

TIDINGS

AUTUMN WINTER 2020



SSCBC SENDS 4 OF ITS SAILORS TO THE 2020-2021 OLYMPICS

Follow the pathways of our Olympic stars

PAGE 14-17

Seattle to Sorrento in 65 years

PAGES 24-25

2020 Wooden Boat Festival

PAGES 32-34

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REMEMBERING MARCUS. See Scoop



Deal Island 50





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COMMODORE'S REPORT

For those of you who have had business and/or personal problems during this crisis, my thoughts go out to you. I hope Tidings Magazine helps lift your spirits and makes you think of better times ahead.

Removing some of the 'clutter' in our daily lives as a result of the Coronavirus, self-isolation does have some advantages. I hope it has been OK for you, your friends and your families.

We are (were) all busy people with an accumulation of 'must dos'. If you want to know how busy we are (were), just have a look at what our kids or grandkids get up to within one week. When you strip that busy-ness away with a disaster like this, you can either get bored and exasperated or you can start to appreciate the really important things in life. For me, the important things have been able to bubble to the surface, with the clutter removed. Without the need to be doing ten things at once, I have been able to concentrate on daily exercise, family and friends. It has made me appreciate the great sense of community that our Club engenders – I miss it. I also miss my sailing.

I am writing this message in late April – who knows what will have happened with the virus and self-isolation by the time this goes to print. But as I write, your Committee is working hard to resurrect as much as we can in services to our Members. The regulations said we must close, no more sailing, no more Friday night drinks, no more Sunday roasts. Our community lost its footing. In the tail end of Autumn and in the winter, I can assure all our Members that we are investigating all we can do to resurrect our regular but limited off-season services.



Rather than looking back and providing a litany of what was great about the summer, I wanted to write an optimistic message. To me, optimism is synonymous with youth. So, for something different, I asked Hollie Hick to interview our two Junior Club Captains – Annabelle Williamson and Elle Sankey. Here are some excerpts from the interviews.



Introducing Annabelle Williamson

Tell us about your family... (parents, siblings, their jobs / interests)

I am Annabelle Williamson. I am 12 years old. I have two younger brothers James (10) and Neddy (8), who also sail at SSCBC. My parents

Chris and PJ are both farmers, but Dad handles the crops side of things and Mum handles the numbers. We grow wheat, canola, peas and lentils. We also have sheep and lambs during the winter months.

Where do you live?

We live on our family farm just outside Quambatook, which is roughly five hours from Sorrento.





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COMMODORE'S REPORT



Although Quamby has less than 200 people, the biggest town near us is probably Swan Hill.

Farm life is very different from beach life at Sorrento and I think I'm incredibly lucky to have both. I'm missing Sorrento, sailing and my friends a lot at the moment and can't wait to be back on the water soon.

What school do you attend? Year level?

School for me is 75kms from home in Swan Hill, at St Mary MacKillop College. I am in Year seven and I really enjoy it.

It has a general store and an Ag shop. Quamby, as it's known, is the home of the Australian Tractor Pulling Championships and is the birthplace of both John Williamson and Molly Meldrum.

What would you like to do when you finish school?

My current plan when I finish school is to go to University to study Business and Economics because I enjoy numbers. I find numbers much easier to understand than English.

When did you start sailing?

I started sailing when I was nine, we were waiting for James to turn seven so we could both try Sail and Play. My parents thought that it would be a great thing for us to do for a week or two that summer.

Long story short, Mum and Dad blame Dave White, as sailing has since turned into a year-round sport for our family and with most of my cousins coming up through the

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COMMODORE'S REPORT

ranks in Sail and Play, it's great fun. Dad has started to crew on Alicia with the Cantwells so it's becoming a family sport.

At the moment I'm hoping to stay in an Optimist for the next year or two and then move to a 49er with a friend or James. Although I'm probably too heavy to be highly competitive in the Optimist going forward, it's still great fun and highly social - I'm really looking forward to next season.

Do you participate in other sport(s)?

As well as sailing, I play Netball for the Wandella Bombers. Netball and Football are a really big part of our community. I also swim 4 days a week with the local swim team.

What are your other hobbies? (music, cooking, art...)

For my hobbies, I play guitar, I like to cook and bake, and on the farm, I like going go-carting.

What would your family say is your most annoying habit?

I asked James and Neddy what my most annoying habit is - they said it's that I am bossy. In my defence though, I find that when I am in charge things get done quickly and smoothly (most of the time). Then again, I would say that, wouldn't I?

If you could meet three famous people, who would they be and why?

John Lennon - I really like his music - I'm currently learning to play Blackbird (The Beatles) on the guitar.

Ash Barty - she is a legend and she inspires me.

Florence Pugh - her performance in Little Women (film) was amazing.



Introducing Elle Sankey

Tell us about your family... (parents, siblings, their jobs / interests)

I have two younger siblings Juliet (8) and Will (12). Both sail at SSCBC in Optimis. My Dad, Nick, sails his blue Sabre, *Samarang*, and sails on Couta Boat, *Peter Pan* (C150). Mum

occasionally comes out for a sail but prefers going for an open water swim while the whole family is sailing.

Where do you live?

I live in South Yarra.

What school do you attend? Year level?

I go to Melbourne Girls Grammar. Well.... Remotely at the moment anyway! This year I am in year 9.

What would you like to do when you finish school?

I have no idea what I want to do when I finish school in terms of a job. However, it would be incredible to travel around Europe cross-country skiing and to compete in the World Cup (for cross country skiing).

When did you start sailing?

I started sailing when I was three. My dad would take me out on his



Elle aboard Peter Pan during the Mercedes-Benz Mornington CBA National Championships



COMMODORE'S REPORT



blue, wooden Sabre. When I was finally old enough to start the Sail and Play program, age 7, I started in level 2. During the eventful first lessons I was told I was too young to sail by myself and so I was partnered up with someone else who was also my age. Unfortunately, after 5 minutes they would say they were cold and scared, so I ended up in a coach boat for the entire course. Over the next two summers I completed Sail and Play and was invited in to 'Green Fleet'. From there I got my first boat and my passion grew. Over my time in the Opti, I have competed in numerous State Championships and retired from Optis after competing in the 2019 Nationals in Hobart. This season I moved into a Laser, but unfortunately, a shoulder injury limited my sailing. Instead, while I was unable to sail, I helped crew on Peter Pan (just tactics of course!) which was a blast.

Do you participate in other sport(s)?

As well as sailing, I do cross country skiing and I also play hockey. In both of these sports I have been fortunate enough to be selected into the Victorian state team. I'm

currently not sure which sport out of sailing, cross country skiing or hockey is my favourite!

What are your other hobbies? (music, cooking, art...)

I play the violin and I love to cook.

What would your family say is your most annoying habit?

My family would say I am REALLY MESSY. Apparently, my bedroom 'looks like a bombsite'!

If you could meet three famous people, who would they be and why?

Nova Peris - she is an inspiration to all Australians. Not only is she an incredible athlete across multiple sports including hockey and athletics, she has also provided outstanding leadership through politics and charity work. I believe that everyone should aspire to live up to and beyond her incredibly high standards.

Johannes Hosflot Klaebo - he is an incredible Norwegian cross-country skier. He has a really individual technique and he has achieved outstanding levels of success. Overall, he is a modest and inspirational athlete.

Mick Molloy - He is a solid dude. Mick is funny and is a serious Richmond fan! I admire his humorous commitment to life which should be something people should live up to even if it is about the little silly thing. Have you seen his current haircut?! I also support the Tigers and I love watching 'The Front Bar', which he hosts.

Aren't they great kids – well done Hollie, Annabelle and Elle.

I want to mention a special project being undertaken by a small collection of Members and the Cousta Boat Association. A 'coffee table' book is being put together that will give photos and histories of the Cousta Boats that sail regularly in our Bay, around Victoria and other parts of Australia. If you are Cousta boat owner or sailor, make sure you contribute any snippets you have on the boat you sail or have sailed in the past.

Finally, there are many in our community doing it tough. Our thoughts are with you. It will get better and I hope that SSCBC can play a role in helping our Members and staff get through these tough times.

Stay well,

Graham Cunningham
Commodore



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CLUB CAPTAIN'S REPORT



At the time of writing this report we are all experiencing a situation that has affected our every way of life as we

know it, but hopefully we will soon be at the end and we can all return to some normality.

Our sailing season, as we all know, was unfortunately cut short due to COVID-19 but in the time we had, we saw some memorable highlights:

- David HENDY's team *Romy* C2003 winning the Division 1 Aggregate Series, both Line Honours and Handicap, Mercedes-Benz Mornington CBA National Championships Line Honours and Handicap and CBA State Championships Line Honours. A well-deserved result and achievement.
- The newcomers on *Beau* C1998, with a mix of experienced and relatively new Couta Boat sailors, have embraced SSCBC, both on and off the water. They have also achieved some fine performances throughout the season. The standout was winning handicap honours in the CBA State Championships.
- The Gant Portsea Cup was sailed in light to moderate breeze and a strong outgoing tide. Lauchie Vaughan, the youngest skipper in the fleet, took the helm of *Sorrento*, recording a 3rd Line Honours and 1st on Handicap. A fantastic and very popular victory.
- Gill Next Gen once again was a huge success. The popularity of this event continues to attract a wide



Romy, Div 1 Handicap winners of the Mercedes-Benz Mornington CBA National Championships

variety of young adult sailors, some with little experience and others who are world class sailors, all wanting to sail our wonderful Couta Boats and enjoy SSCBC's post-race hospitality. A highlight of the year was seeing one of our Junior Club

Captains, Annabelle Williamson, skippering *Alisica* C33 to Line Honours victory in Division 2.

- The enormous amount of time and effort put in by Howard Critchley and others to drive the first-year rejuvenation program,



Beau, Div 1 winners of the CBA State Championships, coinciding with the Yabby Lake Couta Boat Race day



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CLUB CAPTAIN'S REPORT



The Stripecy Squad

with a goal to increase the number of Couta Boats and sailors on the water. This proved to be a tremendous success, placing a number of Members on Couta Boats and adding a number of dormant Couta Boats to both Div 1 and Div 2 fleets. This program is here to stay, and I am sure with Howard leading the way, this program will be even more successful next season.

- Hosting three major regattas - Australian Youth Championships, RS:X Windsurfing World Championships and the Victorian Optimist Championships.

Regattas

SSCBC's plan to continue to host major regattas now, and in the future, was for all to see this season.

SSCBC played host to:

- 2020 RS:X Windsurfing World Championships – see Ben Fels' report in this edition of Tidings
- 2020 Australian Youth Championships – see report by Elle Sankey
- 2020 Victorian Optimist

Championships – see report by Annabelle Williamson

To host the above premium regattas, all within a very short timeframe, was a mammoth task. The professionalism and positive approach by SSCBC's Race Management Teams, Management and Administration staff, Bosons, and last but definitely not least, our wonderful volunteers, who kept putting their hands up to assist whatever the role – congratulations!

Your contributions on and off the water ensured all of these events were a huge success and based on the feedback to date from sailors, coaches, parents and sponsors, this was definitely the case.

Training and Development

This season's training program, once again, continued to grow in all areas. Dave White and his coaching team continue to do an awesome job with our junior and youth sailors, while encouraging





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CLUB CAPTAIN'S REPORT



Tess Lloyd & Jaime Ryan, Will & Sam Phillips

parental involvement on and off the water. Getting parents involved with all the regattas hosted at the Club, has given them valuable race management experience and allowed them to learn regatta processes along the way.

