need novice or advanced crewing or skippering training or coaching, it will be available through David White, our Training Manager.

### Ripple

*Ripple* will be even more of an important part of our Couta Development Program.

We are renovating *Ripple* (partly subject to COVID-19). We are repainting, re-rigging, upgrading her sails and generally making her beautiful to sail.

We have recruited a professional skipper in Rhys Tucker to ensure we have *Ripple* available for formal sail training, coaching and sailing by Members in all Club races and events. The renovation of *Ripple* and the employment of a Couta Coach will enable all to learn and or sail on Couta boats that want to. Please let me or David White know if you have interest in learning to crew / skipper and/or would just like to sail a Couta boat.

This year, we are looking to boost the social component of the Sorrento Cup and probably the GANT Portsea Cup. Watch for further news re these events.

So, get your thinking cap on re a sailing season starting soon and let us know if we can help you get organised and on the water.

### Howard

To get in touch, please call Howard on 0419 728 039 or email [howardjcritchley@gmail.com](mailto:howardjcritchley@gmail.com)



Rhys sailing Morning Star.

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## VOLUNTEER NEWS

### >>> CONTRIBUTING INTO THEIR GOLDEN YEARS\*

While Sorrento Sailing Couta Boat Club (SSCBC) had an army of volunteers for the Australian Youth Championships, there are two who are definitively part of the furniture. Fred and Barbara Allen have been members of Sorrento Sailing and Couta Boat Club (SSCBC) since 1979 and the pair have been volunteering at sailing events in various capacities since.

After sailing on their Jubilee for over 40 years the couple are now assisting the Club off the water. "When you find you are getting a little too tense down the back end of the fleet it is nice to be able to go into the administrative side because you know what the sailors want," Fred explained. "What would the sailors want me to do next or how can I make it easier for the sailors? That's part of the act."

An engineer by trade and amateur artist, 83-year-old Fred has volunteered everywhere including the canteen, fundraising, rescue boats and the radio tower where he is working today.

Artist Barbara, 85-years-old, has organised events as the Social Auxiliary President, fundraised, supported the Club onshore at events and sewn multiple sets of signal flags, completing four flags per day (58 flags makes up a full set).

This regatta Barbara is organising the volunteer lunches and sketching during quiet periods. Barbara particularly enjoys the social aspect of the role. "We like doing this because you are with everybody," Barbara said. "At Sorrento it's the friends you make around the Club. It's all centred on sailing and I belong to a sailing club because I like sailing."

Former SSCBC Commodore Fred added, "The sailing fraternity is a great thing to have. I love getting involved in the running of events,



Photo by Beau Outeridge

whether it's on the radio, helping people to understand what's happening around the Club or on the water. We have peculiar conditions here with the tides and it's always interesting how people discover how different sailing is here."

The pair have spent much time over the years working on their art at the Club as well as making the boxes for signal flags, historical photos boards of the Club and welding the radio units in the Club's tower.

Fred and Barbara's children both met their future spouses at the Club and they are delighted to see their grandchildren get involved in the sport as well. "The Club has been a great

family, and we never tire of saying to ourselves how lucky we are to come down here and be a part of this Club," Fred said.

Sorrento's Commodore Graham Cunningham said the Club was lucky to have the pair. "They are an absolute institution around the Club. We are very fortunate because Fred is in the tower doing all the race administration. They have no enemies, everyone is their friend."

*\*Printed with permission from Australian Sailing. Article written during the Australian Youth Championships held at SSCBC in January 2020.*

## COASTAL LIVING





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## VOLUNTEER NEWS

### >>> VOLUNTEER TRAINING

Over the winter months, Deb Kwasnicki and Ben Fels have been busy developing a smarter training program for our amazing volunteers, to provide additional education and skill development for those volunteers who would like to participate. We are preparing for a sailing season, that will be adapted sailing for the restrictions until we get to "COVID Aggregate" settings. Here is what is in store for our volunteers:

- Focus will be on being COVID safe, for volunteers as well as everyone else, whether on or off water
- For those who want to brush up on their skills, we have developed in-house training for some of the on-water Race Management roles. This training will involve online skills updates, followed by practical, in-person sessions when it is safe to do so.
- Modules will include: starting a race, finishing a race, mark laying and using the Buoy Zone App.
- We are identifying new volunteer opportunities for more people to get involved, on and off the water.
- Stay tuned for the release of these training modules, and more information about volunteering opportunities at SSCBC!

