

TIDINGS

TWENTYTWENTYONE

Clubhouse
Redevelopment

PAGES 08-11

Toyko
Olympics

PAGES 18-19

Sorrento
Regatta

PAGES 24-27

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THE NEXT GENERATION.



Pic Sophie Klemens

Efficient 44



COMMODORE'S REPORT



Dear Members, by the time you read this I will have retired, after three years as your Commodore. What an amazing time it has been. I can honestly say I have really enjoyed the experience.

Back in June 2018 when I took on the role, I told members what was paramount in my mind:

- Retaining the warm, welcoming and family friendly environment of the Club,
- Increasing participation in sailing,
- Providing excellent facilities and hospitality services for all our members, sailors and non-sailors, and
- Sound financial management.

Little did I know that COVID would be my unwelcome partner in delivering on my promise to members. The pandemic certainly challenged us in planning and delivering on services to members. Club closure during winter, ever changing restrictions on sailing and hospitality, on-again-off-again lockdowns threw all our members' services into doubt. Although COVID still lingers with us, I think we have got through the challenges well, and, I believe, we have delivered to members and come out a better Club.

Maybe having three generations of Cunninghams sailing at the Club gives me a biased view of the "warm, welcoming and family friendly environment". But then I think of our wonderfully welcoming and professional staff; little tackers being excitedly corralled by the coaches and bosuns; kids racing up Lavender Hill to get Easter eggs; parents catching

up for coffee while their kids are out sailing; families spending endless summer days drifting from swimming to sailing to socialising; volunteers in the tower and out on the water; kids swimming off the jetty; swimming and walking groups getting out and exercising, using the Club as their base – I could go on.

Have we increased participation in sailing? Have a look at the Club Captain's and Training Manager's reports in this magazine, I think I can safely say we have.

Last season we trained 521 young sailors in the Sailing Centre. On one day we had a record 147 kids in training. Our participation, success and presence in off-the-beach regattas has never been better.

In the past three seasons we have hosted many National and International regattas, including the RS:X Worlds (Olympic selector), the 2020 Australian Youth Championships, Opti State Championships and Waszp Nationals. Our contribution back into sailing.

On the Couta Boats we have Next Gen sailors taking the helms, a young all-female crew doing port-hand starts, young kids crewing with their dads and, of course, the successful Ripple sail training program. I wish I could claim all the credit for that increased participation, but I cannot. It's a real team effort. Dangerous to single out people but David White, Ben Fels, Peter Osbourne on the Committee boat, Deb Kwasnicki and all our volunteers, Tim Collett as our Club Captain, Howard Critchley supporting the Couta Boat fleet, Rhys Tucker enthusiastically driving our Ripple program, Richard Hurley sponsoring Ripple, Ralph Wilson driving the re-introduction of the Sorrento Cup weekend all deserve a special mention. Others who deserve a special mention are our bosun team, led by Kieran Wicks, who makes sure

everything is ready for our sailing every week. Kieran, with off siders Jackson and Riley, maintain the Club's fleet of boats and also enjoy looking after our work experience students and participants in our schools program from Rosebud Secondary College.

Back in 2018, we faced the challenge of changing our catering arrangements at the Club. Contracting out our F&B operations was no longer working and we were not geared up to run a hospitality operation. The advice we took at the time indicated that we would not find an F&B contractor willing to take on such a highly seasonal business (and our search proved this to be so). Alternatively, we were told if we took it inhouse we would struggle for staff and incur big losses. Caught between a rock and a hard place, we made the decision to take our hospitality operations inhouse. Fortunately, we had Henry Dyer (as a consultant at that time) to guide us through the transition. Three years on I can safely say that taking ownership and control of F&B offerings to members has been a great success. We are better attuned to our members' needs and we can try and change offerings quickly - Couta's Fish and Chips, the Galley, different menus.

And then there was COVID. During the 2020 winter we had to close our dining room and bar. We quickly converted to take away on weekends. Memories of Bernard's fish and chips every Friday night.

Some funny stories came out of the takeaway. Belinda, in her pirate's hat, one Friday night had missed giving all the takeaway bags to a member. She rushed up the stairs to catch the departing members to be met by the local police checking that we were meeting all the COVID limitations. Breathlessly, Belinda explained to the cops that a customer had forgotten to take their meal. The ever-serving



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COMMODORE'S REPORT

coppers put the bags in the cop car, blue lights flashing they chased the members down Point Nepean Road, eventually delivering the meal. At SSCBC we deliver, even if at times it frightens the life out of our members!

Or the other story when Bernard had ordered 60 live lobsters for Valentine's Day on the Friday when the Victorian Government ordered a snap lockdown. What do we do with 60 live lobsters crawling around the kitchen? Quickly, Bernard went into takeaway mode – all the beautifully cooked lobsters sold out in 24 hours.

Still on catering, our key and much-loved staff have been with us for most of the three years – head chef Bernard, sous chef Thomas, Skipper and Belinda in the dining room, Ari behind the bar and barista, Caroline organising events, Keelan on the front desk. And do not forget Morris in the kitchen, who has been with us for nearly 12 years. The appointment of Dan Mestan as our F&B manager will take us to another level of services for our members.

I get a special kick out of seeing young kids doing casual work over many years in our F&B operations. Sons and daughters of members getting invaluable catering experience while they study.

The Club remains a vibrant, sociable, active and sporty place to be – for all ages. As one of my crew members keeps saying as he stands on the deck having a cooling beverage, a bowl of chips and taking in the view as the afternoon sun lights up the moored Couta Boats, why would you want to go to the south of France?

Sound financial management. Some absolute key decisions here by your Committee have put the Club on a sound financial footing.

Firstly, the appointment of Henry Dyer as our CEO. As a sound and entrepreneurial manager, Henry leads and retains a highly professional

team covering all aspects of our operations. You can see it in the way the Club facilities are presented, the welcoming smiles on staff faces, the responsiveness to members' needs. In the Club's finances, Deb Hodgson, as Finance Manager, has revolutionised our back-office accounting, personnel and other support systems. Additionally, Deb made sure we got all the grants we were entitled to during COVID, managed all the JobKeeper arrangements and kept a close eye on all our costs. Deb is a hero. In difficult times maintaining sponsorships, the ever-popular Hollie Hick has done a great job in retaining our sponsors' commitment to the Club.

Secondly, in membership management, the appointment of Sara Petautschnig as Membership Manager and the conversion to the Northstar member management system (implemented by Sara). As one of the leading sporting clubs in Australia, we now have a leading-edge membership platform on which we can provide better communications, services and efficient financial transactions with members. Sara is not only a wonderful cheery face to meet you at reception, but she is also doing an absolutely professional job in delivering our membership management system.

Thirdly, I do want to mention our Treasurer, Shaun Chalmers. When we lost the reliable and substantial income from contracting out our catering, there was a gap in our annual operating revenue. Shaun identified the issue, changed the way we look at our annual operations and capital expenditure and identified ways in which the gap could be filled. This year we will report a surplus. As you can imagine, going into COVID it looked much worse. Sound financial management. Thanks Shaun.

Finally, the simplification of our membership categories to make it more equitable to all members and more manageable has been an

important project to support sound financial management.

The Club has been very much a part of my life, the life of my wife, Ann, and increasingly, our expanding family, and I hope will continue to be for many years to come. Although being Commodore is a big voluntary job, I have loved being part of our undeniable success in these difficult times. I will be stepping off the Committee and taking a bit of a breather.

The next big, exciting project for the Club is the Clubhouse redevelopment. The Clubhouse is now some 13 years old, it needs some renovation and refreshing, we need to cater for a larger staff base and F&B operations, we need to better provide for sailors' needs. You will have seen the current exciting plans for the redevelopment to commence construction early next year. We are in a good financial position to take on the project and the redevelopment is being well managed by Henry, your Committee (in particular Rollo Wright), our Infrastructure Committee and our consultants.

Many thanks to my Committee and the SSCBC management team for your support over my three years. I have learned a lot and enjoyed your professionalism, your passion for the Club and your friendship. It has been good fun. We have worked well together and I am comforted to know that the management and governance of the Club is in good hands.

Thank you to our long-standing group of sponsors. I have very much enjoyed the various sponsored sailing days this season and feel very fortunate that the Club has the support of these businesses every year.

Finally, thanks to all our members who have been very supportive of me during my time as your Commodore.

Graham Cunningham



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CLUB CAPTAIN'S REPORT



club on the bay in the middle of a pandemic.

Being locked in our homes, except for essential tasks and half an hour of exercise, Melbourne was surrounded by a 'ring of steel' and police were literally patrolling the beaches. It makes us realise the importance of family, friendship and community. For many of us, the dream is not international travel but just getting down to the Club.

Despite all the challenges, the sailing team planned for a full season, and by keeping up with regulations and adapting we were able to hit the water on opening day. In the end, we only missed one day to COVID (thankfully, Lockdown 4.0 didn't impact the Aggeratre season) and three days to weather. I want to thank our sailing team, Sailing Committee, bosuns and amazing volunteers for making this possible.

Dinghy Sailing

The Club has a very long and proud history of dinghy sailing, which is no surprise given our golden beach and smooth sailing waters. It has grown in recent years, mostly due to our incredible training program that has introduced hundreds of children and families to our Club.

David White and his team of coaches ran a very successful program including the Cara na Mara, Stripy Squad, OutThere Sailing, She Sails, Adult Sailing and Powerboat Training. They also ran weekly training for Team Sorrento and supported our

We must be the luckiest people in the world, completing a successful sailing season at the most beautiful sailing

sailors attending regattas. You can read more about their work and some of the great results achieved by our sailors in the Sailing Centre report.

This season we also committed to regular dinghy racing at 1pm every Sunday. This is a chance for our juniors to show off their skills. It is also a chance for adults to get out on a Laser, Moth, Waszp or two-hander. If you have been thinking of getting back into a wetsuit, then I encourage you to get involved. Remember you can borrow a Club boat.

Of course the pinnacle of our sport is the Olympic Games, and we are very proud to have four of our sailors competing this year in Tokyo. We wish the very best of luck to Tess Lloyd, Jaime Ryan, Will Phillips and Sam Phillips. We will all be cheering you from home.

Couta Boat Races

The year started with the Wooden Boat Shop series. It was a bit more relaxed than usual with everyone just happy to be on the water. The Handicap winners in Division 1 were Romy C2003 (David Hendy) and Division 2 was our Club boat *Ripple* C27 sailed by Rhys Tucker with a trainee crew. They sailed the boat so well we moved her to Division 1 for the rest of the season.