Participation numbers were stronger than ever, despite the shortened season. Many of our junior and youth sailors were also very busy flying the SSCBC flag, competing in Worlds, Nationals, and State regattas all around the Bay. A massive commitment and effort. Congratulations to all sailors and parents.

SSCBC Olympians

Tess Lloyd & Jaime Ryan-AUS (49FX class)
Will & Sam Phillips-AUS 66 (49er class)

Further to the article in this edition of Tidings, I would also like to extend my congratulations to Tess, Jaime, Will and Sam on gaining

selection to compete for Australia at the 2021 Tokyo Olympics in the 49er FX and 49er Class.

I know you all have worked extremely hard for many years to achieve this goal. On behalf of the SSCBC General Committee and Sailing Committee, congratulations on this fantastic achievement.

We all wish you every success in Tokyo 2021.

Thank you

As this is my last term as Club Captain, I would like to take this opportunity to say thank you to the SSCBC management and staff, all our volunteers, sponsors, CBA committee, Members of the SSCBC sailing committee, Couta Boat Sailors and Members for all your support over the past three years.

Thank you!

Scott Llewelyn
SSCBC Club Captain



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CEO REPORT



I hope you've settled into this new way of living and are making the most of having unexpected time at home.

We might be social distancing but it's important we stay in touch. Regular updates will continue with e-tidings to maintain our connection and, even though the Club is closed for now, there are still things happening that I want to keep you up to date with.

It was an Easter like no other at the Club this year. The usual throng of people and festive feeling was replaced with extreme quiet and only a lone dog walker or two to be seen at SSCBC. The silver lining for our staff was that for the first time in many years for some of them, they were able to spend the whole of Easter at home with their family. That said, we are all looking forward to the day we can open and welcome Members back.

From an administrative perspective, we are using this time wisely to modernise the way we conduct business behind the scenes. We have started the first stage of installing the new Member Management System (MMS), a gap analysis identifying the areas that we would like improved, such as:

1. E-nomination, which allows us to complete the entire new membership application online, including referee signatures.
2. Members will be able to customise their profiles and update their preferences so that we will be able to improve the way we communicate to specific interest groups.



Sunday Gibson and Maddie Gray helping with some gardening at the Club

3. A more accurate and efficient signing in process where membership cards will be used to tap into the Club and then be able to sign guests in. This will allow us to monitor more closely the number of guests using the Club during peak times. This was one of the areas of concern mentioned in the 2019 Member Survey.

4. Members Only portal where you will be able to make a restaurant reservation, book a sailing lesson, or sign up for a Couta Boat race.

5. Officially registered locker ownership within each profile.

Our maintenance team, led by Kieran Wicks, is actually busier than ever during this shutdown. There are no less than 50 different Clubhouse maintenance projects underway. To give you an idea of what is planned:



Keelan busy cleaning



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CEO REPORT

1. Workshop and Fred's Own – completely strip back, repaint floors, walls, new work bench and shelving.
2. Garden – weeding all garden beds, mulching, native planting, constructing retaining walls.
3. Decks – sand and re oil all decks/stairs/wooden rails.
4. Flag poles on the jetty – disassemble, new pullies, ropes, paint.
5. Picnic tables – sand, replace rotting wood.
6. Fridges – reseal bar, kitchen and storage fridges, re gas and clean fans.
7. Power boats – anti foul, pressure wash, service engine and painting.

In addition, Les Pattinson, our Marine Maintenance Specialist, will be conducting a major overhaul of our beautiful wooden boats, Volunteer and Ripple.

I'm happy to inform you that from mid-April we have been providing complimentary boat inspections for



New bench and shelving in Fred's Own

20 boat owners who are unable to attend to their boats at this time.

Currently, our sailing team, Ben Fels and David White, are on annual leave until August. There is a long list of projects planned for them upon their return. Indeed, they will need to start preparing for the new season.

Thankfully, JobKeeper has allowed us to re-engage many of our amazing food and beverage casuals, including Skipper, Paul, Belinda, Alana, Keelan and some of our kitchen team. Bernard, our Head Chef, and Nikki, our Food and Beverage Manager, are looking at exciting new ways to enhance Happy Hour, Pasta Night, post-race drinks, The Galley and major events over summer.

I would like to now take the opportunity to recognise the support and understanding we have received from our community. It has been most appreciated and incredibly heartening.

Our staff remain committed to providing the best sailing program and food & beverage experience on the Peninsula.

Regards
Henry Dyer



Repainted and revamped Fred's Own



CLUBHOUSE REDEVELOPMENT UPDATE



The Infrastructure Sub-Committee has been working on the Clubhouse Redevelopment project for over three years. The concept layout and size has changed over this time; however, the fundamentals of the brief have not changed. These are: to improve the flow of the building whilst improving the size and functionality of the office space, kitchen, Members' Lounge, deck area and the sailing areas downstairs. And to remove the need for the marquee, temporary kitchen and storage on the hardstand during summer.

With the benefit of operating our food and beverage in-house for a second summer season, concerns with the proposed relocation of the kitchen to behind the Members' Dining Room were observed. The existing connectivity from the kitchen to the Members' Dining Room, Members' Lounge and northern deck is too critical to catering operations to change. The proposed kitchen relocation had the area for a much larger kitchen and good connectivity for deliveries, waste management and the proposed dry store below. However, upon reflection, the size of the proposed kitchen was excessive and would compromise access to the dining areas in the club. Alternatively, squaring up of the east end of the building allows the kitchen to increase in size satisfactorily without compromising its location. Deliveries

and waste will continue to enter and exit through the main entrance after-hours as they currently do during the summer period, which is perfectly adequate. The kitchen will continue to benefit from direct access to the internal stairwell.

With the kitchen remaining in the same location, the changes required to the level 1 (upstairs) floor plan are substantially reduced. The main entrance, main office and food & beverage office will remain in their current locations, although will increase in size. The toilets will also remain in their current locations, although with a re-fit. The Members' Lounge, although not increasing to the size previously proposed, will still see improvement with a larger and more functional space. The bar will have a re-fit to become more efficient. A mobile bar will be located next to the bar for busy summer afternoons, similar to the "Peroni" bar last summer. The Members' Dining Room and external decks will essentially remain as per the previous proposal. New

weatherproof awnings are proposed over the full extent of the northern deck and the front half of the western deck. The existing external stairs from the northern deck will remain. The lift has moved and will now service the ground and level 1 only (not the race tower).

The function of the rooms on the ground level (downstairs) has been reviewed again, in conjunction with the sailing operations team. It was determined the existing location of the sailing / training area (the "Sailing Centre") was the most logical with its proximity to the stairs adjacent to the coloured wall, hardstand, boat ramp to the beach and the jetty. The room will increase in size. The area below the new western deck becomes an improved Lacco Room and will still be used for the same purpose - junior lounge, sail training, Couta Conversations, kids' events, and so on. Events such as Summer Drinks will also use the Lacco Room in connection with the recently improved Western Lawn. The newly improved Western Lawn is





CLUBHOUSE REDEVELOPMENT UPDATE

also more suitable for OTB rigging and parking during regattas etc. It is still proposed for the Galley to become a second kitchen while still delivering its existing service. A small bar has been included in the design to separate the serving of alcohol. This bar would continue to operate on similar, controlled, hours to last summer. The changerooms remain in their current locations, although with a re-fit. A staff room is no longer proposed, although a smaller room with lockers for the trainers, bosuns etc is proposed. There are only 30 additional Member lockers proposed (reduced from 51).

The race tower level internally will remain as existing.

Externally, the facade timber cladding will likely need to be replaced due, in part, to the extensive changes but also due to the condition of the existing timber. The intention is to replace with timber to match (or similar) the existing. Most of the timber windows and doors are in poor condition, therefore require replacing.

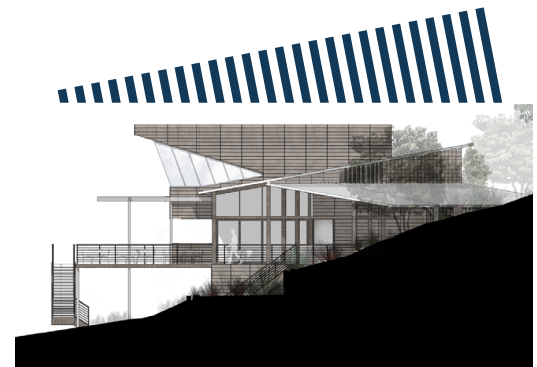
Next Steps

A Members' information session will be held on 3 June (via Zoom) to present the updated plans and elevations. Members will be given the opportunity to provide any comments to the updated plans, prior to 26 June. These plans, along with any worthy amendments, will be lodged in July for endorsement by Council.

As previously advised by the Commodore in April, due to the Club closure and the financial uncertainties at present, the General Committee and management has prudently decided to put the Clubhouse redevelopment "on hold" for now but we will continue with the Members' presentation and lodgement of plans to Council. We will make a call on a re-commencement date in due course. Construction is unlikely to commence before 2022.

Hardstand Improvements Works

Subject to planning approval, the General Committee would like to make improvements to the



hardstand area in preparation for summer 20/21. The sheds along with the fuel cell to the east of the hardstand area are in poor condition and need replacing. As well as continuing to store the marker buoys, anchors, etc, off-the-beach boat sails and gear will be housed. The intention is to permanently relocate the bin area to the carpark level. The retaining walls need to be replaced along the south and the east of the hardstand.

As previously advised by the Commodore in April, the Cypress tree at the bottom of the ramp, as deemed by an arborist, is in poor condition, therefore Council issued a tree removal permit. This tree was removed in early May.

Rollo Wright

Chair of Infrastructure





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TRAINING CENTRE REPORT



The 2019/20 season has certainly been one to remember. The Training Centre has many fingers in many pies, so I will try my best to cover all bases and showcase our Centre.

Learn to Sail

Our Learn to Sail program covers all ages from 5 years old, spread out over seven programs. Learn to Sail is for people who are at beginner level and for those who do not yet own a boat. The season kicked off in the September holidays and ran over the busy summer period. This year was a special year in that the Australian Youth Championships were held in the middle of our training period, however we adapted by shortening each course to three days, instead of four (with the aim to give more families an opportunity to learn to sail). This was a successful change in regard to volume, as it allowed more families to participate. The Training Centre has gone from strength to strength and has experienced its biggest year to date, with record numbers of participants.

Our highly capable instructors delivered great courses. As always, we aim to improve every year. At the end of each season, we conduct a review, and this year we have agreed on the following changes for next year:

- We will not run any sailing courses on Boxing Day (this is a family day); courses will commence on 27 December;
- Courses will run for four days (three days was too short for participants to progress to the next level at a suitable standard);



- We will have an instructor whose sole job will be to help with the transition from our Learn to Sail program to our Coaching program.

I would like to take this opportunity to thank our fantastic instructors who have a real passion for what they do and hopefully they will pass on their skills so that the kids they teach will become instructors themselves.

Coaching Program

The Coaching Program kicked off in the September school holidays last year and would normally continue until the end of April. The Sorrento Pass is designed so that sailors pay a flat fee for the whole season and is the base of being a "Club Sailor" (sailing every Sunday and school holidays). For those who wanted to train more than the base, we also had event support which covered extra camps, training days and coach support at regattas.