To contact our Volunteer Coordinator, Deb Kwasnicki, please email: [volunteers@sscbc.com.au](mailto:volunteers@sscbc.com.au)







# SEASON 2020 | 21 CALENDAR\*

\* All details are subject to change with Covid-19 restrictions and risks

The calendar is full of great racing, training and social events this season. Go to [sscbc.com.au](http://sscbc.com.au) for more details and updates.

## >>> OCTOBER

- 23 Fri • Grand Final Holiday
- 24 Sat • **AFL Grand Final**

## >>> NOVEMBER

- 1 Sun • OTB Fred Allen  
• Coaching
- 3 Tue • **Melbourne Cup**
- 8 Sun • OTB Fred Allen  
• Coaching
- 14 Sat • **SSCBC Opening Day Ceremony**  
• Trophy Passage Race  
• OTB Fred Allen  
• Morning Coaching
- 21 Sat • Trophy Passage Race
- 22 Sun • OTB Fred Allen  
• Coaching
- 28 Sat • **Wooden Boat Shop** Passage Race
- 29 Sun • OTB Fred Allen  
• Coaching

## >>> DECEMBER

- 5 Sat • **Wooden Boat Shop**
- 6 Sun • OTB Skins Sprint  
• Coaching
- 12 Sat • **Wooden Boat Shop** x 2
- 13 Sun • OTB Skins Sprint  
• Coaching
- 19 Sat • **Wooden Boat Shop** Passage Race
- 20 Sun • OTB Skins Sprint  
• Coaching
- 26 Sat • **Boxing Day**
- 27 Sun • Dash to the Heads Trophy 11:00  
• Coaching & Course 1
- 28 Mon • **Mercedes-Benz Mornington**  
CBA Nats 13:00 (A)  
• Eunson Cup & Skins Sprint  
• Coaching & Course 1
- 29 Tue • **Mercedes-Benz Mornington**  
CBA Nats 13:00 (A)  
• Coaching & Course 1

- 30 Wed • Resail **Mercedes-Benz Mornington** CBA Nationals 13:00 (A)  
• Family Twilight 16:00  
• Coaching & Course 1
- 31 Thu • **New Years Eve**  
• Private Catch Ups

## >>> JANUARY

- 1 Fri • **New Years Day**  
• NYD Regatta South Channel (PA)
- 2 Sat • NYD Regatta W/L (A)  
• Coaching & Course 2
- 3 Sun • Family Twilight 16:00  
• Coaching & Course 2
- 4 Mon • Eunson Cup & Skins Sprint  
• Coaching & Course 2
- 5 Tue • Team Race Camp  
• Coaching & Course 2
- 6 Wed • Family Twilight 16:00
- 7 Thu • Coaching & Course 3
- 8 Fri • Friday Night Twilight Series 18.30  
• Eunson Cup & Skins Sprint  
• Coaching & Course 3
- 9 Sat • **GANT Portsea Cup** (A)  
• Coaching & Course 3
- 10 Sun • Resail **GANT Portsea Cup** & Presentation Picnic (A)  
• Coaching & Course 3
- 12 Tue • Eunson Cup & Skins Sprint  
• Coaching & Course 4
- 13 Wed • Family Twilight 16:00  
• Coaching & Course 4
- 14 Thu • Team Race Camp  
• Coaching & Course 4
- 15 Fri • Friday Night Twilight Series 18:30  
• Coaching & Course 4
- 16 Sat • **Gill** Next Gen
- 17 Sun • Sam Byrne & Ted Silbereisen Trophies (PA)  
• Skins Sprint
- 18 Mon • Coaching & Course 5
- 19 Tue • Eunson Cup & Skins Sprint  
• Coaching & Course 5
- 20 Wed • Family Twilight 4pm  
• Coaching & Course 5
- 21 Thu • Coaching & Course 5
- 22 Fri • Friday Night Twilight Series 18.30
- 23 Sat • Aggregate (+ Resail) (A)  
• VIODA Camp
- 24 Sun • Trophy Race  
• VIODA Camp / Skins Spint