After Christmas we got more serious with the Mercedes-Benz Mornington National Titles and delayed start of the Aggregate series. The winds were light and the competition was tight. Remarkably, the double of Line Honours and Handicap win were taken by Nick Williams on *Wagtail* C86 (Div 1) and Michael Cantwell on *Aliscia* C33 (Div 2).

The GANT Portsea Cup lived up to expectations with light winds and a ripping tide. After a hectic first mark rounding, the fleet got a better feel for the conditions. Line Honours were taken by *Jocelyn* C2014 and *Aliscia* C33. Handicap winners were Peter Hannah on *Armada* C58 and Sally Law on *Duchess* C21.

The CBA State Titles comprised three races over the Labour Day weekend. *Wagtail* C86 took out Line Honours in Division 1 while the young crew on *Jessamine* C1922 took out Line Honours in Division 2. The Handicap winners were Grant Smith on *Nepean* C08 and Nick Sankey on *Peter Pan* C150.

New this year was the enhanced Sorrento Cup which turned into an Easter Festival with a Catch a Fish fundraiser for the children's hospital, historic boat race sponsored by Sanpellegrino, swimming race and navigation rally. Couta Boat Winners were Romy C2003 (Div 1), *Leeuwin* C134 (Div 1a) and *Magpie* C169 (Div 2). Thank you to Ralph Wilson for creating the concept and the Club team for making it happen. And Wilbur Wilde for helping us party into the night.

Some of the most exciting and fun racing this year has been by our Next Gen sailors. In addition to the wildly popular Gill Next Gen Regatta, we





CLUB CAPTAIN'S REPORT

saw our younger sailors take over Friday night twilights. We now have a Next Gen committee led by Jack Abbott pumping out great ideas to get more of their colleagues using the Club.

The most important trophies in the Club are for the Club Champions. This year the winners were not decided until the final two races. They were presented the following day at a new presentation lunch which proved very popular.

Line Honours:
Jocelyn C2014 (Mal Hart) and
Morning Star C157 (Rob Tucker)

Handicap (Div1):
1. Georgia C2015 (Jeffrey
Richardson/Peter Blake)
2. Lisa C71 (James Soutter)
3. Zephyr C2006 (Richard Martin)

Handicap (Div 2)

1. *Blondie* C15 (David Birkill/Robert Christie)
2. *Lucy* C31 (Michael Golding)
3. *Duchess* C21(Sally Law)

Thank you.

It was a real honour to be asked to take on the Club Captain role this year. I want to thank Scott Llewellyn for his comprehensive handover and ongoing support; Ben Fels for his wise advice and hard work over the entire season; Deb Kwasnicki for organising all the volunteers; Peter Osbourne for being our primary race officer; David White for managing the best training program on the bay; our instructors and coaches for their dedication to developing our sailors; Kieran Wicks and the bosuns for keeping our fleet afloat; the Sailing

Committee who met monthly and made the tough decisions; Hollie who promotes our historic fleet; sailors who supported our races and were great sports; and our volunteers who are not only hard working, but a delight to work with. Thank you also to Commodore Graham Cunningham for his leadership and passion for our Couta Boats and the Club in general. Graham will be missed on the Committee, however I congratulate him on his service to the Club and look forward to catching up in a more social manner on the deck after sailing.

Next season is going to be even better – I look forward to seeing you on the water again.

Tim Collett



Morning Star: L-R Rob Tucker, Jenny O'Donoghue, Geoff Knight, Gary "Kuta" Whitten, Graham Cunningham & Phil Mellett



Georgia: L-R Tim Collett, Marcus Brandt, John McNamara, Peter Blake, Peter Sydes, Peter Wood & Graham Cunningham



Lisa: L-R Cameron Smith, James Soutter, Tristan Forster, Dan Ingall & Graham Cunningham



Blondie: L-R Tim Collett, Rob Christie, Ollie Manfield & Graham Cunningham



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We look forward to seeing you.



CEO REPORT



In what has been an unprecedented year with COVID, constantly changing rules and regulations, I am very proud of what the management team, along with the assistance of our Volunteers and the Committee, were able to achieve. By mid-last year, we could not even imagine that we would be sailing or indeed have Members in the dining room and bar for the Summer season. Thankfully, restrictions eased as summer began, and we were able to host a relatively normal holiday season, albeit without the large-scale events. With the Clubhouse reserved for Members only, many Members commented on how enjoyable it was to enjoy the Club without the excessive crowds.

A particular highlight for me was hosting our Olympians, Tess Lloyd, Will Phillips, Sam Phillips and Jaime Ryan and their coaches Malcolm Page and Harry Mighell. Our junior sailors were able to get up close to these elite sportsmen and women. Their presence added energy and excitement to the Club as they prepared for the Tokyo Summer Olympics.

In addition to day-to-day operations, we were able to complete signature projects throughout the year:

1. Our Training Centre was rebranded Sailing Centre, with the inclusion of Stripy Squad, Team Sorrento and Couta Coaching. The overall aim was to make the Sailing Centre's branding easier to understand so that parents can navigate the various sailing streams with greater ease.
2. Installation of our new member management software Northstar. I am sure all Members have welcomed the more professional experience upon "tapping in" while visiting the Club.
3. Sanding and oiling of the northern deck, new flooring and lighting in the downstairs locker area; a much-needed enhancement.
4. Completion of the garbage enclosure in the carpark; enabling easier management of rubbish collection, removing the eyesore that it was, resulting in a tidier Clubhouse and its surrounds.
5. The Club has formed the Next Gen Committee (18-35 years) - an exciting development, promoting sailing opportunities for this age group.
6. Recent appointment of Dan Mestan, Food and Beverage Manager, further enhancing the food and beverage service at the Club.
- 7 Successfully hosted Waszp Nationals, Laser States and the FoilSport Slalom Wingfoil Regatta

8. Established an ongoing partnership with the VIS to host regular training camps at SSCBC.

So, what to expect in the coming season 2021-22:

1. We plan to start construction of the new sailing shed this year, which will vastly improve on the storage facilities for our Off The Beach sailors. There will be a purpose-built fuel cell and an area dedicated to Race Management equipment.
2. Following on from last summer, there will not be the large marquee on the hardstand, allowing sailors to properly utilise the space for rigging and packing down.
3. In a new format, Summer Drinks will be held on the Western Lawn, Western and Northern Decks.
4. Lavender Hill will be landscaped along with new BBQs and retaining walls.
5. We are planning on celebrating our Wooden Launch Fleet by organising "The Great SSCBC Raft Up" on Mud Island with picnics and swimming.
6. As per the General Committee's proposal, our new membership category model will be implemented, creating a fairer and easier to manage system.
7. Planned for Spring, we are beautifying and maintaining our jetty with the invaluable help from our army of Volunteers.
8. Purchase of three Highfield rescue boats, due for delivery in October.



CEO REPORT

9. Further development of the SSCBC Easter Swim and Sorrento Cup weekend which has proven to be one of the most enjoyable weekends of the year for families.

10. Further development of the Couta Coaching program, which was hugely successful last summer.

11. Appointment of a new Sailing Administrator to liaise with parents and Couta Boat sailors on race days.

Whilst all of this is going on, your management team is working hard to prepare for the Clubhouse redevelopment, which is due to start in February 2022. There are several

exciting ideas and interesting ways we plan to make sure club life and sailing continues as normally as possible. We are looking forward to what the redevelopment will bring.

On a personal note, I wish to thank Graham Cunningham for his unwavering support and mentorship during my first two years as CEO of SSCBC. Furthermore, he is always available to catch up with staff, overseeing their continued professional development and happiness in the workplace. Throughout his tenure as Commodore, Graham has overseen enormous changes at the Club, notably the decisions to bring food and beverage back in-house,

realign the Club's membership categories and most notably, the proposed redevelopment of the Club. Graham's leadership and wise counsel have enabled growth of SSCBC, while securing a strong financial position.

Finally, thank you to all the SSCBC staff, many of whom are Members or sons and daughters of Members. Our staff work with such commitment while delivering outstanding service to Members, both on and off the water.

Henry Dyer

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CLUBHOUSE REDEVELOPMENT 2022

The Infrastructure Committee, led by Rollo Wright, has been working hard with Carr Design on making sure the Clubhouse redevelopment meets our needs, both now and into the future. We are very excited about this important project and invite you to consider the below images and provide any comments you may have to me at henry@sscbc.com.au.

The project timeline outlined below sets out the steps to be undertaken between now and the commencement of construction in February 2022, with the view of completion and Clubhouse re-opening in early December next year.

Plans are being finalised for a temporary Clubhouse arrangement on the Eastern lawn near the main flagpole to enable Club life to continue from February to December next year while construction is completed. Couta Boats and Off The Beach sailing will continue, as well as Friday night happy hour and Club life in general, from a temporary Clubhouse on the lawn. Stay tuned for details.

We look forward to keeping you updated on the project as it continues this year and next.