Our current coaching group is still mainly based of Optimists and we

will continue to support this growth with new transition programs from Sail & Play, working alongside VIODA. We are starting to see a number of children transition into the laser, Waszp and 420. This will be a big priority of the Training Centre and we will work closely with all stakeholders to ensure these transitions are smooth and successful.

Major Events

This year was Victoria's major events year. Over 35 major events (National or World Championships) were hosted in Victoria. We feel very privileged to have been part of this success. Our coaching group, along with many of our Members, saw this as opportunity to train a bit harder and give it a good crack. As the saying goes, "you can't have a crack at a person having a crack". Well done to all those who participated in some of these major events.

While there were a number of events that our Members participated in,



National 2k Champions - Well done to Tom Trotman (Captain), James McLennan, Carrie Smith, Grace Cockman (Boat 1) and Lachy Gilmour, Jack Lloyd, Michael Fels and Maddie Gray (Boat 2) who were crowned National 2k Champions in Tasmania in February 2020. Pictured here with the other members of the team: Jack Abbott, Ben Gray, Sunday Gibson, Georgina Oakley, Tom Klemens along with some BYS sailors in the team: Ethan O'Brien, Laura Harding and Matt Hunter

including Couta Boat National Championships, Sail Country, George Mac, Snapper Point, Laser/49er/49erFX events - States, Nationals, Oceanias, Worlds, SB20 events, Waszp Nationals and States, Moth Worlds and Nationals to name a few, I will let our Junior Club Captains, Annabelle Williamson and Elle Sankey provide their respective reports about the Australian Youth Championships and the Victorian Optimist State Championships, which SSCBC was fortunate to host this season.

5-Year Sailing Strategy

The SSCBC 5-year sailing Strategy incorporates three main areas:

1. Australian sailing pathway (Learn to Sail – Junior coaching – Youth Coaching – High performance or becoming an instructor or coach or a social sailor)



2. Foiling
3. Team / Match Racing

We have a number of Members who sail Moths and Waszps. Many of these sailors are independent and are at a standard to self-train. The Training Centre supports these sailors in different ways but we are mainly here as facilitators, i.e. rescue support (to help new people to the class), be a start boat, record video footage and also put up our hand for running Championships such as the Australian Moth Nationals which will take place in January 2021.

Like most sailing this season, our Team/Match racing program was unfortunately cut short. The big event our team was training for was the Global Team Racing Championship, which was due to take place in Italy in late June. Nevertheless, two of our teams travelled to Tasmania to compete in the Australian National 2k Championships, hosted by the Royal Yacht Club of Tasmania. The teams sailed very well, with one team taking out the win. The highlight for me, apart from the win, was that our teams included sailors from Blairgowrie and Perth. I hope this can be the start of things to come where we can create a stronger "Next Gen" cohort between clubs.

Another highlight this season was the Olympic selection of three of our own to represent Australia in Tokyo! Tess Lloyd (who sails with

Jaime Ryan), Will Phillips and Sam Phillips have been selected and are incredible role models for our junior and youth sailors.

There are so many people to thank for making the season a huge success. A big thank you to all staff, volunteers, sailors and to our Committee who facilitate so much.

This next season, despite the current uncertainty with COVID-19, will be even bigger and better. Rest assured the Training Centre will adapt to a changing environment and we look forward to getting back out on the water.

David White





TOKYO OLYMPICS

We are very fortunate to have three Members qualify to represent our Club and Country at the Tokyo Olympic Games. This is the final stage of Australian Sailing's Pathway; the highest accolade a dinghy sailor can achieve. When we do goal setting for our training groups, this is the dream.

Will Phillips, Sam Phillips and Tess Lloyd didn't quite have the 10-step Australian Sailing pathway to follow when they started sailing at Sorrento. In fact, Australian Sailing hadn't even created it yet.

During my time staying at Jos and David Law's house for a summer, working alongside Fred and Barbara Allen, I gained some insight into the Sorrento environment that has produced some incredible sailors and lifelong friends. My apologies in advance if I have left out any names.

It was the 1990s and there was a combination of an influx of new sailing families to the Club, as well as children of Members who became old enough to sail, which meant the training program at the Club reached critical mass (Laws, Trotmans, Lloyds, Hurleys, Laycocks, Wilsons, Burfords, Mighells, Llewelyns, Phillips, Hannahs, Davies and Grays to name a few).



Anna, Tess, Georgina and Kate

Steve Harvey was running the training program, which was a family orientated training operation, where parents assisted directly or at arm's length. Briefings were at the Coloured Wall and the boats they sailed were Minnows, which were often hand-me-downs from brothers to sisters to cousins and were repaired in garages or in living rooms. On land, mums worked the canteen (Anne Harvey, Mary Wilson and Jos) and on the water, the sailing was led by Tim Phillips and Fred Allen.

Fred told me there were two schools of thought:

"I remember Friday night racing. Getting out of school as quick as possible then racing down to Sorrento so we had some sunlight. Then the hot chips and hot chocolate was the best!" Tess

1. Fred's: looking at the aerodynamics and figuring out different tensions on the sail (luff and the leech)
2. Tim's: point the boat where you want it to go

Fred admitted Tim's approach was a lot simpler and more effective, but he preferred the more complex approach.

Club stalwarts such as David Law, Wayne Parr, Greg Chisolm, Tim Helliwell and Tony Westcott were always around to act as a safety net, following the Minnow gang from Blairgowrie to Point King in all conditions. Despite Tess being much younger and smaller than the rest, nothing stopped her from getting



Sam & Will, Nathan Outteridge, Iain Jensen, Peter Burling & Blair Tuke. Sail Melbourne 2011

out on the water with the rest in her Minnow named Ulysses.

Once the kids had the basics and could hold their own in a bit of breeze, racing was the next step, so regular dinghy racing on Saturday afternoons became the must do activity. For the less experienced youngsters, Ray Lloyd and Fred Allen ran the Green Fleet on Sunday mornings, usually assisted by the current Commodore as buoy layer. Fred recalls Sam Phillips being a little tacker in Green Fleet and being out in a 25-knot westerly in his Minnow and battling home after training to the ramp at the



Kate Hannah, Sarah Blanck and Tess, Victorian Sailing Team. Still great friends and Kate is a great fitness training partner for Tess



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TOKYO OLYMPICS

Aquarium, not even wanting an escort, let alone needing rescuing.

Rod Austin ran races which got them prepped so they could travel to State Titles and Nationals. Skills were further developed through games of brandy on the water and sailing between the newly constructed piles for the Blairgowrie marina. This group had some incredible experiences travelling as a team. A notable story was a Minnow Nationals which involves a 50-knot squall, a shark, a pontoon on a rib with a shark bite and Scott Llewelyn.

Another life lesson learnt was when Richard Hurley and Ralph Wilson protested the boys out of a Couta Boat sailing race (they were 12 years old), for sailing on the wrong side of mark in a passage race. With these experiences and friendships, it is no surprise that almost all from this generation are still involved at the Club, either still racing, coaching, or putting in a celebrity appearance for Next Gen.



Sailing in the blood: Will at 3 months of age, living on Muriel in Sydney, following an ocean passage to Pittwater and back

Fast forward a few years. Sam and Will have graduated out of the Minnow, progressed through youth classes (Sabot, 420 between them) and landed themselves in the 49er. Initially with different crew, including for the 2008 49er Worlds held at

SSCBC, the Phillips' boys eventually came together, recognising that their skills were best suited to one another. From here, they have travelled around the World on the circuit and have built up a wealth of experience along the way.



Tess in her first racing boat, Blonde Bombshell

It hasn't always been smooth sailing, with some setbacks such as Sam's foot injury on the SuperFoiler, which put the Olympic campaign in jeopardy. After major surgery and a lot of bed rest, Sam was back on his feet and ready to tackle the last 18 months of the Olympic campaign.

Tess took a slightly different approach. After Minnows, Tess moved straight to skiffs in the 29er. Tess had a major setback while competing at a National Titles in a 29er, where she was involved in a horrific collision with a Windsurfer Techno, resulting in her being in a coma for weeks and many more weeks in hospital recovering. Upon coming out of the coma,



Mercedes-Benz Mornington, proud supporters of SSCBC.

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TOKYO OLYMPICS

Tess needed to re-learn how to do many basic things from scratch, let alone jumping into a boat and sailing like it never happened. Not to be defeated, Tess got back on the horse and started sailing and racing again, only now she wears a helmet in the windy weather, which has become the trend she has set amongst skiff boats.

In 2016, sailing life tested Tess again. After qualifying Australia for the Olympics in the 49erFX class, Australia didn't send anyone to take the 49erFX spot in the 2016 Games. A bitter pill to swallow, combining with her crew at the time (Caitlin Elks) living in Western Australia, so Tess had a change in crew to Eliza Solly. After some solid results in Europe, Eliza didn't want to proceed with the Olympic pathway and Tess was again without a crew. Harry Mighell stepped in to help fill the void and allowed Tess to keep active on the water. Just 18 months prior to 2020 Olympic selection, Jaime Ryan crewed with Tess for a new campaign. Jaime is an experienced sailor, having represented Australia at the 2016 Olympics in the 470 sailing with Carrie Smith. While having Olympic experience, moving from a 470 to 49erFX at international level is not a walk in the park and huge amounts of training and relearning boat handling was required.

After years of training, building up experiences and life lessons, it came down to the last year of qualifying. After competing in Europe, Japan and New Zealand, it was Geelong that acted as the decider for both teams. As the SSCBC support crews, families and lifelong friends sat chewing fingernails with worry throughout early 2020, it was finally announced that both SSCBC teams



qualified Australia and would be Australia's representatives at the 2020 Olympic Games.

With the current pandemic, the 2020 Games has been postponed. While there's a lot of uncertainty in the World right now, what is certain is the support and backing these sailors have from the Club Members.

We also know for certain that Will, Sam, Tess and Jaime have overcome hurdles and have excelled



in doing so, which is what makes them our best sailors.

We can't wait to cheer them on in Japan!

David White

STOP PRESS: Jaime Ryan has recently been awarded an Honorary Membership of SSCBC. We welcome Jaime to the Club as she continues to train with Tess in their preparation for Tokyo 2021.



Sam about 18 months, on Emma Louise cruising off the QLD coast going north

RT Edgar

MORNINGTON PENINSULA



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THE CLUBHOUSE

WEDDINGS AND EVENTS



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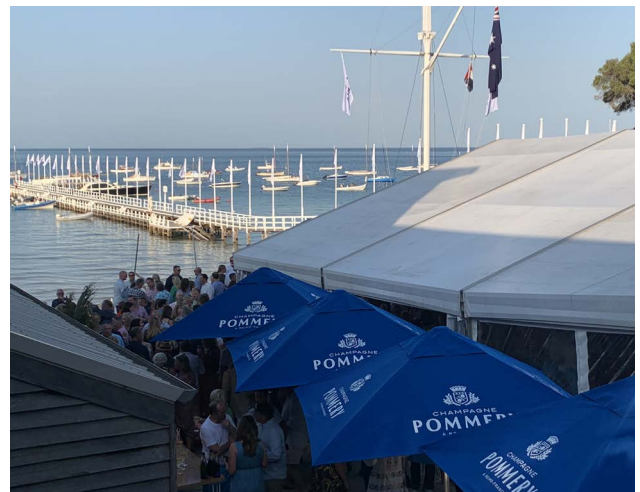
SOCIAL NEWS & EVENTS



With all that has happened in recent times, it is hard to believe that only a few months ago we were enjoying one of the busiest social seasons we have ever had at the Club. Our annual events such as Pommery Summer Drinks and the Ladies lunch were as popular as ever, the kids were well looked after with Family Fun Night and Australia Day celebrations, and we held opening and closing ceremonies for the Australian Youth Championships.