- 25 Mon • **Buxton Cup**
- 26 Tue • **Australia Day Celebrations**  
• **RT Edgar** Australia Day Three Piers Race (PA)  
• **Buxton Cup**
- 28 Thu • School Starts
- 29 Fri • Friday Night Twilight Series 18.30
- 30 Sat • Aggregate (A)
- 31 Sun • Skins Sprint

## >>> FEBRUARY

- 6 Sat • **Yabby Lake** x 2 (A)
- 7 Sun • OTB Peter Osbourne  
• Coaching
- 13 Sat • Mud Island (PA)
- 14 Sun • **Lacco Cup** D2  
• OTB Peter Osbourne  
• Coaching
- 20 Sat • Aggregate (A)
- 21 Sun • **Lacco Cup** D2  
• OTB Peter Osbourne  
• Coaching
- 27 Sat • **Steadfast IBG Insurance** Great Fort Run (PA)  
• Laser States
- 28 Sun • 3 Clubs  
• OTB Peter Osbourne  
• Coaching  
• Laser States

## >>> MARCH

- 6 Sat • CBA States (A)  
• OTB Class States
- 7 Sun • CBA States (A)  
• OTB Class States
- 8 Mon • **Labour Day**  
• CBA Resail (A)  
• OTB Class States
- 13 Sat • Passage Aggregate  
• (States Resail) (PA)  
• Sym Challenge
- 14 Sun • OTB Club Captain+ Symmetrical Spinnaker Challenge  
• Coaching
- 20 Sat • Aggregate (A)
- 21 Sun • **Lacco Cup** D2  
• OTB Club Captains
- 27 Sat • Coastal Living x 2 (A) A
- 28 Sun • **Lacco Cup** D2 (Resail)  
• OTB Club Captains



# SEASON 2020 | 21 CALENDAR

## >>> APRIL

- 2 Fri • Catch a Fish
- 3 Sat • **Easter Saturday**  
• **Sorrento Cup** (A)  
• OTB Club Captains
- 4 Sun • **Easter Sunday**  
• Marcus Burke Wooden Launch Nav Rally
- 5 Mon • **Easter Mon**  
• 2/3 Handed
- 10 Sat • Aggregate (A)
- 11 Sun • Lady Skippers / Mixed Gen Race  
• OTB Club Captains  
• Coaching
- 12 Mon • Coaching  
• Coaching & Course 6
- 13 Tue • Coaching  
• Coaching & Course 6
- 14 Wed • Coaching  
• Coaching & Course 6  
• Vic Youths

- 15 Thu • Team Race Camp  
• Coaching & Course 6  
• @ RYCV
- 17 Sat • Aggregate x 2 / Resail (A)  
• Vic Youths
- 18 Sun • @ RYCV
- 24 Sat • Last Aggregate Races x 2 (A)  
• Presentation Night

## >>> MAY

- 2 Sun • **Mothers Day** No Racing
- 8 Sat • Winter Series
- 16 Sun • Winter Series
- 22 Sat • Winter Series
- 30 Sun • Winter Series

## >>> JUNE

- 6 Sun • Winter Series  
• Mid Winter warm up
- 11 Fri • Volunteers Dinner
- 12 Sat • Winter Series  
• **Gill** Mid Winters 12:00
- 13 Sun • Winter Series  
• **Gill** Mid Winters 13:00  
• OTB Presentation
- 14 Mon • SSCBC AGM

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OF SEASON EVENTS AT

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# Gill

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## SPONSOR NEWS

Thank you to all of our valued sponsors for their ongoing support, particularly in these difficult times. I would like to provide an outline of each sponsor, together with their contact details, and I urge you to choose them if you're in the market for their services.