The project timeline is as follows:

Design Documentation to Tender Stage
- May 2021 to Mid July 2021

Sailing Shed & Lavender Hill Works
- Before the end of this year

Tender Period
- Mid July to End August 2021

Vet Tender, Check, Assess, Value Manage, Recommend,
Contract Negotiation
- End August to Early October 2021

Building Contract Award / Finalise Construction
Documentation
- Early October to End November 2021

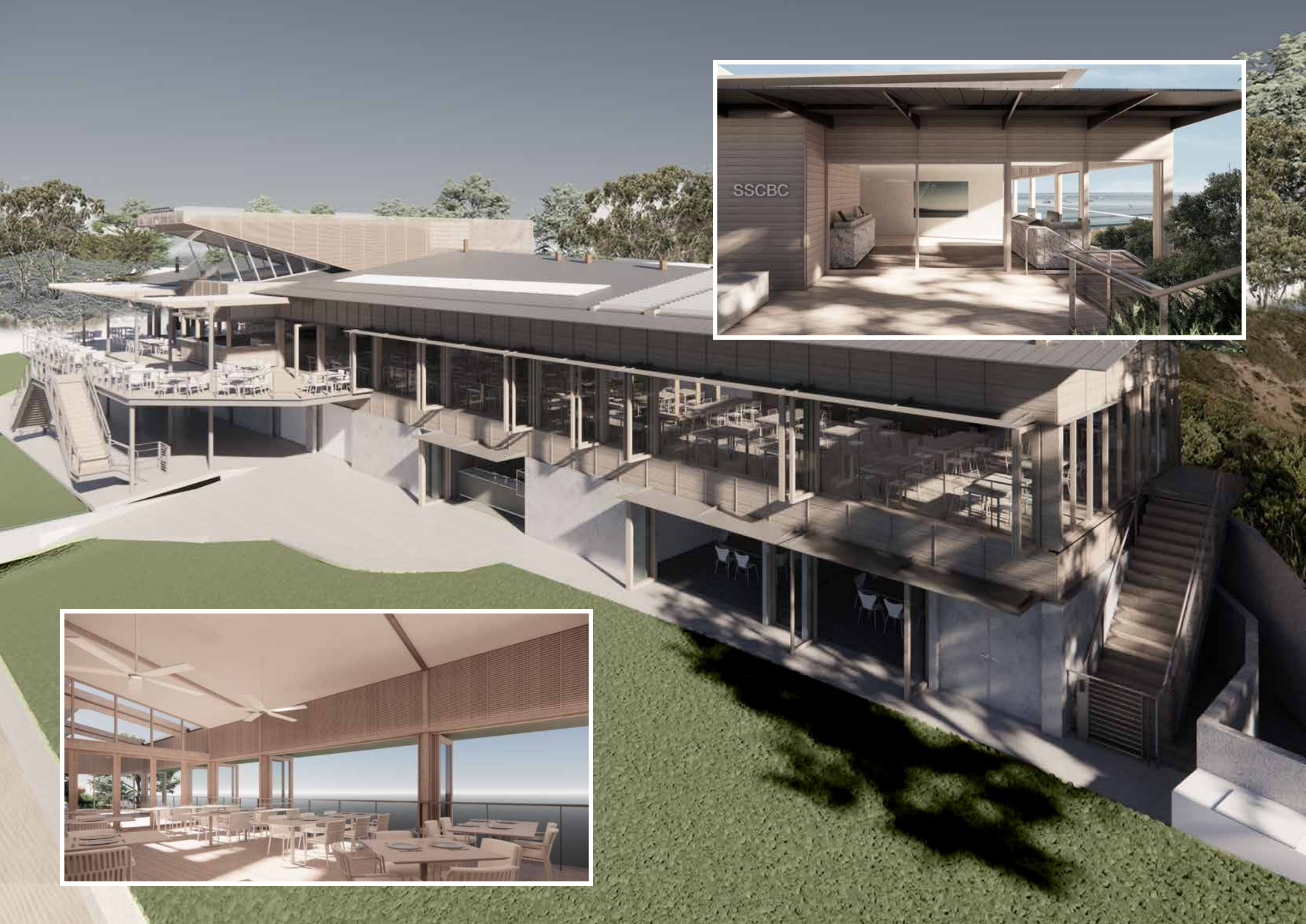
Gear Up, Procure, Shop Drawings
- Start December 2021 to End January 2022

Construction
- Start February 2022

Club to Reopen
- Early December 2022

Henry Dyer, CEO







THE SAILING CENTRE REPORT

I would like to start this report by thanking all stakeholders of the Sailing Centre. Across the board, all stakeholders, including sailors, parents, volunteers, coaches, and other SSCBC staff, showed amazing patience and adapted to a constantly changing environment. In particular, I would like to thank our Club Captain, Tim Collett, who was having weekly, if not daily, briefings with our sailing team when the COVID restrictions were constantly changing. Very fortunately, when it came to the peak of the summer, the Sailing Centre was able to operate relatively normally, with only a few COVID procedures in place.

To summarise the activities of the Sailing Centre this season, we ran:

- 10 Cara na Mara courses,
- 15 Stripy Squad courses,
- 12 OutThere Sailing courses,
- 5 She Sails courses,
- 3 Adult Coaching courses,
- 4 Couta Coaching courses,
- Rosebud Secondary College Powerboat Program,
- Team Sorrento Training; and
- Event support at regattas.

Team Sorrento sailors competed at many Regattas this season, including the Buxton Cup, Sail Sandy, Snapper Point, Laser States, Opti States, Opti Nationals, Waszp States and Nationals. There were some great results across the board like Casey Imeneo winning the Radials, Jack Graves following in 3rd place in the ultra-competitive Radial fleet at the Laser States and SSCBC sailors finishing 2nd-6th at the Waszp Nationals. One of the highlights for me was witnessing Holly Cantwell win the Optimist Intermediate fleet at the State Titles, which was a goal she set for herself at the start of the season.

One of the aims of the Sailing Centre this summer was to have more participants graduate from level to level in Stripy Squad and then move into Team Sorrento's Green fleet. We

tackled this challenge by reverting back to four day courses rather than three day courses, which allowed for extra time on the water. One of the balancing acts of the Sailing Centre in January is there aren't enough days in the week. With that in mind, we ran five quality courses instead of six, as in previous years. With the extra days between courses, we were able to run fast track private lessons for kids who were a little shy on completing their level. The end result was a higher standard of sailors and more kids moving through their levels up until the important graduation to Team Sorrento, where we had record numbers convert this year.

In a previous Tidings there was a story of how the Phillips brothers and Tess Lloyd grew up sailing at SSCBC and the community environment that existed. It's pleasing to see these strong friendships still going strong around the Club, as was evident at this year's Next Gen activities. We aim to emulate these strong connections we see in the Next Gen group within Team Sorrento, so that our junior and youth sailors coming through create lifelong friendships at SSCBC.

The Sailing Centre has evolved over time to a more structured Australian Sailing System with qualified younger coaches/instructors, but one thing that remains is the passionate parent group. I regularly see parents towing friends' boats to events, parents giving out jellies on the water and letting friends stay over. Although the sailing structure



has changed, the Sailing Centre will always keep the SSCBC community together.

Thank you to Jack, who has stepped up this year as Head Opti Coach, taking the lead on our training courses, inspiring our junior instructors, teaching and supporting our Team Sorrento sailors both here and at regattas, and generally having a lot of fun with the kids. The two Levenspeil boys have made the State team under Jack's watch. Well done.

I look forward to the winter months of training at Albert Sailing Club & preparing for an even bigger & better 2021-22 season at the Sailing Centre.

David White



Your journey forward is also the journey of others.

When it comes to growth, the journey is as important as the destination. We're proud to be back supporting the Peninsula community through the KPMG Couta Boat Classic, setting sail on 4th of January 2022.

How you grow matters

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NATURAL FLAVOURS – ZERO CALORIES**



About Australian Sailing



Australian Sailing is the governing body for the sport of sailing in Australia. With our clubs and volunteers, we grow, advance and advocate sailing as a sport and recreational activity. We are a member based organisation that represents the interests and provides services & support to over 350 clubs across Australia, as well as more than 150 accredited Discover Sailing Centres.

OUR PRIORITIES ARE TO WORK WITH CLUBS TO:



Grow Participation

Each year 170 accredited Discover Sailing Centres see over 17,000 course participants through our Learn To Sail, Powerboat and Sea Safety & Survival programs.



Build the Profile of Sailing

We work with clubs to deliver Discover Sailing Day, Australian Sailing Awards, Hall of Fame and many state, national and world championship events to ensure sailing maintains its place in the Australian psyche.



Enhance the People, Structure and Culture

Our priority is to ensure that everyone enjoys the sport of sailing. This means everyone from club officials, to volunteers, judges, members and first-timers enjoy their time at the club.



Ensure Sailing's Sustainability

We make representations to government on behalf of all clubs at Local, State and Federal level, to protect and advance the needs of Sailing. Our goal is to ensure sailing remains affordable and accessible.



Maintain High Performance Outcomes

Australia is one of the leading sailing nations in the world, with the Australian Sailing Team representing Australia at World Championships and Olympic Games.

FUNDING: SOURCES & USES



Australian Sailing is funded by a combination of affiliation fees, government grants, course fees, commercial partners and sponsors



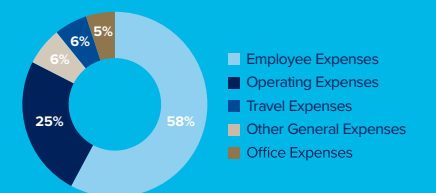
No club affiliation fees are used to fund high performance programs - 100% of HP funding is derived from government grants, sponsors and patrons



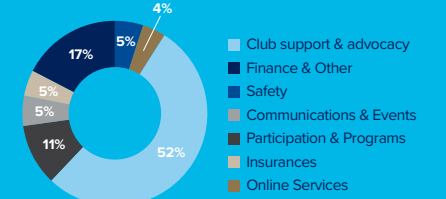
Through your membership contribution, your club is making an investment that benefits all of Sailing. Club fees are not tied directly to services that a club may receive but instead relate to the needs of the whole sailing community as a collective.

HOW WE SPEND CLUB AFFILIATION FEES

EXPENSES (by Cost Centre)



EXPENSES (by Function)



OUR SPORT:

100,000+

Club Members

17,000+

Course Participants

350+

Affiliated Clubs

250,000+

Participants

60+

Affiliated Class Associations

150+

Discover Sailing Centres

WE ARE TARGETING:

300,000 Participants
40% Females (Currently 30%)
120,000 Club Members
20,000 Students
0 Fatalities or major incidents
200 Discover Sailing Centres

Visit sailing.org.au/contact for more information on how Australian Sailing supports our affiliated clubs.



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MEMBERSHIP REPORT

Changes to membership categories

The Committee has recently reviewed SSCBC's membership category structure and implemented amendments to ensure it is equitable and delivers Club objectives. Members were provided with an opportunity to ask questions and provide feedback during a Zoom meeting in May and by emails or calls to the office. We thank all of you who contributed. The key objectives of the amended structure include:

- To provide pathways for membership
- Equitable fees for new and existing Members
- Encourage growth of some categories
- Financially sustainable
- Smooth transition
- Administrative efficiencies

The changes include:

- Moving from the name 'Ordinary Members' to simply 'Members'
- Continuing to encourage Couples and Families to join with fee incentives, however through a more equitable and progressive approach
- Providing a concessional rate to Members aged over 75 years and not less than 20 years of continuous membership
- Discontinuing Country, Interstate and Overseas membership categories
- Expanding the use of the Absentee Membership category

- Discontinuing Student membership categories however, providing a concession rate to Young Adults studying full time
- Discontinuing Restricted Sailing membership category
- Discontinuing Associate membership category.

How do the changes impact Members?

We are in the process of communicating the changes and their impact.