Pommery Summer Drinks was a big success once again with our largest number of attendees ever and Pommery coming on board as naming rights sponsor. Clover Catering did an outstanding job with some fantastic feedback on the quality and volume of food, and once again, Rutherford provided fabulous entertainment.

For this summer's Ladies Lunch, we were keen to support a charity that was both female focused and local, and we were delighted that we were able to raise a record amount of \$16,420 for Mums Supporting Families in Need (MSFIN). MSFIN is a fully volunteer run charity that helps families in the South East and Mornington Peninsula by providing baby goods, food, clothing and daily living essentials for families who need support because of domestic violence, mental health issues, refugee status and circumstantial crisis. In this current environment, the demand for support from MSFIN is greater than ever, so we are so glad that we were able to support them in January.





SOCIAL NEWS & EVENTS



The two Jacks on-show at the Ladies Lunch wearing Nut Huggerz

We were delighted, also, that National Australia Bank came on as sponsor of the event this year, generously donating \$5,000 directly to MSFIN, bringing the total raised to \$21,420. We would also like to thank everyone who kindly donated wonderful auction items and prizes for the event, along with RT Edgar for running the live auction, Mercedes-Benz Mornington and Jason Coleman for some wonderful entertainment to kick off the lunch.

Henry and the Food & Beverage team must also be congratulated for doing an incredible job for the Ladies Lunch. We managed to host 180 ladies, the largest number of people we have ever had in the dining room, who were all served a fabulous 3 course lunch and Pommery Champagne.

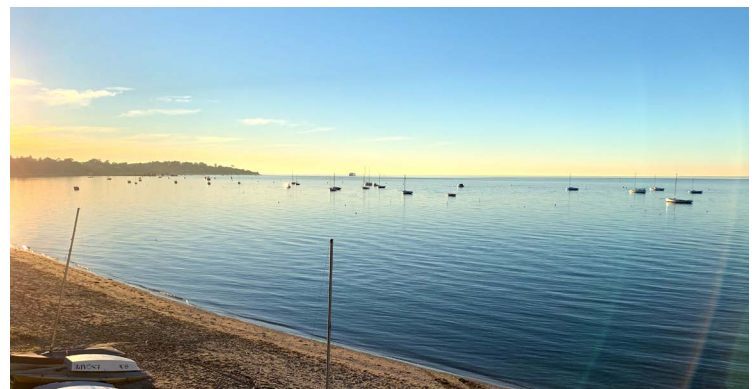
New Year's Eve was a highlight on the calendar this year. Last year's New Year's Eve Paella Party was a great event and we again hosted families for a party on the Western Lawn. In a huge effort by Henry and the Food & Beverage team, they also held a seafood dinner in the dining room with live entertainment by Lady and the Tramp.

We continued our focus on families again this year, and whilst the smoke haze from the bushfires pushed our Kids Family Fun Night indoors, it didn't stop Charlie Sillypants keeping the kids entertained, and everyone enjoying their fish and chips and choc tops.

Whilst it is hard to know what things will look like in the months ahead, our focus is turning to planning for summer 2020/2021 and ensuring that Members have plenty of opportunities in the new season to reconnect, come together and enjoy our wonderful Club.

Georgie Silverwood

General Committee





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SOCIAL NEWS & EVENTS



Juniors on the deck during the Australia Day ceremony



Junior Club Captains raising the Australian flag during the singing of the Australian National Anthem



Charlie Sillypants entertaining the kids on the Western lawn



Annabel & Jordan



Tom, Sammy, Dan, Jack & Tom



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MEMBER NEWS

>>> A MINIATURE LUCY C31

Recently, I was gifted a beautiful model Couta boat, a miniature *Lucy C31*, created by a person who has built a few small wooden boats in his time and who sails a Couta boat.

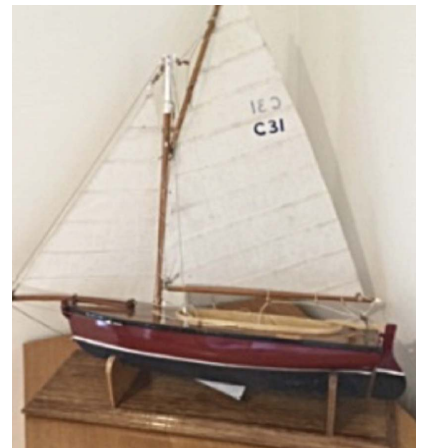
This artisan is Michael Golding, regular helmsman of Div 2 boat *Lucy C31*. I call Michael an artisan because he derives so much pleasure from crafting objects out of wood, by hand and traditional tools.

In the case of the miniature Lucy, it was the challenge of salvaging a piece of scrap red cedar from a rotted piece of outdoor furniture; shaving it into 2 mm thick planks that could be bent into shape; adapting to a diagram the site sketches of *Lucy* prepared during a winter maintenance period; then lofting from the diagram sections of the boat to make the frame for the model, ultimately producing a perfectly shaped hull.

The beauty of the model, however, is more than the external appearance. The very delicate fixtures on the model hold their own appeal for any wooden boat devotee - the slightly curved bowsprit and tiny bits, the well-rounded spars, the very minute but functional blocks, and the attached rudder and tiller – were all patiently crafted by this artisan. Some lovely finishing touches include the small brass bobstay chain, the curved-shaped tiller and the fitted sails. And, of course, this miniature Lucy is painted in the traditional Port Wine colour of her namesake, *Lucy C31*.

I wonder if *Lucy's* original artisan Ken Lacco could have envisaged that his design and build of a couta boat back in 1931 would bring so much pleasure to an amateur boatbuilder and artisan almost ninety years later.

Tricia O'Brien
Lucy C31





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MEMBERS' ADVENTURES

>>> SEATTLE TO SORRENTO IN 65 YEARS

The year is 1955, Dwight D. Eisenhower is President of the United States, James Dean and Marilyn Monroe are hot property, Disneyland and McDonalds have just opened, and the microwave has been invented. Sorrento Sailing Club is just seven years young.

In a boatyard in Holland, Michigan USA, a 34 foot Capitan Cruiser is being meticulously built to join the ranks of legendary Chris Craft wooden cruising boats. The epitome of modern Americana, owned by the likes of the Astors, Morgans, Vanderbilts, DuPonts, Firestones and Wrigleys.

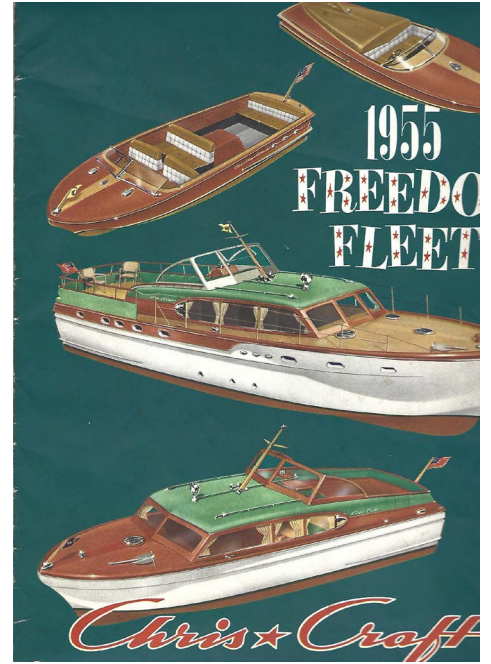
In those heady days of modern American boating, Chris Craft catalogues depicted high heeled, frocked up women serving suit clad gentleman cocktails and hors d'oeuvres on-board. It was another era. Who could have predicted this particular Chris Craft would one day celebrate her 65th birthday over 13,000kms away under the southern stars at the Sorrento Sailing Couta Boat Club?

Hi'llani as she was named by her previous owner – Hawaiian for Held in the Arms of Heaven – spent time in Westport Washington before settling in the gentle brackish waters of Salmon Bay Seattle as part of a 300 strong fleet of classic wooden boats.

SSCBC Members Liz and David Hoyle first spotted her on a global boat sales website. What drew their eye to *Hi'llani* was not only her heritage and generous accommodation, but her potential speed. A keen fisherman, David was lured by the potential of twin Chris Craft 327F V8 modified Chevrolet engines.

Like all good stories, coincidence and luck played a part. A friend and seasoned boater was working in Seattle when Liz and David spotted *Hi'llani*. Having lived for over 20 years in the States, Gary was fully au fait with the Chris Craft pedigree and offered to inspect.

The ensuing call home was effusive and excited. Gary reported on



Original Christ Craft catalogue

not only the beautiful condition of *Hi'llani* but the extraordinary paperwork which accompanied her. Her owner, Chip Kochel, a retired US Air Force Colonel and B-52 aviator, had meticulously logged her original receipt of purchase, original



Hi'llani rafted up at Quarantine this summer with *Olive May* owned by Adam and Alice Richards



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MEMBERS' ADVENTURES

catalogues, invoices for every spare part, her log painstakingly kept for all those 64 years. And yes, Gary reported, she can fly. Those V8's thundered her through the Seattle waters. She'll do the trick just nicely fishing off Sorrento.

And so the long journey began. With a house build preventing Liz and David making the flight to Seattle, son Ned undertook the journey to oversee the survey, construction of a flatbed, and securing a cargo ship. Testament to the previous owner's dedication to his old boat, Chip spent days painstakingly dismantling and labelling all of *Hi'llani's* parts for shipping. A final shrink wrap of the entire vessel and *Hi'llani* was ready for her three month journey south which would see her stop in Japan, South Korea, China and Taiwan.

David remembers the day *Hi'llani* sailed through the Heads aboard

the *Seroja Empat*. "We had been tracking her every move so raced down to the best vantage spot to see her enter Port Phillip. It was such a buzz." Within days Liz was allowed to inspect *Hi'llani* in the yard of L. Arthur at Port Melbourne. A frustrating few days' wait for her to clear Customs and Quarantine, and *Hi'llani* was revealed at last. David reported mixed feelings at seeing her for the first time. "She was beautiful, but had clearly been through a lot in three months. She was filthy, everything had been pulled apart inside and there were boxes of spare parts and equipment strewn everywhere."

Within days *Hi'llani* was delivered to the Wooden Boat Shop, where she underwent a lengthy refurbishment of her electrical wiring, which was the original cloth wiring from 1955, reupholstering, sisal carpet, and general safety checks and upgrades

for Australian conditions. Also the addition of a windlass and a complete strip back and repaint of her magnificent mahogany plank hull. She was eventually launched in November the same year and in March 2020 made her debut at the Geelong Wooden Boat Festival where she took out top honours as Concourse d'Elegance Motor Boat 2020!

A happy next chapter for this beautiful old boat who has adjusted well to Australian boating conditions. It will be a different life for *Hi'llani* in Australia. Her owners hope to take her on many overnight and longer voyages – Metung is next on the list – and enjoy her very generous and comfortable accommodation designed for cruising in the Northern Hemisphere. But there is no doubt this elegant old Chris Craft has been given a new lease of life as she continues her journey Downunder.