Even though KPMG has pressed 'pause' on the 2021 Couta Boat Classic, they have committed to the Couta Boat Classic for 2022 and beyond. In lieu of their event this season, KPMG is making donation to the Mornington Peninsula Foundation, helping to reduce socio-economic disadvantage on the Peninsula.

T: 02 9335 8945  
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W: <http://www.kpmg.com.au>

### RT Edgar

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E: [h.longmuir@rtedgarmp.com.au](mailto:h.longmuir@rtedgarmp.com.au)  
W: <http://www.rtedgar.com/offices/flinders/15/>

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Still committed to SSCBC, Chris Thoday and his team have got through 2020 and are stronger than ever. To acknowledge their support, please contact Chris if you are in the market for a new or used vehicle, including servicing.

T: 0451 632 409 Chris Thoday  
E: [cthoday@mbmornington.com.au](mailto:cthoday@mbmornington.com.au)  
W: <http://www.mbmornington.com.au/>

### GANT

GANT in Australia is a family business, owned by the Mansour family, who have their showroom and offices in Carlton. Their Salco outlet offers great value, which is next door to the GANT offices in Carlton. SSCBC now sells our range of GANT clothing online, so visit <https://shop.sscbc.com.au/>

T: 03 9340 5200 Anna Mansour  
E: [amansour@salco.com.au](mailto:amansour@salco.com.au)  
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W: <http://www.vrankenpommery.com.au>



The Wooden Boat Shop is a family run boat building business, in Sorrento. From a humble garden shed beginning, the Wooden Boat Shop evolved into an operation with five factories over two locations. Check out their range online.

T: 5984 4333  
E: [Tim@woodenboatshop.com.au](mailto:Tim@woodenboatshop.com.au)  
W: <http://www.woodenboatshop.com.au>



Yabby Lake Vineyard  
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Yabby Lake's restaurant and cellar door is located in Tuerong, just off the freeway on the way to Sorrento. Yabby Lake generously provides wine for us to give as prizes throughout the Couta boat season, and we also have many of Yabby Lake's wine on our wine list.

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### Steadfast IBG

Insurance Brokers

IBG Insurance Brokers provide a wealth of experience and expertise in all areas of general insurance. Steadfast IBG Insurance provides 5% of every initial base premium paid by Members and friends of Members, back to the Club as sponsorship dollars. Ronnie Schwarz is a Member of SSCBC so will be happy to assist you with your insurance needs.

T: 9818 2724  
E: [Ronnie@steadfastibg.com.au](mailto:Ronnie@steadfastibg.com.au)  
W: <http://www.steadfastibg.com.au>

As the Club moves towards a more environmental, paperless office, we will rely on communicating with you via email for things such as your annual subscription invoices.

Please ensure your contact details are up-to-date.

### >>> 2020-2021 SSCBC COMMITTEE FLAG OFFICERS CLUB CONTACTS

**Commodore** Graham Cunningham

**Vice Commodore**  
Georgie Silverwood

**Rear Commodore** Scott Llewelyn

**Treasurer** Shaun Chalmers

**Club Secretary** Nikki Schwarz

**Club Captain** Tim Collett

**Committee** Howard Critchley, Mark Klemens, Jonathan Long, Rollo Wright & Deb Kwasnicki

**CEO** Henry Dyer

**Finance** Deb Hodgson

**Sailing administration** Jorja Crowe

**Sailing** Ben Fels

**Head Coach and Development**  
David White

**Communications & Sponsorship**  
Hollie Hick

**Member Services** Sara Petautschnig

**Food & Beverage** Nikki Fisher

**Head Chef** Bernard McCarthy

**Boats** Les Pattinson

**Maintenance** Kieran Wicks

**Volunteers** Deb Kwaskicki

**Sorrento Sailing Couts Boat Club**  
3154 Point Nepean Road  
PO Box 138 Sorrento VIC 3943

**Phone** 03 5984 8200

#### Email

Club: [administration@sscbc.com.au](mailto:administration@sscbc.com.au)  
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