The changes and comparisons to existing categories can be found on our website, including examples demonstrating the impact on subscriptions under various scenarios.

The Committee is confident these changes will ensure subscription fees are equitable for all Members and will deliver a streamlined and manageable structure.

Changes to existing family group memberships

A limited window is available for existing members to nominate their spouse and / or dependents who can be admitted under the current joining fee structure, subject to applications being received prior to 31 July 2021. Junior, Student and Young Adult Members admitted in this window will not incur the proposed join fee when they transition to Member at 30 years of age (provided they do not resign in the interim).

New Member Expression of Interest

Normal nomination processes for new Members will resume on 1 July 2021 under the amended structure. In the interim, we ask that potential nominators and nominees complete an expression of interest form, which can be found on our website, under Our Club / Membership.

Subscription notices

Subscription notices have historically been distributed on 1 April each year. If the motion to change the Club's year end to 30 June was approved at the AGM, season 2021/22 subscription period will align with the amended year end and notices will be distributed on 1 July.

Member profiles on Northstar

We encourage you to login to your profile on Northstar, via our homepage, and ensure your details are up to date. For those whose membership profiles do not include a birth date, please visit the office or contact Sara directly via email or phone. We encourage you to upload a photo or visit reception and we can take it for you. Complete profiles assist us in ensuring you are in the correct membership category and confirming member identity upon signing in at reception.

For any queries, please contact Sara: membership@sscbc.com.au



38°20'6.725S 144°55'34.9E

VALE DAVID HASKINS

Past Commodore David Haskins (25 October 1957 to 31 January 2021), passed away suddenly in January. He was loyal, reliable, hardworking and dedicated to the Club for over fifty years.

David spent his early years in Mt Gambier where he learnt to sail in a Mirror dinghy with his father Ian.

The family moved to Melbourne and joined the Sorrento Sailing Club in 1971. David continued sailing with his father until moving into a Moth. Many will remember the Geometer atop David's VW Beetle. In the 1970s, Moths were the class of choice for youth sailors and Sorrento was one of the main bases for the class in Victoria.

David traded up to the Bionic Wombat before the 1981-82 Australian Championships. The Bionic Wombat – originally just Wombat – became Bionic after surviving a parting from her trailer at 100kph on an interstate highway. The longevity of Bionic Wombat, now some forty years, must surely be a record, and is testament to David's care and management.

As well as being a regular competitor at Sorrento and numerous regattas further afield, David was fully involved in Club activities and particularly the Junior Committee – back in the day when a 'Miss Sorrento Sailing Club' was an acceptable competition! The Junior Committee also organised dances featuring big name bands (think Stars, Ariel, Madder Lake) and the upper lounge and deck somehow accommodated hundreds of heaving teenage bodies without collapsing.

In 1986, Club member Brian Wales launched the newly commissioned Couta Boat, *Wagtail* and along with a number of SSC off the beach sailors, David became part of the

regular crew, seeing considerable success including Portsea Cup Line Honours and the Lacco Shield for the season aggregate in 1987 and 1988.

David then became regular crew on Division 2 boat *Victoria* for a couple of years and then on the *Armada* along with regulars drawn from the SSC. He was one of a few SSC members to become fully involved in, and appreciative of the significance of the growing interest in Couta Boats and using his position on Committee was instrumental in SSC hosting Couta Boat Club events, commencing in 1989.

David continued his involvement in Club administration, and Sailing Committee, culminating in his appointment as Club Captain in 1989. He went on to be Vice Commodore and in 1995, at the age of 37, became the youngest Commodore. During his term, discussions commenced between the SSC and CBC regarding greater co-operation and shore based facilities – ultimately resulting in the 1998 Memorandum of Understanding between the Clubs. Without David's support, that initiative would not have been realised.

1998 was also the fiftieth anniversary of the founding of the SSC. It was David who pushed for the occasion to be properly commemorated and to have the first fifty years recorded in a Club history. The resultant book '*Briefing at the Coloured Wall*' was authored and published by David. It is an authoritative history of the Club and remains an invaluable resource and a window into the social context and activities of our Club. That work will remain a legacy of David's commitment to and passion for the Club. David continued from that time until the present to maintain the archive record of race results and trophy winners. Those working



on the Couta Boat register are the immediate beneficiaries of his efforts.

Befitting his modest and mild countenance, much of David's contribution has been behind the scenes. He took on the roles of Club Captain, Vice Commodore and Commodore, and it's clear he did so not because it put him in the spotlight, but rather in spite of the attention such positions would bring. The SSC was a large part of his life and he saw it as his obligation to take on the responsibility of office.

There is no doubt his fifty years at Sorrento brought David much joy. It is also true that he contributed significantly to many aspects of the Club over an extended period and will be sadly missed by his many friends at SSCBC.

David is survived by his wife Caroline, father Ian, sister Fiona, niece Kristen and Nephews - Scott, Alex and Christian to whom we express our deepest condolences for their sudden loss of a good man.



38°45'54.74" S 144°02'08.80" E

TOKYO OLYMPICS

SSCBC is so proud to have four Members heading off to the Tokyo Olympics, with racing starting 27 July 2021 at the Enoshima Yacht Harbour, just south of Tokyo City.

Representing Australia are Will Phillips and Sam Phillips in the Men's Skiff event (sailing a 49er), coached by Malcolm Paige, while Tess Lloyd and Jaime Ryan will compete in the Women's Skiff event (sailing a 49FX), coached by Harry Mighell.

To say their campaign has been disrupted by COVID is an understatement. However, the team has been so clever by continually adapting their training programs to

the ever-changing environment, to enable their preparation to go on.

For over 12 months it has not been possible to compete in large fleets, so the team has worked on every other aspect of their racing; boat work, fitness, a myriad of tactical scenarios, match racing moves, boat speed and trim in waves, handling and control at critical points.

Adapting to what's possible, they've held training camps to emulate the waves in Enoshima off Portsea, the South Channel, Flinders, outside the Sydney heads, the Gold Coast and Mooloolaba.

The past year has been groups of two-week training blocks that emulate the Olympic competition routine, with the team largely rotating between Sorrento, Flinders and the Gold Coast.

Change has been the only constant, but at the time of writing, Tess, Jaime and Harry have been in Portugal racing against other fleets before heading to Spain for a final racing series and then coming home before going to Tokyo.



The final training block for Will, Sam and Malcolm will be AUS-NZL event in Mooloolaba where the best Kiwi and Aussie sailors will pool training to give their respective teams the ideal race conditioning before heading to Japan.

The team will arrive in Tokyo on 12 July and undergo special quarantine restrictions, confined to their accommodation and sailing venue (only).

On 15 July, the team will have full training access on the course areas, with a few stoppages for security sweeps and day Zero measurement.

Weather will be the wild card for these Games. Passing typhoons even hundreds of miles away can generate incredibly powerful wave patterns – the surf breaks just outside the harbour entrance and the heat and humidity can be as intense as it gets.

Finally, at 1pm AEST on 27 July, the skiffs will have their first warning signals with three races per day until 12 races are completed and the top 10 teams go through to the medal race. We wish them the best of luck and can't wait to cheer them on from Sorrento!

Ben Fels

SORRENTO SAILING COUTA BOAT CLUB



38°45'54.74" S 144°02'08.80" E

TOKYO OLYMPICS

An update from Tess:

We extended our trip in Europe and we were fortunate enough to hitch a ride for our FX on top of the Singaporeans van! Check out the set up (Right)!

We were training in Portugal for a month and we're invited to join a Spanish training camp in Santander. So, we jumped at the opportunity! There is a small group of the top FX teams such as the Brazilian, Norwegian and Dutch teams.

We are loving every moment of our training and trying to learn as much as possible (without giving too much away haha) before returning to Portugal for one last regatta. Then it's time to head back to Australia (wish us luck for hotel quarantine) before heading to Tokyo for our Olympic Games!

Thank you again to SSCBC for being a part of our journey. The support we receive from the club and the ongoing support from so many members is amazing. Hope everyone is taking on the winter elements out on Port Phillip, whether it is out on your boat or swimming to the Baths and back! It's pretty beautiful over here, but to be honest, nothing beats home. :)



Pic Beau Outteridge



Pic Beau Outteridge



REGATTA REPORT

>>> BUXTON CUP

The Buxton Cup has really become a date in the diary for junior Optimist sailors in Victoria. We had 45 Optimist sailors travel to SSCBC with some even coming from Tasmania. This was the first event for Opti sailors in the season with a wait of 10 months since the States Titles were held at SSCBC in March. The format of the Buxton Cup is to have a two-day VIODA training camp followed by two days of racing. The Buxton Cup is a coach friendly event which means while we don't want to affect the podium positions, coaches are able to pass on feedback to maximise learning for the sailors.

The first day of the camp had great winds and we had two productive sessions on the water. Unfortunately, on day 2 the wind gods weren't kind and we were graced with no wind. This resulted in land-based activities in the form of theory sessions and beach Olympics to round out the training camp. Luckily, the wind came in for the actual racing of the Buxton Cup and we got five races in on day one.

Day two was Australia Day and before the sailors went afloat, they got kitted out in RT Edgar t-shirts followed by an awesome Q&A session with SSCBC future Olympians on the deck. Naturally, this went down really well and sailors were fully engaged. Once the Australian flag was raised by our Junior Club Captains, Elle and Annabelle, the sailors hit the water again. Another four races were completed in campaign conditions. Aidan Simmons, for the second year in a row, was crowned

Champion and was presented the Buxton trophy by Tom Buxton. Aidan, later went on to win the Australian Optimist Championship and was the first Victorian to win the Championship since our very own Jack Graves.



Sadie Cunningham



REGATTA REPORT

>>> LASER STATE CHAMPIONSHIPS

SSCBC hosted the Victorian Laser Open & Masters State Championships over the weekend of 27 & 28 February 2021, and with there being no National Championships this year, it meant this was the main event for the year for the 78 participants.

It is fair to say that the Race Committee and sailors had challenging conditions to race in, with a lack of breeze over the two days. On Saturday, the last boat hit the shore at 7pm and Sunday it was 5pm after a lot of waiting around on the water. It should be noted that all winners thanked our Race Officer, Peter Osbourne, for getting in the series.

The Victorian Laser Association took the down time to christen their new fleet of five Lasers, which was lead by Club Member, Camilla Graves. These new boats will be used to develop the class and were purchased through VLA hosting several World Titles in 2020.