SSCBC's 1955 Christ Craft *Hi'llani* was awarded Concourse d'Elegance Motor Boat 2020 at the Geelong Wooden Boat Festival. L-R David and Liz Hoyle with Daniel from Cayzer Boats, sponsor of the award

Dear SSCBC Couta Boat Sailor,

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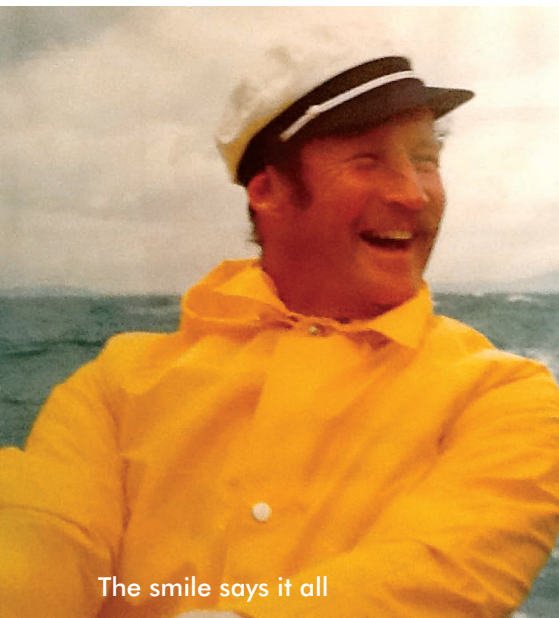
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Marcus

Marcus aged about 16 on Mornington Pier after having the end of his flipper bitten off by a Bronze Whaler whilst spear fishing at Fossil beach.

Already deeply in love with the sea



The smile says it all

Marcus loved the sea and everything in it and on it, especially his boat, *The Gannet*. He was a true extrovert who thrived on people's company. He loved his family and 11 grandchildren, parties, eating and adventure. The sailing Club was his home away from home. Friday night drinks and Sunday roast dinners were not to be missed and fanging down the ramp on his scooter at full speed was part of the fun.

Swimming from the pier at the kindly personalized ladder with his dear friends kept him going.

The Burke family thank all the crew and his wonderful mates at the Club for their devotion to Dad.

Vale Marcus.

I was about ten years old when my mother would take us to surf at Portsea back beach. There was Marcus surrounded by his surf mats that he used to hire out at 2 shillings an hour. He was the only person on the beach who was actually making money whilst doing what he most desired. My mother, always a good negotiator, tried to reduce the price to 1 shilling being that she knew the family so well. Marcus even at age 18 years held firm on the sale. He made a lot of money on that beach.

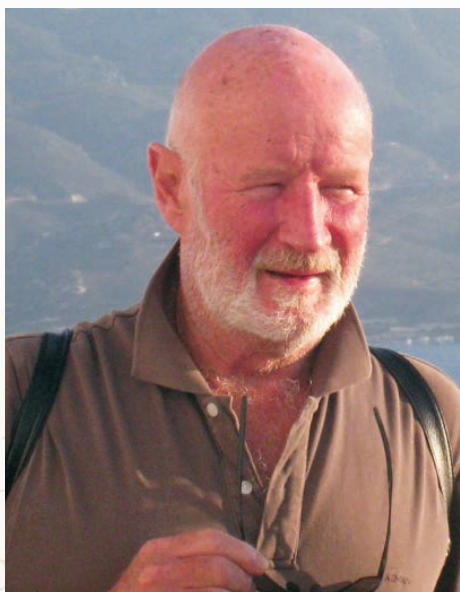
My final memory of Marcus was on the day myself, my brother Andy and Little Chris went fishing with him on the *Gannet* last year. It was stinking hot and the fish weren't biting but Marcus stuck it out even though you could see he was suffering. It was a pleasure to be in his company.

He was a person I looked up to admired and respected.

Chris Sinn



Paul Lynch and Marcus



Marcus was well known for his avant garde approach to sailing. I recall sailing on *Colleen* around the Portsea area. Marcus decided to go in amongst the moorings on the eastern side of Portsea Pier. There was a light northerly so he sailed towards the beach and didn't even attempt to gybe until he was about 40 feet from the beach. The boat was slow to respond. People on the beach were picking up their towels and moving as the boat approached the shore. At last *Colleen* came around. We were extremely close to the beach. I was surprised we didn't run aground!

Bill D

Dad showed us all how to be brave and tenacious in the face of adversity. Determination, good humour and twinkling blue eyes the colour of the sea and the sky helped him to do this. Ultimately it was Nora who kept Dad charged up so he could always be the first on the dance floor and the last to leave the party.



Marcus & Warick Leeming, Greece 2009



Early days of hanging out with the Burkes meant crewing for Marcus on the *Wattle* (IE, I had no choice). The overriding memory being Marcus screaming out orders while having the tiller between his legs with a large tin of Kalamata olives to his right and a bucket of beers to his left. Crazy. Magic.
Russ H.

Scoop



Dad and his brothers' first boat was named Wendy. This was the boat that capsized inside the heads resulting in Marcus' epic swim to Queenscliff. This episode did not deter him and his enthusiasm for Gaff rigged boats was intense as you can see by the T-shirt



Marcus with the love of his life Nora

Marcus and Rollo Moore set off from Queenscliff 8th May 1978 to return to Sorrento in Wendy, a small Couta Boat owned by Marcus. They were accompanied by the Jack Russell Scuttle.

Both were in suits as a result of "real estate business" that had been done in Queenscliff.

Marcus had removed the lead from the little Wendy in the preceding weeks in preparation for slipping her.

Off Popes Eye she got hit by a gust and filled with water. Rollo asked "Where are the life jackets?" "In the shed" replied Marcus. "And the flares?" "With the life jackets!"

Marcus, who was an excellent ocean swimmer usually kept his flippers in the boat. (He was also known to sail his Couta Boat Wattle in winter in speedos and a cravat). He stripped, put on the single flipper he could find and swam back to Queenscliff. Remember it was MAY!

He instructed Rollo and Scuttle to remain with the Wendy.

He made it to Queenscliff and got to a hall of some description. It was dark. He was nude (except for his trusty flipper and speedos) and was bleeding from some cuts he got from rocks whilst getting out of the water. Initially, they didn't believe him. Eventually, persuaded of the veracity of his story, set off in the Pilot Boat that was despatched to a ship outside the heads. It was dark, but the ships captain was alerted to the impending disaster.

Meanwhile, Rollo and Scuttle were bobbing around in the Rip and by good fortune a ship was sitting outside the heads waiting for the pilot when a crew member, who at the time was relieving himself over the rails, heard a whistle!! He threw a search light in the direction and saw Rollo and Scuttle on the upturned Wendy. They directed the pilot boat to the location for the rescue.

They were taken back to Queenscliff and reunited with Marcus, clothed & given beer! Constable Hume delivered the men back to a relieved Nora.

Wendy washed up onto the Koonya Back Beach and was found by Marcus's brother Peter a couple of days later; Unsalvageable.

Marcus was awarded the Medal of Bravery.

I don't know what happened to Scuttle!

Vale Marcus

James M



Richard, Marcus and Peter Burke in the early Couta Boat race days when Dad ran the Club from his office with other like minded fanatics

I met Marcus in his latter years.

He was a man of renown who could swim to Portsea and back on his own, way out deep.

He also saved his mate, Rollo.

Our friendship grew out of his illness; it was our bond, we were blood brothers.

He loved boats and talked me into buying three of them.

He loved fishing and we would be out for hours, until after dark and be late home for dinner.

Nora would yell at him but it made no difference.

He loved adventure.

We steamed down the east coast of Tassie with only Charlie Parkin's 1966 Melways roadmap to get us there.

We had no charts and I threw the cutlery overboard.

Marcus made the Bloody Marys.

We were the ship of fools but made it to Hobart.

He loved food. I would cook him breakfast and he'd still be eating at 10pm.

He lost his balance and would fall over all the time, usually in shopping centres and in crowded rooms.

People would be shocked when I'd say he was just attention seeking.

The more he became silent, the more I gabbled on.

When we meet in Heaven he will tell me what he really thought.

He had a superior intellect.

He suffered nobly.

I never heard him complain.

He was a Saint.

I think of him often.

Tim E

After a tiring and long day fishing near Queenscliff in my boat with Marcus and Rob Palmer, we headed back home towards the Sorrento marina.

On the way, Marcus pleaded to have one last fish in the Quarantine area where I informed him it was illegal. But naturally we went ahead anyway.

Of course the police turned up....

Marcus said that he wasn't fishing, just cleaning his lines! Greeting the policeman with that, Marcus smiled and offered him a beer.

"Who owns this boat?"

"I do"

"How old are you"

"80"

"Hmm" said the officer

"Who is that person sitting behind the wheel?"

"My friend Rob from Sydney"

"Does he have a license to drive your boat?"

"I don't think so"

"Mr Lynch have you flares, a torch, a fire extinguisher, life jackets?"

"I don't have flares nor an extinguisher but I do have the others"

"Who is this gentleman drinking beer and fishing illegally?"

"Marcus Burke Sir"

"You guys have tallied fines totalling \$750. I will overlook it this time! Have a safe trip home!"

Many other memories but this is just one.

Paul L



Marcus and Tim Phillips

2013 adventure with the Burkes

Our trip with Morrie Wolf on La Golondrina, a 57' working timber cray boat, was absolutely special. Marcus, Nora, Sue and I, and Mike and Creina Cadden boarded at Kettering and spent 7 days travelling up the west coast of Tassie to Strahan.

Marcus was at about 50% in physical activity at that time and needed attention (whilst doing the liquid provisioning in Hobart, Marcus performed his fall over backwards trick, turned it into a limp roll as he crashed to the floor ensuring the fine bottle of red in his hand emerged unscathed, holding it up like a beacon; needless to say the wine merchant was left mouth gaping, hand poised to call 000, fearing some medical emergency – 'twas just Marcus).

Morrie was amazing, he welcomed us all on board, looked us over and then declared that he would be looking after Marcus; from then on it was Morrie and his "little Mate". Marcus and Nora were assigned the dining table bed in the main saloon, so their day began with a cup of tea and Marie biscuit for Nora in bed while Morrie stirred the porridge, then Morrie would bundle Marcus into the tinnie for the early morning cray pot run. Leemings and Caddens had no idea of the light of day – the Leeming berth was the old freezer hold accessed by a trap door in the base of the shower, Cadden's down a hatch to an equally dark cabin in the bow.

As usual for Marcus there was nothing that he held back from during the trip, with his amazing sense of desire, there was nothing he couldn't do. In and out of the tinnie, onto rocky shores, up the Franklin River, and Morrie was always there, covering every move. The trip was 7 stars, a fabulous outdoor adventure. We had at least 20 crays in the well at any time, a boon for Marcus who is well known for his ability to eat. Morrie guided us through the history of the west coast, putting us in great anchorages every evening. We joined with Storm Bay and Jane Kerr on a couple of occasions. We caught tuna, stripies, abalone, basically eating like kings. King on the tooth of course was Marcus, a record-breaking effort eating crays down to their last legs.

So lucky to have been on this one.