One of the reasons why we run events like this is to get as many SSCBC sailors out on the water. It was great to see 13 SSCBC sailors take part in the event and in particular, in the highly competitive Radial Fleet, which had eight SSCBC sailors. Jack Graves came out of retirement and finished an impressive 3rd overall but the lady who stole the show was Club Member, Casey Imeneo. A special mention was made to Casey at the prize giving, as she made a massive effort to make her home State Titles and it was announced that she had joined the Australian Sailing Squad, which was well received by her peers. The other Laser State Champions for the 4.7 and full rig were Hamish Cowell and Matt Blakey.





REGATTA REPORT

>>> FOILSPORT SORRENTO SLALOM WINGFOIL REGATTA

Over the busy Labour Day holiday weekend, SSCBC hosted its first WingFoil event. You may have noticed this relatively new sport which has taken off at SSCBC with many of our Members getting amongst it. Unlike kiteboarding, wing foiling is better suited to the SSCBC shore as it has a smaller sail/wing and there are no lines to catch around Couta Boats on your way out. While the boards aren't designed to be raced, Jack Abbott suggested a Slalom event similar to what the Wasps do, and SSCBC wanted to support this concept.

Much like he has done all year with the Next Gen activities, Jack gave it a massive push and managed

to get 14 Wingfoilers to turn up. Before we hit the water, we had a group chat about the philosophy of the on-water racing session. In that briefing, we explained what a start sequence was (we ended up using the noisy 3-minute hooter sequence used for team racing). Everyone agreed a relaxed vibe was the way forward and the Race Committee was very open to feedback as the day went on. We had marginal conditions for foiling (9-12 knots) which allowed all the Wingfoilers to be in control. Thankfully, there wasn't any near collisions, yet tight racing. Jack Abbott ended up winning the event in the end.



Scott Fleming, Simon Blake and Jack Abbott



WHERE ARE THEY NOW

Since 2005, each year a class of 22 students from Rosebud Secondary College undertake a Marine Rescue Course in Powerboat Handling and Marine Safety, with the support of SSCBC staff, resources, Club Members, volunteers and facility usage.

SSCBC continues to employ four students each year from Rosebud Secondary College to further their boat handling experience. We are extremely proud of the positions some of these students now hold. Having started out as trainees and in collaboration with Hart Marine, worked as Bosuns with us and have now progressed into full time employment or further education in the field.

Their foundation of both on and off water knowledge and race management was gained through their participation in SSCBC's cadet program, which follows into employment opportunities at SSCBC and beyond.

Here is an update on where they are now.

Lee-Jillian Pendy – Employed at Queenscliff Harbour and also on a private boat in the Whitsundays. Worked on private yachts in Europe for two years and is now back on Australian waters in northern Queensland

Luke Prior – Gained full time employment with Toll Shipping following his studies at the Australian Marine College. Luke worked at SSCBC throughout his Year 10, 11 and 12 school holidays, then following Year 12 in greater capacity. Luke then took a position at Toll Shipping.



Lachlan, Kieran, Storm, Michael, Chance and Adam

Josh Wright – relocated to join the Royal Australian Navy at HMAS Creswell in Jervis Bay, NSW after many successful trainee years at SSCBC. Now completing a Naval Architecture Degree in Launceston.

Brendan Greer – completed our Bosun program and has now gained full time employment with Westernport Ferries.

Edward Brownlee – Worked as a Bosun for many years, then completed work experience with Port Phillip Sea Pilots and is now working in the Australian Navy. You may've see Eddie at the Club on Portsea Cup day.

Storm Bobridge – Studied at the Geelong Maritime College for a Coxswain Certificate as a Master 5. Currently working on a private yacht and has started his own marine servicing business.

Liam Perry-Smith – Undertook a Maritime Engineering Apprenticeship on the Sorrento / Queenscliff Ferry Service.

Liam Vaughan – Liam has recently taken on an apprenticeship as a shipwright at the Wooden Boat Shop with Tim Phillips.

Lachlan Yanner - Since working as both a bosun and in the dining room in 2019, Lachie left us when he joined the crew of the television show, The Block, as one of their baristas. Lachie is now working as an Apprentice Landscaper.

At the time of writing, we have just enjoyed a week with two Year 10 work experience students from Rosebud Secondary College, Spencer and Rami. Both worked with Kieran, Riley and Jackson, cleaning and repairing boats and learning all about life on a boat!



SORRENTO REGATTA

Sorrento Regatta

The Sorrento Regatta dates back to 1892 when it was first raced off the waters of Sorrento during Easter. Throughout the years, festival type events in addition to sailing were held. Aquatic sport events comprised the greasy pole competition, swimming races, diving, sea-horse races, rowing dinghy races and even an umbrella dinghy race for gentlemen with their ladies.

The Sorrento Regatta ceased in 1914 due to the outbreak of World War I (1914-1918) when leisure time activities were curtailed as a show of respect to those men and women serving and by the Australian community who were then on a war-footing.

SSCBC reintroduced this once popular event in 2017, 102 years after it was last sailed. With events spanning the four-day Easter period, the Sorrento Regatta has become a highlight on the Sorrento calendar once again.

Here is a recap of the events that took place over the 2021 Easter period.

It was a Very Good Friday!

The annual Couta Boat Assoc. Good Friday luncheon was an amazing success. 150 happy guests on the Western Lawn enjoyed a Sally Meaden paella feast along with Lloyd's famous mussels followed by a delicious cake per table baked by Julie Plummer.

Paella cooks included Peter Wischusen and Kay Christian. We smashed all records with a donation of \$17,500 to the Royal Children's Hospital Good Friday Appeal. So many people to thank... James and Alison Mighell for the dream and inspiration, the Wischusens and the Lloyds, Andrew Gray, Sally Meaden, Kay Christian and her sister Jenny, Donna Osbourne, Ian & Sue Blanford, Bronwyn McIlveen, Rosebud Party Hire, Scicluna's and Prossers Seafoods. And of course, our generous auction donors:

Howard & Sue Critchley
Martin & Melissa Bade
Jos Law
GANT
Pommery
Yabby Lake
SSCBC
David Hendy & Headstart
International
Bacash Restaurant
Portsea Estate

As someone once said, volunteerism is the glue that binds together the fabric of our Club!

Well done everyone.

Andrew Skinner



SORRENTO REGATTA

Easter Saturday

Club Captain's Series

As part of the Sorrento Cup celebrations, our Off The Beach sailors took part in the Club Captain Series which raced on Easter Saturday. We enjoyed ideal conditions for the Green, Intermediate and Open Optis, Lasers and for the first time in a while, we saw a 420 on the start line.





36°45'54.74" S 150°02'08.83" E

SORRENTO REGATTA

Sanpellegrino Sorrento Cup

Starting off the Club and keeping clear of the J70 Nationals off BYS to the East, it was a massive beat to the North with a mark laid in the vicinity of South Channel 7 – It paid for boats that went left or right but up the middle was punishing.

It was such a strange sight to see the boats so separated at the extreme corners of the course. Boats turned right sailing next to the Channel to a mark out from Shelley Beach. These were amazing conditions, deep water, lumpy seas and an absolutely ripping tide that saw some boats achieve a negative VMG at times, when the breeze softened for awhile near the second mark. It was challenging sailing!

With the breeze shifting left and boats no longer fetching the mark, it was an agonising decision to tack out towards the deeper water and stronger tide to get back to the Starboard lay line.

Once around the top is was a great relief to run back to the Club with the tide, though judging the tide at Point King's No 2 mark was difficult, but pretty cool that a boat touched

the mark, took the penalty turn and still won the race.

The results were:

Div 1A:

1st Romy C2003
2nd Wagtail C86
3rd Sorrento C2011
LH: Wagtail C86

Div 1B:

1st Leeuwin C134
2nd Lisa C71
3rd Whisper C92
LH: Matilda C127

Div 2:

1st & LH: Magpie C169
2nd Duchess C21
3rd Ruby Ann C145

Back on land, we were finally blessed with the summer sunshine that had eluded us since Christmas. Members were ready and primed to dance on the lawn to the Wilbur Wilde Band, enjoy delicious food and have fun with family and friends.

Entertainment for all ages captivated the hundreds who turned out to enjoy the weekend.

"A triumph of participation, community and friendship. Certainly the best weekend of the season."
Sarah Bernard



Romy Crew - David, Craig, Skins, Simon, Drew & Nigel



36°45'54.74" S 150°02'08.83" E

SORRENTO REGATTA

Easter Swim

As part of the Sorrento Cup weekend, SSCBC hosted its inaugural SSCBC Easter Swim in partnership with NutHuggerz. It was great to see 160 entries take part across 6 different divisions with a 1200 metre swim and a 600metre swim. Admittedly, not everything went swimmingly and there were a few issues with the results, but the team has taken on board feedback to improve for next year.

Overall, the event was a huge success and we will be sure to encourage the fun family vibe and get even more entries next year. This event will surely be one to mark in the calendar.

Easter Egg Hunt

After the swim, our younger Members enjoyed the annual Easter egg hunt on Lavender Hill.

The Marcus Burke Navigation Rally

The Marcus Burke Nav Rally was run in brilliant conditions with a new course designed by Fred Allen. When we say brilliant, the sun was shining but the tide was really challenging.

It was great to see some members' new boats join the event to take on the stalwarts. Lots of fun for all involved.

In the end, it was a really close result with Curt Leonard in *April* taking the win by a narrow margin over Milton Green's *Sandpiper*.

It was a smaller event this year, possibly due to the busy weekend of sailing and family commitments, so the Sailing Committee will look at the timing for next year.

Easter Monday

2/3 Handed Couta Boat Race

This race had Div 2 boats sailing 2 handed and Div 1 sailing 3 handed around a laid course.

The crews had quite a mix of social and performance pairings. Tess Lloyd and Harry Mighell took out *Margarita* and had a great win. Will Phillips crewed for his uncle, James Gibson, and had a great sail to get second behind *Aliscia*, sailed by Dinghy parents Michael Cantwell and Chris Williamson.

It was great seeing people out sailing together and having fun.

Thank you to everyone involved in bringing the Easter festival back to life, and for the hundreds of people who attended and took part.

Easter Regatta Team



Dear SSCBC Couta Boat Sailor,

As you may be aware Steadfast IBG Insurance Brokers is a Club sponsor. Call them for a quote on your Couta Boat when your insurance renewal is due and you will receive all your benefits, support a sponsor and help the Club along the way.

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Steadfast IBG negotiate and advise with respect the following insurance covers:

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

GANT Portsea Cup

After holding ashore, waiting and wishing for the breeze to build, 45 Couta Boats headed off to Portsea to challenge the variable breeze and ripping ebb tide.

Boats had to choose between the heavily tide favoured pin end of the line or the course favoured start vessel end. After two General Recalls under the P flag, the U flag was used and the boats got off to a clean start.

With the increase in pressure, those that picked the start vessel end quickly tacked, they were going right, that was the favoured leg to sail.

The first mark was a bit exciting as the boats converged on the mark on port, just passing the mark then tacking off to head to the wing mark. Because of the ripping ebb tide, the wing mark was repositioned so that the "reach" would be a down-wind leg and there were boats coming down on both Gybes.

Although the bottom mark was laid before the start, it was basically thrown in as *Tally* the mark boat was taking on water and the inner bilge pump wasn't keeping up so she had to be lifted out of the water. The Race Committee did a good job to re-group and get things sorted for a start and then after the start the bottom mark was re-laid into the correct position to square up the beats.

Regardless of the position, so many boats misjudged the tide and wind approaching from mark 1 and mark 2 so there was a bit much happening for the umpire to call every incident with certainty - What was the zone overlap and what was the gap and course of the boats that went around up to six wide.

Some boats worked out they broke a rule and took a voluntary penalty, some boats made a free penalty by gybing from starboard to port after they passed mark three and were on the new leg - a beat.

Others had the help of the umpire to decide on the rule breach.

There were lots of calls to make throughout the race. In Div 2, *Fiona* clawed back on every leg after starting toward the pin but couldn't catch up on the lead that Sally Law's *Duchess* had built from her start vessel start strategy taking out the victory in Div 2.

In Div 1, *Beau* had the Admiral on board and chose a right side strategy getting to mark 1 with the leaders and went on to get third, *Georgia* was second and after 35 years, Peter Hannah with son Tim was back on the podium with *Armada*.

Line Honours went to *Jocelyn* helmed by Steven Bond in Div 1 and Michael Cantwell's *Aliscia* in Div 2.

First Heritage Boat in Div 1 was David Kamer's C14 *Surprise* - great to see her back racing again, helmed by Tom Chisholm.

Sunday's picnic and presentation was on Lavendar Hill and the fleet were thrilled for the winners. A particularly popular win was Sally Law in *Duchess*, who made a heartfelt speech, thanking all of her supporters including Andrew Creek, who have helped her in her journey as a new Couta Boat owner. Thank you to GANT for their ongoing support. The results were:

Division 1

First heritage boat: *Surprise* C14 David Kamer / Tom Chisholm

Handicap: 1st *Armada* C58 Peter Hannah
2nd *Georgia* C2015 Peter Blake / Jeffrey Richardson

3rd *Beau* C1998 Nick Dorman / David Beck
Line Honours *Jocelyn* C2014 Mal Hart
2nd over the line: *Romy* C2003 David Hendy

Division 2

Handicap 1st *Duchess* C21 Sally Law
2nd *Fiona* C81 Graham Cunningham
3rd *Blondie* C15 David Birkill

Line Honours: *Aliscia* C33 Michael Cantwell



Duchess: L-R Sally Law, David Law, Jane Morgan and Tim Collett



Armada: L-R Tim Hannah, Peter Hannah and Tim Collett



CBA Committee 2020 | 21

President: James Mighell

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

Scoop Editor: Andrew Skinner
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Fishermen Disappear

Ketch Caught in Squall. SEARCH BY PLANES FRUITLESS.

The Age (Melbourne) 17 November 1936

Grave fears are entertained for the safety of two fishermen, V. Hazelwood, 35 years, and C. Andrews, 29 years, both of San Remo, who were apparently caught in a squall early yesterday morning when their ketch was several miles out in the open sea off San Remo.

With five other fishing boats, the boat sailed by Hazelwood and Andrews set out just as dawn was breaking. When they were three miles from Cape Woolamai a sudden squall blew up from the south-west, and the little fleet turned about to race for home. When approaching land the fishermen noticed that the boat occupied by Hazelwood and Andrews was missing. As soon as the weather had moderated a little the fishing boats returned to the place where they had turned round, but they could find no trace of the missing boat.

It is not known if the ketch foundered when turning or whether she ever turned with the others. The boat was able to withstand a

heavy buffeting, and it contained an auxiliary engine as well as sails.

As soon as the news became known in Melbourne, Mr. Hill, of J. Hill and Sons Pty. Ltd., of the Fish Market, who buys fish from Hazelwood, immediately chartered an aeroplane from Australian National Airways. Piloted by Mr. P. Chaseling, the plane made a thorough survey of the area during the afternoon, and flew low over Cape Woolamai, Anderson Inlet and Cape Patterson, but he reported that he could find no trace of anything resembling wreckage either on the sea or on the coast.

The pilot of the mail plane to Tasmania, the Bungana, which generally flies high over San Remo, on hearing of the tragedy, flew very low and made detours in an endeavor to locate wreckage, but he could see none.

Mr. B. Southwell, of San Remo, said he was with the fishing fleet when the squall blew up.

"The seas were very heavy," he said, "and I gave a signal that I was turning about for home. Just as I had done so the rain descended in a sudden torrent, blotting Hazelwood's boat completely out of my field

of vision. I assumed he was following me home, but the seas and rain were so heavy that I could not see behind me. We often lose sight of each other when shimming up and down in the trough of big waves, so I had no fear at the time about any boat being missing. None of us knew Hazelwood and Andrews were missing until we got back to San Remo."

Mr. W. Crolle, of Newhaven, who has a large ketch capable of going out into the ocean in the heaviest weather, searched for the whole day, but could find no trace of wreckage. The Bass police went to San Remo to assist in the search, and all residents within fifty miles and more of San Remo were informed by the post mistress of San Remo of the tragedy, so that they could assist in the search. They did so, but without result.

It is feared the boat was swamped in the sudden rain squall. Hazelwood is married, and has a child aged ten years. Andrews has been married for only six months. They were both very popular in San Remo, and were considered to be excellent sailors and fishermen.

Castaways Rescued from Barren Island In Bass Strait

Cairns Post

Yacht Was Wrecked In Storm

MELBOURNE, Sept 18 1949. After suffering the greatest privation on the barren Curtis bland in Bass Strait for 3 1/2 weeks after their yacht had been wrecked in a storm, an Adelaide businessman and his woman companion were rescued by fishermen yesterday afternoon.

The couple were Alexander Hay. (47), of the British Hotel, Port Adelaide, ship owner and wholesale fish merchant, and Miss Thelma Bennett (35), of Adelaide.

They lived in a rock cave, keeping alive chiefly on penguin and mutton bird meat, and signaling vainly to passing deep-sea ships and aircraft.

LANDED ON ISLAND

On August 16, four days after leaving Port Adelaide in the 22 ton auxiliary ketch Miss Evelyn, bound for Sydney and a Pacific island cruise, they ran into a severe storm which wrecked the vessel. They put off from the sinking ketch in a dinghy, rowed for 26 hours in high seas and landed on Curtis Island, about 30 miles away, with a week's hard rations, water, matches, clothes and flares. In the landing on the rocky shore of Curtis Island the dinghy was wrecked, but all the stores and provisions were landed safely.

SIGHTED BY FISHING BOAT

Mr Hay and Miss Bennett were sighted early yesterday morning from the fishing craft, Loch Lomond, out of Port Welshpool. The coxswain (Mr. Edward. Ryah) saw green and red hand flares being lit on the island shortly before dawn.

He called the skipper (Captain Peter Locke), who pulled the fishing boat as close as he dared to the shore and asked the castaways if they were in trouble. They told him they had been marooned and were near starvation, but could wait until daylight and milder weather permitted a rescue. At 2 p.m. yesterday afternoon Captain Locke put a dinghy over the side and two of his crew made the dangerous approach to the high rocky coast. They found Mr Hay and Miss Bennett tired, dirty and haggard, and suffering badly from exposure.

UNKEMPT AND HAGGARD

Mr Hay was dressed in an oilskin sweater, and a pair of slacks. The boots he had been wearing when he arrived on the island had been torn to pieces by the sharp rocks. A three-inch beard covered his face, and his hands were calloused and bleeding from many cuts.

Miss Bennett was barefooted, dressed in slacks, and an old army greatcoat. Her feet and hair were in the same state as Mr Hay's. The couple were transferred to the Loch Lomond and given hot soup and cocoa. They came on tonight to Melbourne, where they will rest for several days. Hay said that he had lost two stone while on the island, and Miss Bennett had also lost a great deal of weight.

"I do not think we could have lasted another week," said Hay. "We were able to walk about but we were very weak. We spun out the one week's hard rations we had. We had a saucepan to cook in, and my matches were in a sealed container and dry.

HARD RATIONS RUN OUT

"The hard rations ran out after two weeks and from then on we lived entirely on penguin and mutton bird meat. We also found a few grubs in the undergrowth. We brought some fresh water to the island but it soon ran out and then the only water we had was water made filthy after cascading through penguin rookeries. The rock cave we lived in sheltered us fairly well from the weather. We could not build any other shelter because the timber on the island was very hard to get at, and we did not have any implements. There was little to do except keep the food supply and watch out for ships. We sighted many big ships but they were too far away to see our signals. It was maddening. Last Wednesday week an air force plane flew overhead and we tried to signal with the fire, but it did not make any impression.

It was a big enough worry being wrecked; and the responsibility of having to look after a woman in such circumstances made it doubly so."

KETCH DISMANTLED

Hay said that when he sailed from Port Adelaide he had cleared the Customs. He had intended to call at Beachport, South Australia, Port Fairy, Victoria, Port Welshpool, and then Sydney. Once at sea he decided to make Port Welshpool his first port of call, but four days out his ketch was dismantled "in a blow," and she had started "to drift around Bass Strait"

The ketch had struck the storm near King Island, and had drifted more than 100 miles to the east towards Wilson's Promontory. The deck above the engines had been torn up and the spark plugs would not fire. The steering gear failed and the falling mast wrecked the bilge pump.

KETCH ABANDONED

"The ketch began to take on water and I decided there was nothing but to abandon her," Hay said; "When we pushed off in the dinghy the ketch was three quarters full of water and would inevitably have sunk. After we had been rowing for one hour we sighted land-Curtis Island, and made straight for it. I had plenty of distress flares on the ketch and sent up several before abandoning her. I took 10 flares ashore to Curtis Island, in a sealed container. It was one of these flares which the rescuing fishermen saw."