Warick L



Taken earlier this year on a Friday night at SSCBC
From Left Chris Sinn, Marcus Burke, Tim Phillips, Vic Mulder & Richard Hodgkinson



Marcus loved the sea and everything in it and on it



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MEMBERS' ADVENTURES

>>> 2020 YANMAR WOODEN BOATSHOP WOODEN BOAT FESTIVAL - MICHAEL GOLDING

People that own, sail, motor and maintain wooden boats generally appreciate the intricacies of fine woodwork that is the substance of the structural backbone and fittings of a wooden boat. I belong to this category and I was one of many that travelled to Geelong for the biannual 2020 Yanmar Wooden Boatshop Wooden Boat Festival held over the long weekend in March.

Besides the journey to and from the event in *Lucy C31*, my particular interest in attending this year's festival was to observe the various ways in which wood is utilised in a wooden boat. I have always loved the 'feel' of wood and love working with it to build things, including building a wooden boat. The festival also provided a great opportunity to meet and talk to like-minded people who love to cast an eye over the exhibits, picking up ideas and admiring the craftsmanship.

Here are a few of my observations.

The *Enterprize*

In previous years, the festival has attracted numerous Tall Ships which, when in the harbour precinct, are open to festival patrons. However, this year just a few made the journey.

One Tall Ship was the *Enterprize*. This replica barque was constructed from Australian grown timber, using traditional 19th century methods. My grandson's mother worked on this project so I have a close connection to the ship.

The clever utilisation of wood in the construction of the *Enterprize* was obvious. Wood is such a tough material yet so versatile. For example, the windlass on the ship



A festival of wooden boats! Printed with permission of Tricia O'Brien

is constructed only from wood and obviously is manually operated. This mechanism is cleverly designed, robust and reliable.

When you view the interior of the *Enterprize* you can only marvel at the precision of the built-in furniture. The inherent beauty of polished wood is ageless, and a shipwright's ability to craft it just reinforces the

appreciation that people have for these treasured ships.

For me, these heritage ships are an active link to the past, to the long chain of seafaring throughout the ages – their history connects me to another time when builders and artisans could understand the simplicity of their world and be comfortable within it.



Blocks, Belaying pins and halyards on the 'Enterprize'



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MEMBERS' ADVENTURES



intricate work that constitutes the composition of a block. The blocks that were exhibited were varnished, polished and, truly, works of art.

The people

Besides wooden boats and the various exhibits, the people who are devotees of wood and wooden boats, permeated the festival spirit with their enthusiasm and stories.

Three newcomers to the festival were the Burnham brothers who come from prominent fishermen pedigree. The Burnham family fished on the Mornington Peninsula

*Printed with permission of Tom Smeaton:
www.smeatonphotography.com*

The exhibits

The festival is about featuring wooden boats, which also means equipment for boats. And among the many stalls displaying various equipment were the ropemaking exhibits.

Ropemaking has a historical thread that has accompanied the development of wooden boats through the ages. The ropemaking display was as popular at Geelong as it always is at other wooden boat festivals.

To make rope, hemp fibres are twisted in one direction to form a yarn and 3 yarns are twisted in the reverse direction to form the rope. The equipment to do all this is simple but it never ceases to interest me as the rope is made in such a stable form. Nowadays, most ropes are continuously plaited so length is no restriction as it is for 3 core rope.

Another display that showcased historical craftsmanship was the array of wooden and bronze turning blocks. Having crafted wooden blocks for Lucy, I appreciated the



'Sara Luisa' owned by the Burnham family. Printed with permission of Steve Burnham



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MEMBERS' ADVENTURES

from the 1920s to roughly the end of the 1970s when some of their own sons took over. Fishing with longlines, nets, handlines and sometimes traps, the boats fished the whole of the southern end of the bay, including grounds up to an hour's sailing out the Heads.

Steve Burnham, who has written extensively on traditional wooden boats, both yacht and fishing craft, now owns one of the boats originally owned by his father, a 24' Cousta boat built by in 1962 by Alex Lacco in Rye, and which was an integral part of the Burnham fishing fleet. Fishing craft were usually not given names but after Steve bought the boat, he named it *Sara Luisa* after his daughters.

Steve and his brothers John and Peter, decided to sail the *Sara Luisa* from St Kilda to the Geelong Wooden Boat Festival, an adventure the three brothers had long been meaning to take. With both John and Peter retired and Steve winding down a little, the time seemed right. Steve told me they all had a wonderful time, talking with other boat owners and enthusiasts over the weekend, exploring the huge fleet of wooden boats and ships, with many other cousta boats present, and finding like-minded sailors and visitors to the Geelong waterfront. The weekend saw many memories resurface for the three brothers, with forgotten stories from the old days rekindled. He later told me that on the sail home John threw away a handful of bait that was stored in his oilskin pocket. He'd brought it along in case they had the chance to wet a line again!

Then from the southern end of the bay, SSCBC Member and Div 2 sailor of *Peter Pan*, Andrew Gray, chose to motor from Sorrento in



The solid and sturdy 'Janet Ann'. Printed with permission of Andrew Gray



his recently purchased vessel, the *Janet Ann*. *Janet Ann* is a timber, gaff rigged boat that was the last boat built by Alec Lacco before he passed away in 1978. She is an imposing boat, solid in her build and so structurally sound. Andrew found her in Cygnet, Tasmania in 2019 and tested her durability on his return trip across Bass Strait to Blairgowrie. Andrew tells me that there is a story to be told about that trip. But that is a story for another time!

For Andrew, the journey to the Wooden Boat Festival was about 'catching up with like-minded people who love wooden boats, and who are generous in sharing their knowledge', such as bending the ribs and swaging. This included Arthur Wood, who completed the

building of *Janet Ann* after Alec Lacco's death. In Andrew's words, 'Arthur is one of the many people who can help to join the dots of the history of the *Janet Ann*. It's good that they share that information otherwise it's going to be lost.'

Such is Andrew's attachment to *Janet Ann* that he admitted, 'Every time I look at *Janet Ann*'s exposed ribs, I think of the history of the boat and how they got her to that point. They built the boat in six months. In today's society they couldn't do it.'

Andrew concluded that it was a great event and that he looks forward to the 2022 festival. I have to agree with him!

Michael Golding

Lucy C31



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2020 AUSTRALIAN YOUTH CHAMPIONSHIPS



Photo Beau Outeridge

This season SSCBC hosted numerous large regattas including the Opti State Titles, RS:X World Championships and the Australian Youth Championships. One of the stand outs was the Australian Youth Championships held from the 10-14 January. Over 200 boats across 7 classes were parked along the beach ready to race.

The Championships had a slightly rocky start with practice races cancelled and the opening

ceremony held in the pouring rain. This, however, did not dampen anyone's spirits, as everyone was excited for the days of racing to follow.

Day 1 served up a solid 22-25 knots gusting 30 achieving two races for the 29ers, Lasers and Technos (wind surfers), while the Nacras and 420s achieved three races. Day 2 also had difficult conditions, starting off with light winds and strong tide gradually building up to

a solid breeze for the last race. By the end of the day, all classes had completed at least five races. Days 3 and 4 consisted of waiting under the AP flag and listening to Ben Fels' expert and mostly humorous meteorological updates over the PA system. Unfortunately, all remaining races were cancelled due a lack of wind and poor air quality as a result of the bushfires in Gippsland and NSW.

Despite the weather not playing out as we would have liked, the brilliant race committee did an incredible job of keeping all sailors up to date and getting in as many races as possible. The multitude of volunteers in the bright red caps helped every sailor feel at home and helped maintain a positive atmosphere.

On behalf of all the competitors, I would like to thank all the volunteers. Of all the regattas I have sailed in, I have never seen as many volunteers helping to run the regatta so smoothly. It was



Club volunteers, Ralph Wilson, Tony Reed & Ben Sington



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2020 AUSTRALIAN YOUTH CHAMPIONSHIPS



Photo Beau Outeridge



Photo Beau Outeridge

incredible to see Couta Boat sailors, parents and Members helping out on ribs, start boats and sign on/off. Younger sailors from the training centre did not disappoint, running trailers out to sailors launching and coming back in. Many of these sailors offered up their time instead of taking their well-deserved rest after competing and representing SSCBC at the Opti Nationals days prior.

Elle Sankey
Junior Club Captain



Photo Beau Outeridge



Photo Beau Outeridge



RS:X WORLD CHAMPIONSHIPS

>>> A WINDSURFER'S PARADISE AT SORRENTO

The 2020 RS:X World Windsurfing Championships, the last for the Class, will go down as one of the most unique Championships we've hosted, showcasing the capacity of the Club.

Usually these events take a few months of consideration, bid preparation, MOU negotiation and extensive direct lobbying and then about 18 months of preparation.

With the original host club suddenly terminating the event contract for New Zealand, we completed all the revised requirements, draft bid document, negotiations and "discussion of understanding" in just four days, across three different continents, predominantly through WhatsApp.

There were 13 bids for the event and Sorrento's capability was clearly impressive, winning 5 votes against 2 for Europe and 1 for China. Although we expected to complete an MOU, we woke up to the press release that the RS:X Class was simply awarding us the Championship, and they would work out the details collaboratively with us. Things moved quickly. We already had a decent summer planned with what we expected to be a record sized Australian Youth Championships.

The RS:X Championships could fit at the Club, with our existing footprint and unlike previous Worlds, we would only have to run one Trapezoid course, not 2 or 4 courses as we had with the 2015 Moth worlds and the 2008 49er & 29er Worlds. If we kept it simple and focused, we could run a great event.

With 35 National, Continental and World Championships occurring



across the Summer of Sail in Victoria, we had the good fortune to have secured the easiest big event, in partnership with a class that were so grateful for our support. Also, the logistics and vibe of the event would play to our strengths.

Within a short timeframe, athletes and National teams were contacting us, booking accommodation around Sorrento for weeks on end. We knew the conditions would play a big part in the results, so teams would start arriving in December to start training in the local conditions.

There would be many well-resourced and well-financed teams, with their Governments and National Olympic Committees funding to support them. Equipment and technology wise, the RS:X is the lowest cost class in the Olympic Sailing Events.

This was not just another World Championship. Countries that were qualified for the Olympics would be using this as a selection regatta to decide which athlete would be selected for the Games. There would be an epic battle that the windsurfing world would follow for

the Nederland's selection – the top two ranked sailors in the world were Dorian van Rijsselberghe and Kiran Badloe – best mates and training partners, but only one could be selected to represent the Netherlands and this regatta would decide it.

In early January, teams were arriving on mass, fitting in at the Club, where we were already full to the gunwales hosting the Australian Youth Champs with over 310 sailors. The RS:X athletes would then head up to Sail Melbourne which had a massive boost with 34 RS:X entries, the highest number and highest quality of competition the event has seen. All of these athletes were in serious competition mode.

All of the teams were made training Members of the Club, just as we do with the Victorian Institute of Sport when they train here.

February saw us running training races every couple of days with 60 to 80 boards. We had a Sorrento RS:X Club Championship that was a stronger competition and about 5 times bigger than the Sailing World Cup in Miami. The highest quality



RS:X WORLD CHAMPIONSHIPS

Olympic class racing was happening daily as a standard at our Club. We built a great rapport with all the sailors and coaches; they could see we were trying to provide the best we could for them, and they loved us for it.

We had a great team of new and regular volunteers to run the event, led by our talented Volunteer Co-ordinator, Deb Kwasnicki. It was also terrific to have our Club Race Committee Vessels complemented by so many Members' private boats.

We wanted to do the event for the sake of sailing and the finances had to be carefully managed. Our late securing of the event meant that we had missed the standard cut-off dates for Government funding. Early on, we had sought help and advice from Gavin Wall, our Regional Manager at Australian Sailing. Gavin reached into his contacts in Government and helped to explain why SSCBC should be considered for some event funding.