The rescuing party reached Port Welshpool from Curtis Island, 40 miles away, late last night and the castaways were given food and shelter by local fishermen. Miss Bennett declined to be interviewed.

SEARCH FOB THIRD MEMBER

On arrival in Melbourne today, Mr. Hay and Miss Bennett were interviewed by senior CIB officers. The police are seeking a man, Bernard William Harmsworth, about 40, who was to have sailed in the vessel Miss Evelyn when the ketch left Adelaide.

Early reports received at Russell Street indicated that Harmsworth was on board when the ketch ran into the storm, but the police believe now he did not join the ketch at Port Adelaide.

SAVE THE DATE!
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October 2022

Mercedes-Benz Mornington CBA National Championships

The Mercedes-Benz Mornington CBA National Championships were held 28-29 December, one of the few National Championships that will be held this summer with 25 Div 1 boats and 18 Div 2 boats.

We had great racing completing two races on Day 1 and after waiting for the breeze to fill in, two races the next day to complete the series and allow boats to discard their worst score.

The conditions allowed for four windward leewards which were held in Sorrento Championship conditions, tide and wind twisting and curling up and down the race course.

In Div 1, first place was a tie break between *Wagtail* and *Rhapsody*, both on 7 points going in *Wagtail's* favour. *Mystify* was third with 9 points.

In Div 2 it was even closer with *Aliscia* and *Lucy* scoring a dead heat in the last race, just one slightly better or slightly slower manoeuvre in that race would have flipped the Championship. *Aliscia* took the series win with *Lucy* oh so close and *Duchess* putting in a great performance from new owner Sally Law.

Thank you to Mercedes-Benz Mornington for their ongoing support. Mercedes-Benz Mornington displayed some of their current vehicles on the lawn for Members and guests to peruse over the two days. Chris Thoday and David Faorlin from Mercedes-Benz Mornington enjoyed entertaining some of their ambassadors on the water whilst watching the racing, on board Milton Green's launch, *Sandpiper*. Thank you Milton for your hospitality. Chris celebrated a milestone birthday on the second day, and loves nothing more than being at SSCBC, being part of the action of the Nationals, entertaining his guests and providing generous rewards for the sailors at the presentations, both in terms of prizes and refreshments. Chris reminded sailors that \$1,000 is paid back to the Club for every vehicle, new or used, sold to an SSCBC Member or acquaintance. If you're looking for a new or used vehicle, get in touch with Chris at Mercedes-Benz Mornington.

Nationals results were:

Div 1:

1st *Wagtail* C86 Nick Williams
2nd *Rhapsody* C1999 Colin Mitchell
3rd *Mystify* C888 Bernie O'Hanlon
Line Honours: *Wagtail* C86 Nick Williams

Div 2:

1st *Aliscia* C33 Michael Cantwell
2nd *Lucy* C31 Michael Golding
3rd *Duchess* C21 Sally Law
Line Honours: *Aliscia* C33 Michael Cantwell

Photos Andy Dorman Creative



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CBA State Titles

The Couta Boat States held at SSCBC over the Labour Day weekend saw some really exciting light airs racing in both Divisions. In Division 1, the title was taken out by Grant Smith and his crew aboard *Nepean* ahead of *Matilda* and *Wagtail* in 3rd place. Line Honours was won by *Wagtail* with Cam Myles standing in for Nick Williams and Wayne Parr in for Moose.

And in Division 2, Nick Sankey in *Peter Pan* won the regatta from *Jessamine* and *Morning Star*. *Jessamine* pipped *Morning Star* for Line Honours.

What's really interesting though is the closeness of racing across both fleets. We all know that some Couta Boats are faster than others (for a number of reasons) but that does not preclude close racing between segments of the fleet.

On many occasions throughout the regatta, less than a minute separate three or four boats, which simply makes for exciting racing.

And I must say that the TopYacht performance Handicap system is doing its thing.

We've had 18 Aggregate Races so far this year, and in Division 1 there has been 13 different race winners and in Div 2, there has also been 13 winners across the 18 races.

AND interestingly, in both Divisions, the first three boats leading the aggregate on handicap are different to the first three boats across the line in the aggregate.

Just a quick shout out to everyone in the Sailing Ops department, from the start boat, to mark layers, the tower and the bosuns - outstanding job over the last few busy weekends.

Congratulations to everyone, particularly the winners, but when we can have weekend after weekend of fun and racing, everyone's a winner!

State Titles Results:

Div 1

1st *Nepean* C08
2nd *Matilda* C127
3rd *Wagtail* C86
Line Honours *Wagtail* C86

Div 2

1st *Peter Pan* C150
2nd *Jessamine* C1922
3rd *Morning Star* C157
Line Honours *Jessamine* C1922



36°45'54.74" S
138°20'02.86" E

SAILOR'S REPORTS

>>> 2021 AUSTRALIAN OPTIMIST CHAMPIONSHIPS

The 2021 Australian Optimist Championships were hosted by Adelaide Sailing Club over 4 days between 14 - 17 April. We were two of the 117 sailors that came from all over Australia to compete.

This was my first time sailing in Open Fleet at a National event, says Miles Levenspiel, and I was nervous. The wild weather on the trip over and the big waves and strong breeze on the first day did not help. The waves were so big that once you were at the bottom of the wave you could only see a little speck of another person's sail. I kept saying in my head you can do this, and you have done this before. I admit there were a few tears that first day, but it all got better after that. A highlight was we saw dolphins and a seal that I promise waved at me. There was no surprise that my two drops went to day one efforts but other than that I was really happy with my overall results. Always give it your best and work on the things you get wrong. It is great to make friends from other States and the event was a lot of fun, particularly the water slides.



Henri and Miles somewhere amongst 117 sailors

This was my second Nationals in Open Fleet, says Henri Levenspiel, and oh boy it was an interesting one. I had a similar experience to Miles on the first day but also filled my boat with water and did not wear enough gear leaving me very cold. After that things got a lot better over the next two days. I got my best race result being a third where I was just short of a first on the last downwind leg. On the final day things changed, getting two U flags! Overall, I think I improved a lot on the start line, being more confident on the line when starting under a U or Black Flag. My biggest surprise was winning the Most Improved, drawing with Harry

Pilkington from Tasmania. Who got to take the trophy home was sorted out by Rock, Paper, Scissors; lucky I had been in training for that as well!

It was great to have some tips from Jack Lewis. We thought about the most important ones that we could share with our SSCBC friends in preparation for the 2022 Nationals in Fremantle, Western Australia. Here they are:

1. Get a clear start. There were 68 boats in the Open Fleet. You had to be on the front row to get away from the fleet quickly and have clean air
2. Keep assessing the data. Have a system where you are continually checking things like sail trim, your lane, shifts, room to tack and be clear of other competitors
3. Get a waffle at Coonalpyn on the trip over (and back!)

Thank you Jack and Dave for all your advice and encouragement this year. We are very proud to be a part of Team Sorrento.

Henri & Miles Levenspiel

EDITORS NOTE: Henri & Miles have been invited to join the Victorian Optimist Sailing Team - first SSCBC kids to make it in around 5 years.



Henri and Miles getting ready for waffles



36°54'41" S 148°02'08" E

VOLUNTEER NEWS

It has been a huge season for our army of SSCBC Volunteers, who in the 2020-21 season were involved in every element of the Club life.

We started the season lacking certainty about whether we could sail, how we would conduct and officiate races, and, if we were able to sail, how many weekends we would get in.

There were endless discussions led by our own Brett Sutton, Ben Fels, regarding how many people we could safely have in the Tower, how to operate the radio with a mask on, how many people could be on the start boat, and how to conduct a rescue 'COVID-safely'?

With bated breath, the opening weekend went off as planned, but after our COVID-grounded winter, we were all a bit rusty, and our treasured Race Committee boat 'Volunteer' was still in her Ugg boots and track pants, not in the water, where she ought to have been.

Despite the wobbly warm up, our staff and volunteers did what they always do – banded together and made things work: Rhibs were rigged up as Start Boats, family members were roped in to ensure we met with regulations, and we all learned to smile behind masks, indoors and out, when required

by Brett Ben's orders. Flags were hoisted, races were run.

In addition to the Off The Beach and Couta Boat races, as our confidence grew, so did the opportunities to volunteer. This season, the Club hosted the Laser State Championships, Wingfoil Regatta, Flying Dutchman and Symmetrical Spinnaker Challenge, and the Waszp National Championships, with the Midwinters Regatta wrapping up the 2020/21 season.

Our team of more than 80 volunteers manned and womened(!) the Race Committee, Registration, Regatta Office, Results, Tower and car parking duties. Beyond sailing, many volunteers contributed 'behind the scenes'.

Sarah Patterson, with support from Margie Marks, led the January walking group, planning and leading twice weekly walks all over the Peninsula.

Ralph Wilson channelled his passion and was Chief Mover and Shaker behind the Easter Regatta, rekindling the historic Sorrento Cup along with four days of activities and entertainment, including the inaugural Sorrento Swim.



Mark

And finally, Tricia O'Brien, along with a passionate cohort of Couta Boat aficionados, spent hundreds of hours compiling a soon-to-be-released Couta Boat Register, documenting the histories of many of our beloved wooden fishing boats. In recognition of her efforts, Trisha was recently awarded the Bernie Ross Trophy by the Couta Boat Association.

It was a messy start but a triumphant finish for our volunteer squad. My thanks to all.

Deb Kwasnicki



Margie & Sally



Serena & Zoe



Les, Elle & Bruce

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NEXT GEN REPORT

The summer seemed to be never ending with all the activities occurring both on and off the water for our Next Gen members. The incredible events that occurred all summer long are only as good as the young members who took to themselves to be involved. A general recap will let us relive what a successful summer it was.

Let's turn the clock back to early December 2020 to where our summer kicked off. Ten eager Next Gen members responded to the all-point bulletin for a Friday night of 'Social Sailing'. No expectations were required, but high deliverables were achieved and a fantastic night of sailing occurred! Part two of the December Friday night sailing series saw numbers double and to celebrate, Club member George Richards offered up a bespoke meat tray for the evening winner! How good!

The strong lead in to the summer meant we had a fantastic base to grow the involvement of young sailors into the Clubs' activities. Introducing our young members to the January Friday twilight Couta series saw an abundance of Couta Boats return to partake in the evening racing. The sailing was competitive and enjoyable, Emma Phillips and her crew on *Jessamine* taking out the Div 2 series and Harry Mighell and his crew on



Div 2 winners - Jessamine Crew



Margarita taking out Div 1.