Just prior to the event, we received confirmation that we would receive a Sporting Grant, allowing us to provide some of the finishing touches to the regatta, such as event caps for Volunteers, Competitors and Support Persons, an Opening Ceremony, a mid-event BBQ and a



Closing Ceremony party. We really appreciated the support of the State Government in providing funding that put the regatta up to the level we wanted it at.

After a rapid build-up, it was great to get racing underway. Despite the weather challenges, we managed to get the full program of racing completed on schedule. The most unique aspect was that on the last day, we ran all the RS:X medal races plus Couta Boat racing - an exceptionally rare event.

As the event came to a close, our new World Champions were crowned, tickets to the Olympics booked, and the everyone celebrated together.

We'll close this report with the

parting words of the RS:X Class:

"As the World Championships draw to a close, the RS:X Class would like to thank Sorrento Sailing Couta Boat Club, their volunteers and staff, for not only being gracious hosts during the week of racing, but also for providing the sailors and coaches with a proper home away from home for a number of weeks in the lead up to the event and for supporting all of the different training and preparation activities over the past few months.

The RS:X Class would also like to thank Australian Sailing and the Victoria State Government for their support for the event. Sorrento has been a fitting venue, a perfect send off, a windsurfers' paradise - giving the Class the opportunity to head to Tokyo 2021 with its head held high and end what has been a momentous four Olympic cycles as the chosen windsurfer class. Thank you Sorrento, thank you Sorrento Sailing Couta Boat Club."

Ben Fels

Sailing Manager

Editor's Note: Thank you to Ben Fels for leading the way on this incredible regatta and having the passion to put us forward as host.





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OPTI STATES



SSCBC were proud to host the 2020 Victorian Optimist State Titles a little over a month ago, from 7-9 March 2020. With over 80 sailors across the three fleets, SSCBC were well represented with 22 sailors fronting up to the challenge.

From the outset, SSCBC were keen to put on a fun, family-oriented event, with music, a fun and welcoming atmosphere and daily sausage sizzles run by our parent volunteers. The newer sailors were in for a treat with the format of the Pirate (Green) Fleet.

Pirates (Green) Fleet

Ahoy me hearties!! 22 pirates took to the high seas on Saturday in a good breeze and in no time they were around the point heading to Blairgowrie to cause mayhem and havoc.

Conditions, however, proved too gusty for our pint-sized Pirates on Sunday. Led by Michael Fels, they

instead sailed in small groups on SSCBC's fleet of Quests, they tried their hand on 29ers and also participated in a good old-fashioned treasure hunt.

Well done to SSCBC sailors Flynn Beck (2nd Boy), and to Sadie Cunningham (3rd girl).

Intermediate Fleet

The Intermediate and Open Fleets both shared the same course but finished at different points, which proved to be the right decision.

In the Intermediate Fleet, SSCBC had nine sailors compete in a series of challenging conditions. Midway through the regatta, we had my brother, James, and I battling it out for 2nd place, and Miles Levenspiel (also SSCBC) hiking hard against Thomas Jackson (SYC) for 1st.

Coached by Jack Lewis and Campbell Rickard, SSCBC was well represented on the podium with

Miles Levenspiel (1st boy), myself (1st girl) and James Williamson (3rd boy).

Open Fleet

The Open Fleet had all five members of the AOST (Australian Optimist Sailing Team) Worlds Team on the start line. Furthermore, 15 of the 36 sailors had travelled from interstate, so competition was understandably fierce.

SSCBC had four sailors, and each of them was challenged by both the conditions and the competition. On Saturday, tides were strong. Wind conditions averaged 12 knots with gusts coming from all over the course. The fleet shot through three races. On Sunday, the fleet completed four great races and two on Monday, with the lead changing constantly.

Congratulations to SSCBC's Natalie Gleeson on her podium finish (2nd VIC girl).



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OPTI STATES

Big Thanks From the SSCBC Junior Fleet

Hosting an event of this size is a huge team effort and this was no different. Parents, coaches, the various committees, volunteers, the F&B team and Club officials all pulled together to host this event in the way that SSCBC does best! Effective use was made of time on water, and the atmosphere created

by the Club's team and Members was one of fun and inclusion.

On behalf of all SSCBC Junior Sailors, I'd like to thank Dave and his brilliant team of coaches for the support and encouragement provided in the weeks and months leading up to this event. Thanks also to the race officers, juries, and those who worked behind the scenes to make this such a great regatta.

A huge shout out also to all our parents who volunteered on rescue boats, finish boats, sausage sizzles and on the registration desk.

Although so much has changed in the month since this event, I hope we can all stay safe, look out for each other and come back stronger and faster, soon.

Annabelle Williamson
Junior Club Co-Captain



FOLLOW OUR SSCBC SAILORS ADVENTURES!



#SSCBC

COASTAL LIVING





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SAILING'S G.O.A.T. PAUL ELVSTRÖM



Paul Elvström has won four Olympic gold medals and eight world championships in five different classes. He has designed racers ranging from two-person trapeze boats to Two Tonners, and recently designed a 21-foot singlehander with a sliding seat for those, who, like himself, still want to sail and race alone, but are "less agile than they used to be." His sailmaking insignia, the Elvström crown, appears on sails in a wide range of classes throughout the world, and there are very few sailors who are not familiar with his name.

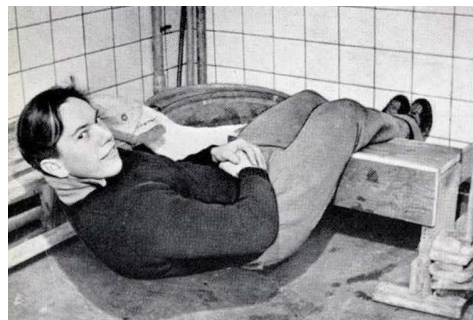
In fact, when Elvström talked about his preparation for a championship, he became adamant and intense.

At 51, Elvström is extremely fit, with an immense amount of energy. His English is relatively good, but when he can't find the words to express his thoughts, he more than makes up for it with elaborate hand and body gestures. He loves to laugh and he was extremely comfortable with all the sailors participating in the Ontario seminar.

During the week of instruction, other attributes surfaced, relating directly to Elvström's racing ability. He is extremely intelligent, and in an intuitive way, he'll know that something should or shouldn't work, often without knowing why. Over the years, his physical conditioning has been without equal, and when his athletic prowess has combined with his intuition and cleverness, Elvström's truly awesome sailing abilities emerge. For instance, his strength was a vital companion to his seemingly innate mental powers when he skippered a 505 from the wire to a world championship, figuring correctly that his weight would place

more tension on the forestay and produce greater speed.

He is obsessed with perfection, and is downright impatient with anything



less. During the training week, after watching a boat sailing upwind get struck by a puff and heel momentarily, Elvström jumped up and cried, "Oh, no. This is bad. You must keep the boat flat all the time." And it was obvious that he made the same kind of demands on himself during his own training. In fact, when Elvström talked about his preparation for a championship, he became adamant and intense.

To him, the preparation was more important than the actual sailing, because at the uppermost levels of completion, he claimed, most sailors could race well, but there were often huge differences in the amount and quality of preparation each performed.

By the end of the week, the message came through as to which has become great, and why so many of us fail to reach our own full potential. Quite simply, Elvström set for himself the highest possible standards of excellence and then worked extremely hard to reach them, trained and sailed eight hours a day and worked nights

for income, continually thought out ways to improve his boat, his sails, his equipment and himself.

As a result, he has become what some consider the greatest sailor in the world, and has gathered as much sailing experience in his one lifetime as most would gather in ten. What follows are some of his philosophies and thoughts on various aspects of racing, derived through a



startling career as athlete, sailor and, ultimately, as master.

Why Are We Here?

I think during the time here, the most important thing is that you try to know each other; that way, you are smiling and happy and you like to be together. I think that what you will learn here you all know before because you are good sailors; but you can teach each other and become very good friends, because after this training week you should go back and play yachting, play racing with each other, because that's the only way to be good. We like sailing. We like to compete. We like to play. If you are playing in a group where you live, you will automatically be very good because you will teach each other. You'll go out racing, because you love it, and I think this is the most important thing.

You Are Fair

Here is an important idea: If you are fair and a nice man to everybody, they will accept that you are first; if you're not, then nobody will accept you are first. So it's much easier to



SAILING'S G.O.A.T. PAUL ELVSTRÖM



1956 Olympic Games - Melbourne. 2nd A. Neils (BEL), 1st P. Elvstrom (DEN) and 3rd J. Marvin (USA)

be first if you are nice. Let us say for instance, starboard/port. If the port is a little close to you, let him sail past you, because you shall pass him if you are better or you are faster. If there's doubt, let him go, because this man, he will always accept that you will beat him, because he felt you were so fair. And another thing. In a regatta, some people are crying, "Starboard!" Why? It's unnecessary. The man on port is not stupid. He knows that you are there. So it's nice to compete with people who are not using a big mouth.

"We Shall Not Be Nervous"

We come to a big regatta and there's a skippers' meeting, and everybody sits there with the rules, and they're so nervous; and I'm always hoping that there would be a member of the committee who would break this, and try to make even important events fun—everybody smiling and looking forward to going out and competing in the boats and being nice against each other. And when you enjoy yourself sailing in that way, you are sailing much better than when you do something to make yourself nervous. Remember, we are sailing for fun.

That's why we're here. We shall not be nervous. That's my experience in my life in yachting.

Only When You Are 100 Percent

The preparation is the most important thing, because only when you are 100 percent sure you know everything and have forgotten nothing are you racing, and you can concentrate on starting in the right place and using the tactics. Remember this formula: P6 = Proper Prior Preparation Prevents Poor Performance.

The important areas are the physical conditioning, boat preparation, and the racing rules and tactical ideas they give you. Also, when you come to a regatta, look down the list of entrants, review the strengths and weaknesses of the ones you know and find out about the ones you don't. Because when you come to the start you know what they are used to doing, and if they're used to being wrong you know it. And you can calculate that they can be a little stupid sometimes, like falling down into you at the start, or they don't respect the rules. And I never try to fight against people who break the rules; I try to get away from them at an early stage.

My Compass Headings

To calculate where the wind is moving before the start, I begin sailing upwind once I am near the course area and notice my compass headings. I might notice that I was pointing one way for two minutes, then I was pointing lower, etc. So I know what are the high compass direction, and the low. Then I say the highest we had three-quarters of the time, the low for one-quarter of the time, and from that I calculate an approximate median. Whenever the wind changes, there is a good possibility that it will come back, unless there's an obvious reason why it won't. For instance, the starboard is very high, so I stay on starboard because there is a very good chance it will go back.

As the race progresses, and I'm behind, I will use the other boats to tell me when I will get the wind shifts, and take the benefit of them, because sometimes people bear away in headers and wait a little to see if they will stay, and that helps the boats behind.

Sail Your Own Tactics

Once you have started and are sailing upwind, and the boats begin to tack away, it is most important for you to sail your own tactics. If you see that you won't gain by tacking, don't tack. Only tack when you see that you are gaining. If you tack just because others are, then you are only following, waiting for them to pass you. If you are in a good position, why not try for a better one. I see too many good sailors following each other around. Let's say you have calculated an 80 percent chance of becoming headed, that is, there is a chance that you won't become headed. You must continue on and carry out that tactic. You must not be weak and say, 'I think it's better to follow the fleet.' Because you are not the winning type, you are the careful type. And the careful type is never the winner because of this.

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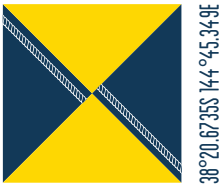
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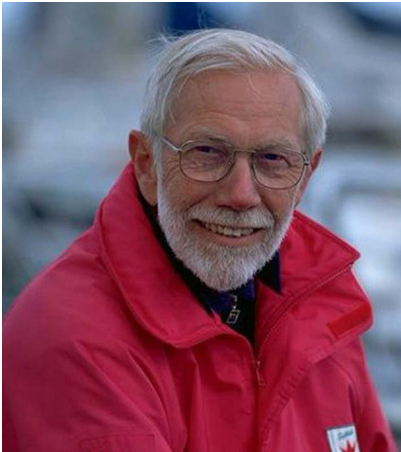
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SAILING'S G.O.A.T. PAUL ELVSTRÖM



Keep The Speed

Here is another important rule: When you are sailing upwind and you feel you cannot point as well as you'd like to do, then keep the speed. If you get a header, bear off and keep the speed -speed, speed, and speed. And then if you see the advantage by tacking, tack, and always keep the speed. And when you have bad luck, or when you are on your own, don't try and point the boat too high or force the wind. Bear off and think, speed, speed, speed. And if you stay calm and work hard, you will go fast and point well, and soon you will have good luck, too.

A Favorite Wind

A storm. I love the water in a storm. I like nature. I like all winds. I enjoy the change, but I especially like strong winds, especially with spinnaker. I pull on my vang and let my sail all the way out. Pulling in my sail would hurt me because I know I would be losing some speed. But you must practice to get confidence.

Tack Without Losing Speed

When to tack if you get headed depends on the position of the racecourse. If the header is slow, then wait for the wind to go back to the median and tack. If it is quick, then you will want to tack immediately. That is why it is very important to be able to tack without losing speed. If you can't tack without losing speed, you can't take proper benefit of the shift.

Good Fast People

If there are good fast people in front of me on the reach, then I will follow, but if it is people I can easily pass by planing, I will go up. But I will wait until they are in a bad position and slow, so they won't luff me.

I Sail With Only a Tiller

I cannot feel the boat with a wheel. If all you had to do was to sail with your eyes, anyone could do it. You must also use all your feelings; the wind on your face, the palm of the hand, the sensation of the boat. I cannot sit to leeward. Then, you can only see the sail. You must always steer to the waves, not follow the sail.

When tacking, roll the boat hard. The sail should luff just once, when it goes from one side to the other. Cross the boat like a cat, on the balls of your feet, and be very sensitive to the heel. In a jibe, let the sail out 45 degrees, then step and sit down very hard, pumping the sail up against the wind. And with waves, the main thing is that instead of going into a wave, you must pass a wave. If the wave is low you can bear away and pass around it. If it's high, then you must luff to pass it. The worst thing is to bear off for a wave because we think we can catch it, then we don't catch it and we slow down more in speed. So if we bear off, we must be sure we can catch the wave. Also, on the reaches, it is much quicker to correct sail trim with tiller than by working the sheet. We have always known that if you take the right benefit of the waves and the boat and the rudders, you can pass someone very soon who is sitting still.

Know Which Way To Go

The most important thing on starting tactics is to know which way you want to go after the start. If you want to continue on the starboard tack, do all you can to have free water to leeward. If you want to go onto port, you may have to start one boat length late so that you can be sure to get

onto port immediately. Because what is expensive at the start is to go the wrong way. Now, if the line favors the port end, or it's even, I will start near the port end, because soon after, starboard tack is usually headed. But if the line favors the starboard end, I can be sure most of the boats will try to start there. Then, I position myself to leeward of the group because even though I'm behind at the start, I quickly get free wind, and if it turns back a little, I get more free wind, and finally it goes back more and I can tack and cross ahead of the group. This is instead of taking the chance of getting the best start but getting forced into a very bad start or being forced to tack immediately.

I am happiest when I'm in a Boat

That is the reason I go out sailing as much as I can. I feel well in a boat and if I'm not sailing, I don't feel well. That brings me to a very good point. Now you are all young, but young people can have problems, too. And if you have problems — business, education, family — give up racing because you will be bad. Because you cannot really concentrate on the race. And I have seen so many friends, who are very good, but they went into a divorce, and they were hopeless on the racecourse.

They were not concentrating on the race, but thinking about how bad everything was. And I went into business problems, and I knew I was out of racing, and I love racing, but I was bad. I couldn't concentrate, my preparation was poor. I didn't work hard enough, and yes, when the race started I gave everything I had. But I knew I had lost before I started. I then get angry at myself when I make a mistake I should have seen, because I like to do it perfectly. If I lose because of bad luck, then I don't do anything, but if I lose because I have been stupid, then I'm angry.



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Thank you to our valued sponsors for sticking with the Club in these uncertain times. I keep thinking how fortunate we are that we were able to enjoy our summer months and all the incredible sponsored events before COVID-19 hit. Thankfully we delivered all of our major events and sponsored Couta Boat races before our daily activities were suddenly restricted. Just imagine if this hit in December or January and we weren't able to enjoy our summer at the Club. I hope that our Members

are able to continue to support all of our sponsors and their businesses during these unprecedented times, if and when the opportunity arises. It has certainly brought home to me the value of shopping local and offering support where we can.

Our season briefing held in the impressive **Mercedes-Benz Mornington** showroom kicked things off in October. Couta Boat sailors were treated to food and drinks, and even a whiskey tasting

thanks to Chief's Son Distillery. Ben Fels provided an overview of the season, important rule changes and safety aspects, while Chris Thoday from Mercedes and guest speaker Peter Hackett, who is one of their high-performance drivers and instructors, gave us a run down of the latest vehicles in their fleet.

The **Wooden Boat Shop** series was the first Couta Boat aggregate series for the season and the post-race festivities put on by Tim Phillips are always well received. Thank you Tim and Wooden Boat Shop.



Next up was the Mercedes-Benz Mornington Couta Boat Association National Championships. The Mercedes red hats were seen throughout the season and were certainly in hot demand. Thank you to Chris Thoday for the generous post-race food and drinks enjoyed on the Western lawn following the second day of racing, and the embroidered Gill crew jackets for the winners. This final day of the Nationals coincided with **Pommery** Summer Drinks in the marquee, which was again a sensational event.



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Winner of the RT Edgar South Channel Race Div 1 Handicap – Max Chester and Zephyr

The **RT Edgar** South Channel Race on New Year’s Day enjoyed superb sailing weather – beautiful sunshine and good winds, but we weren’t so lucky for the KPMG Couta Boat Classic and GANT Portsea Cup.

Sailing was cancelled for the **KPMG** Couta Boat Classic as a result of the devastating bush fires across the country at the time. The thick smoke haze that blanketed the Bay was certainly a frightening indicator of the tragedy unfolding across our state and beyond. The KPMG executives felt it was the right thing to do to cancel the on-water

component of the day, given so many people were suffering around the country. Food had already been prepared, so to avoid huge wastage, the lunch went ahead, and Couta Boat sailors and our KPMG guests enjoyed the day. Commodore Graham Cunningham announced on the day that the Club would launch a fundraising campaign through the Red Cross Disaster Recovery Relief that coming weekend to support those affected by the bush fires.

The weekend of the **GANT** Portsea Cup also encountered poor sailing conditions. The day kicked off with breakfast in dining room this year, with Andrew Plympton AM interviewing the inspiring Jessica Watson OAM, who told us all about her adventures sailing solo around the World as a 16-year-old. Incredible. Sailing

was abandoned on the Saturday but re-sailed on Sunday at 1000hrs, prior to the GANT Portsea Cup Quarantine picnic and presentation. Unfortunately, there wasn’t enough wind for Div 2 to get a race in, so Div 2 was resailed later in the season. The Quarantine picnic and presentation was a little chilly but a huge thank you must go to Sally Meaden from Takn2Market and Andrew, Mandy and Charles Gray from Raw Materials who did so well catering for everyone. We all enjoyed arancini balls and delicious



pizza throughout the afternoon, with soulful tunes from Emanuella. We collected money on the day towards the Club’s fundraising effort, raising much needed funds for the bush fire victims. All up the Club raised \$4,302 over the weekend for the Red Cross Disaster Relief & Recovery fund. Thank you to GANT for their support and generously donating an additional \$1,000.

The **Gill** Next Gen Couta Boat race was another fun filled day, with over 200 under 35-year-olds taking part. It is so nice to see all of the “next generation” enjoying sailing on our iconic Couta Boats, some of whom don’t get out on the



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water very often. Thank you to all our supporters of this event and of course to Gill. The winners were thrilled with their Gill crew jackets.

We celebrated Australia Day in many ways at the Club, including the **Gurner** Australia Day Three Piers Race for the second year running. The official ceremony involved welcome speeches, the National Anthem sung beautifully by local singer, Lachlan Clue, the Australian flag raised by our Junior Club Captains, Elle Sankey and Annabelle Williamson, the Opti dress up, the Buxton Cup, Gurner Three Piers Couta Boat Race and Charlie Sillypants on the Western lawn. Thank you to Gurner for your support, and for the generous

prizes of magnums of Moët for the winners.

Next up was the **Sanpellegrino** Cup Couta Boat Race in mid-February, which also incorporated the re-sail of the CBA States. Sailors and visitors to the Club that day enjoyed the hospitality provided by Sanpellegrino – delicious samples of their sparkling fruit beverages and mineral waters.

Yabby Lake Great Fort Run was another beautiful day, with plenty of wine samples and specials on the deck for Members and guests.

Coastal Living's Couta Boat Race was held on the final day of the RS:X Windsurfing World Championships,



GANT Portsea Cup Div 1 Handicap winners, Sorrento, skippered by 17 year old Lauchie Vaughan

so there was plenty of action out on the water. Sailors devoured the post-race food and beverages supplied by Coastal Living, and Ross and Lou presented the winners with some substantial goodies.



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CBA States Div 2 Handicap winners, Kitty Miller

The final sponsored race of the season was **Steadfast IBG Insurance** Couta Boat Race – thank you Ronnie Schwarz for your support over many many years. Thank you also to **X-Trek** for sponsorship of the Club's Couta Boat, Ripple.

The highlight of the season for me was hosting the RS:X Windsurfing World Championships. Welcoming 116 athletes representing 31

countries was an incredible event to be part of, and I congratulate everyone involved in delivering this spectacular event – from the volunteers to the SSCBC staff and class officials. I look forward to what's in store for next season, but in the meantime, stay safe and enjoy the slower pace of life imposed by this time of isolation. I certainly am.

Hollie Hick

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.

>>> 2019-2020 SSCBC COMMITTEE FLAG OFFICERS CLUB CONTACTS

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Vice Commodore Drew Marget

Rear Commodore Scott Llewelyn

Treasurer Shaun Chalmers

Club Secretary Nikki Schwarz

Club Captain Scott Llewelyn

Committee

Howard Critchley, Mark Klemens, Jonathan Long, Georgie Silverwood, Rollo Wright

CEO Henry Dyer

Finance Deb Hodgson

Administration Jorja Crowe

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Head Coach and Development David White

Sponsorship Hollie Hick

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