The highly anticipated 'Gill Next Gen' race fast approached and in a year of obstacles, the thought of having 150+ sailors down to the peninsula was a privilege. Thankfully the privilege was ours and our spectacular race went ahead! The scheduled start time was burdened by a heavy 'gale warning', as the rights to owners' boats started blowing away in the strong breeze, the racing was postponed to a rescheduled Sunday race. Not to worry! Sailors enjoyed a beautiful paella provided by the sponsors of the day. What do you do when you can't race Couta Boats? Race something else! Each boat nominated a representative and the Next Gen Stand up Paddle board race was born.

Congratulations to Will Phillips taking out the race and celebrating with a champagne shower.

The Sunday 9am start time was interesting for our Next Gen sailors. However, it did not deter 100 sailors hitting the water for some pristine racing. The day was a great success and year on year the event continues to grow.

Separate to the Couta Boat racing there are a few notable

involvements of Next Gen members which occurred. The Easter swim, Teams Racing training in the city and J70 regatta are some examples of where the Next Gen sailors are getting involved under the name of SSCBC. Coming up in June, 16 Club sailors will make the trek down to Tasmania to compete in the 2K Teams Racing Nationals. Again, another great initiative.

The success of the Next Gen this season is the tip of the iceberg. The push for a new generation of sailors at the Club saw new and old faces become more involved than ever at the Club. The Next Gen Committee will, over the winter, continue the great work to ensure a fantastic line up of events and opportunities for our next generation members. There are a lot of people to thank for their support. The sponsors, the Couta Boat owners, the Club and all the members who encouraged our involvement. I say thank you and ask that you continue supporting us as we grow.

Feel free to encourage anyone who wants to be involved to touch base with any of the Next Gen Committee Members or myself to make it happen!

Jack Abbott



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COUTA BOAT NEWS

>>> COUTA COACHING – RIPPLE

There was movement at the Clubhouse, for the word had passed around

That the boat that they called Ripple would return,

And would join Division 2, but soon for first Division was bound,

So all the new crew had the best potential to learn.

It's been a great year on *Ripple*. We've had the pleasure to meet a lot of nice people and take them sailing in a traditional Couta Boat. From complete beginners to hardened campaigners, there was a great mix of all ages. This included four groups of new boat owners and some other potential owners, local residents, Opti sailing parents, family groups, students, family members of existing Couta Boat sailors, Next Gens, sailing instructors, Club employees and even a writer of adult books. Maybe there's a new book in the making!

The Couta Coaching program on *Ripple* started with a goal of better utilising the Club's Couta Boat and to introduce Couta Boat

sailing to interested members. It has far exceeded our expectations by assisting new boats into the fleet, helping existing owners and providing crew for boats. The program has also sparked interest in purchasing boats to add to the fleet. Next season, as the program further develops, Couta Coaching will focus on getting even more Members out on the water.

A big thanks to all of the volunteers, staff and contractors who helped get *Ripple* ready at the start of the season and keep her going. I'd also especially like to thank my crew and instructors for helping create a friendly and safe learning environment which was instrumental in making the year a great success.

Rhys (Banjo Paterson) Tucker





Gill

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SPONSOR NEWS

Faced with COVID-19 and the ensuing uncertainty around what the summer of 2020-21 would look like, we feel very fortunate to have been able to host sailing events at all! Our sponsors stuck with us during the challenges of 2020 and we used this season to review some of our partnerships, talk honestly about our relationships, what works, what doesn't and where we can improve.

Here is a recap on the summer's sponsored events:



Wooden Boat Shop Series kicked off in November 2020 with skippers and crews thankful to be back on their boats after over 100 days in lockdown. The lucky winners of the Wooden Boat Shop series, David Henry on *Romy* C2003 and Rhys Tucker on *Ripple* C2, received generous dining room vouchers to enjoy dinner with their crews. Thanks Tim.



CBA Mercedes-Benz Mornington Nationals – Again blessed with perfect weather, the Mercedes-Benz Mornington team enjoyed Milton's hospitality on board *Sandpiper* to watch the race, and generously provided post-race drinks on the Western lawn.

GANT

GANT Portsea Cup – The CBA Portsea Cup weekend kicked off with a sunny breakfast on the Western lawn with special guest Olympic Gold medalist, Elise Rechichi OAM interviewed by Past Commodore Andrew Plympton AM. With a cloud of dread hanging over us that we

were going to be faced with similar conditions to last year, with very little wind, we managed to get a race in. Popular winners Peter Hannah on *Armada* C58 and Sally Law on *Duchess* C21 were congratulated at the picnic on Lavender Hill (Quarantine Station was unavailable due to COVID restrictions). We hope to return the picnic to Quarantine in 2022. It is timely to thank GANT for their incredible support over 15 years at SSCBC which unfortunately has come to an end. GANT's business model has changed and they would like to focus on other areas within their marketing budget. It has been an absolute delight working with Anna Mansour, Kate Habersberger and Fiona Nugent-Jones from GANT over the years and we will definitely stay in touch. You can still order GANT polos for your crew through me. If you are in the Carlton area, pop in to their Salco store and say hello.

Gill

Gill Next Gen – Well, the Next Gen phenomenon has certainly gained momentum! Over 200 Next Gen sailors turned up for a sail, but unfortunately the conditions didn't cooperate. Sailing was restricted to a few match racing adventures in the Quests close to shore with Couta Boat sailing postponed until the following day. Nevertheless, sailors young and old had a ball and enjoyed food, drinks and some tunes on the Western lawn. The Couta Boat sailing the following day was won by *Zephyr* C2006 in Div 1 and *Jessamine* C1922 in Div 2. Thank you to Gill for the fantastic prizes and all the supporters of this event.

RT Edgar

RT Edgar Australia Day Three Piers Race – This was the first year RT Edgar had sponsored Australia Day at SSCBC (previously New Year's Day) with great success. The RT Edgar gazebo, free t-shirts for the kids, vouchers as prizes for the Buxton Cup in the morning and Champagne for the Couta Boats in the afternoon, plus other RT Edgar merchandise freely handed around. The support shown by Warwick, Holly and their team was incredible. They certainly know how to throw everything at an event to make the most of the opportunity! Well done.

While the Couta Boats were out sailing for the Three Piers race, the team from RT Edgar thoroughly enjoyed a delicious lunch in the Clubhouse dining room before joining sailors on the deck for the presentations.



Yabby Lake Vineyard
Mornington Peninsula

Yabby Lake – Wine tasting on the deck with Members enjoying the view of the Couta Boats on the water... What a perfect afternoon! Thank you to Lawrence and Cathy for coming along from Yabby Lake. The SSCBC staff recently enjoyed their end of season team luncheon at Yabby Lake and were truly spoilt with incredible wine, food and views. If you haven't been to Yabby Lake, we thoroughly recommend it. Open 7 days for lunch.

Steadfast IBG

Insurance Brokers

Steadfast IBG Insurance – Ronnie Schwarz never disappoints with the wine chosen for the prizes for the Great Fort Run. The lucky winners were Rhys Tucker in *Ripple* C27 and David Birkill in *Blondie* C15. Ronnie is the quiet achiever; always supporting the Club and giving back.



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SPONSOR NEWS

You will often find Ronnie reading the paper or catching up on emails in the Members' Lounge on a weekend throughout the season while his kids are sailing. If you have any insurance needs, get it touch with Ronnie.

coastal living

Coastal Living – Ross, Lou and Sonny from Coastal Living and their family enjoyed Milton's hospitality on board Sandpiper. A common theme amongst these sponsored sailing days is Milton Green and Sandpiper. Nothing is too much trouble for Milton and he always delights our guests with history of the Couta Boats and entertaining stories about the impressive real estate along the coast to Portsea. Thank you Milton, for your knowledge, good wit and generosity.



Sanpellegrino Sorrento Cup Regatta – Covered elsewhere in this issue, the resurgence of the Sorrento Regatta was certainly well received by Members and guests over the four-day Easter weekend. Sanpellegrino provided generous prizes, consisting of Rebel Sport vouchers for the juniors and SSCBC Clubhouse dining room vouchers for the Couta Boat winners. The Italian themed festival on Easter Saturday with the impressive pizza oven was a real treat! Thank you to Sanpellegrino for the ice-cold samples handed around, and their contribution to the pizza wagon.



Couta's supported by **Clamms Seafood** – Throughout summer, I have no doubt you would have visited Couta's on the Western Lawn. From fresh fish and chips, to calamari, baby octopus, delicious house made dips and flat bread, salads and even a fish souvlaki. When the sun was out, families loved visiting Couta's, sitting on the lawn or at the picnic tables. Big thanks to Clamms Seafood for supporting this concept and making it come to life with their incredible, fresh fish every day.



The events missing this year were KPMG Couta Boat Classic and Pommery Summer Drinks, halted due to COVID restrictions, but both will be back on the calendar for the 2021-22 season. Pommery Summer Drinks will be held just after Christmas and the KPMG Couta Boat Classic on 4 January 2022.



Finally, a special mention to Richard Hurley for his **X-Trek** sponsorship, which has made the Couta Coaching program on *Ripple* even stronger this year.

Enjoy the winter series on the water.

Hollie Hick

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

Subject to the Election of Officers and Ordinary Members of the Committee at the Annual General Meeting, held on 14 June 2021.

Commodore Georgie Silverwood

Vice Commodore Scott Llewelyn

Rear Commodore Mark Klemens

Treasurer Shaun Chalmers

Club Secretary Nikki Schwarz

Club Captain Tim Collett

Committee Rollo Wright, Howard Critchley, Deb Kwasnicki, Richard Martin, Adam Richards.

CEO Henry Dyer

Finance Deb Hodgson

Sailing Ben Fels

Head Coach & Development David White

Food & Beverage Dan Mestan

Events Caroline Shek

Restaurant Robert Skipper

Head Chef Bernard McCarthy

Sponsorship & Communications Hollie Hick

Member Services Sara Petautschnig

Maintenance Kieran Wicks

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Samuel McNeilage | Zena Phillips-Crowe | Dia Hamalis

Balance of team: Claire Upton | Fiona Kelly | Nicole Paterson | Michele Quennell | Kathy Hawksworth | Jacqui Bailey | Debra Carr
Jaimee Baker | Emily Saunders | Julie Davidson | Heather Castles | Kim Lambertz | Sarah Boyse | Briana O'Hehir | Georgia Bell

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