



# SCOOP

## NEWSLETTER OF THE COUTA BOAT CLUB.

### COPPIN JETTY OK'D

The construction of a small boat recreational jetty, in place of the original jetty serving the old sea baths (built in 1875) has been given Ministerial approval. The cost of construction is to be funded by public subscription. In addition a consultative committee to advise the Minister on the jetty project and renovation of the kiosk complex.

The committee has reached agreement on the concept for the kiosk renovation. This amounts to a tidying up and modest upgrading of the present facilities with the addition of toilets, gabled roof and verandah surround.

\$50,000

80 METRE T HEAD JETTY

The remnants of the old baths jetty (built in 1875) are to be replaced with a new jetty in the same position.

With the Port of Melbourne Authority, plans have been drawn up for a jetty 80 metres long with a 20 metre T Head and two low level landings. The 80 metre length is considered the minimum required to extend the T Head into the second gutway. This would allow the cleaning shed to be placed over the first gutway, thereby meeting E.P.A. requirements. A jetty this length will accommodate low key recreational use and limited use by small boats.

The plan illustrates what is proposed and shows the fish cleaning shed. The cost of that shed will be met by the successful tenderer for the kiosk business.

Based on discussions with expert local jetty builders, the estimated cost of building the jetty is \$50,000. Weather permitting, construction should take about two months, starting mid 1990.

April 1990

Features



\*Raise The Rose

\*Dolphins

\*Presidents B.B.Q.

\*Social Tidings

\*Racing News

\*Moorings Notice

#### COPPIN JETTY TRUST FUND

There is no opportunity for Couta Boat Club participation in the project. However the C.B.C. commends the project and members may wish to donate to the fund that has been established.

Continued on back page.

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Correspondence to: The Editor, Couta Boat Club Inc., P.O. Box 203, Sorrento, Vic. 3943.



## President's Message

The Committee of the Cousta Boat Club wishes to conduct the usual Annual Review of the Racing/Sailing Calendar for next Season (90/91).

The philosophy underlying events in 89/90 was as follows:

1. Introduce and foster Cruise type events thus providing for balance in the Racing Calendar.
2. Arrange the Racing Calendar to provide consecutive race free weekends between races.
3. Provide for more racing/cruising in the peak holiday season (when more boats are active).

We were successful to a degree - unfortunately due to circumstances beyond our control, we ended up with two Sorrento Sailing Club Summer Series on two successive weekends, followed by a large gap.

By observation the Cruises were not well attended or keenly sought whereas there appears to be a strong appetite for more racing. Greater forethought in catering for smaller boats has been a continuing issue.

Your Committee thus will be drawn to include in next year's Calendar -

More short Olympic style Course Races - possibly 4 or 5 Sorrento Sailing Club summer Series.

A more significant and expanded Portsea Regatta with a highlighted Standard Olympic style Course preceded in the morning with a Trophy Sternchaser from Sorrento with the traditional Raft Up at Portsea for lunch.

Specific races for boats 24' and under.

It is probable that the Port Melbourne Regatta will not occur this season due to the loss of that Club's premises by fire recently. The Sydney Amateur Yacht Club is again running its "Gaffers Day" in October, on the weekend 27th/28th an event that will form part of our official Calendar. All skippers are encouraged to

make the trip as the previous Bicentennial Regatta proved this event to be a tremendous experience.

I invite you to contact me or any other committee member personally or by phone, in the next month, should you have any ideas to put before us which could be introduced to our Calendar.

MARCUS BURKE

*SOUTHERN PENINSULA GAZETTE, Tuesday, March 27, 1990 -*

## Boat to take a place in history

SORRENTO boat builder Tim Phillips is restoring a cousta boat for the Australian Maritime Museum.

*Thistle*, built in 1903 on the Maribyrnong River by John Jones, spent most of her life at Port Fairy where she was used for fishing in Bass Strait.

"As far as we can tell she was originally designed as an engineless boat but had an engine put in her after World War 2," said Mr Phillips.

"She had a wet well to keep fish alive and used to sail as far away as Cape Bridgewater off the Victorian-South Australian coast."

Mr Phillips aims to re-

store the cousta boat to its original form.

"The museum wants *Thistle* 1903, not *Thistle* 1990; it wants a replica of what it was 90 years ago.

"The basic fabric of the boat will remain the same and we'll only replace the rotten wood with good wood.

"The sail cloth will come from Scotland because that's the only place it's made, and the Europe for running rigging and for the roping of sails will also come from overseas.

"Other than that, this cousta boat project is purely Australian - built, designed and used in Australia," he said.

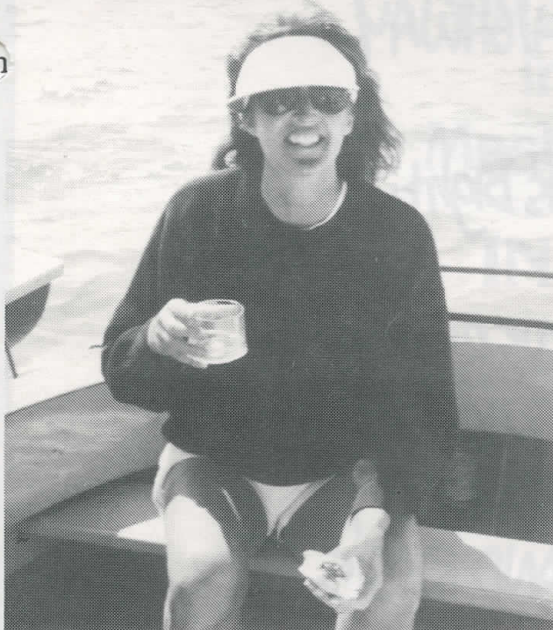


SORRENTO boat restorer Tim Phillips is restoring the *Thistle*. ● Picture: TOM DANDY

Editors Note:  
We Think it's "Europe" for "new rope"!



## Social Tidings



What offerings there were everyone went well prepared to have a great afternoon.

We understand the President's gourmet B.B.Q. and vintage reds were a treat! Later some rowed ashore to go for a walk and stretch their legs - others decided that any form of exercise was off limits.

The sea breeze gathered force and the fleet headed for home ports after a relaxing raft up. The boats looked terrific sailing although some opted for the wetter means of motoring.

The morning was one of those rare times when the breeze was light and the sun emerged just as people were starting to get into gear. After numerous phone calls to the local weather forecasters it was decided that the conditions were favourable for the eastern side of mud island - notably the tides favoured a clean exit from the shallows after what was hoped would be a pleasant lunch.

A number of boats gathered at Lentell Avenue at 12.00 only to do the Couta Boat shuffle while waiting for "you know who" to turn up. Alas we set off one boat short and in true form, we were graced with a full sails arrival after the rest of the fleet and safely anchored in the shallows.

It would appear that the humble sandwich has been surpassed by "Cuisine Deli".

The day was a rare occasion - Couta Boats of different lengths, with mixed crews aboard, in close proximity - and not a cross word or thought all day. The only rules were those of seamanship which were unspoken. Maybe next time you will join us on the water for a social cruise.

Jill Hartley.



# THE PRESIDENTS BBQ

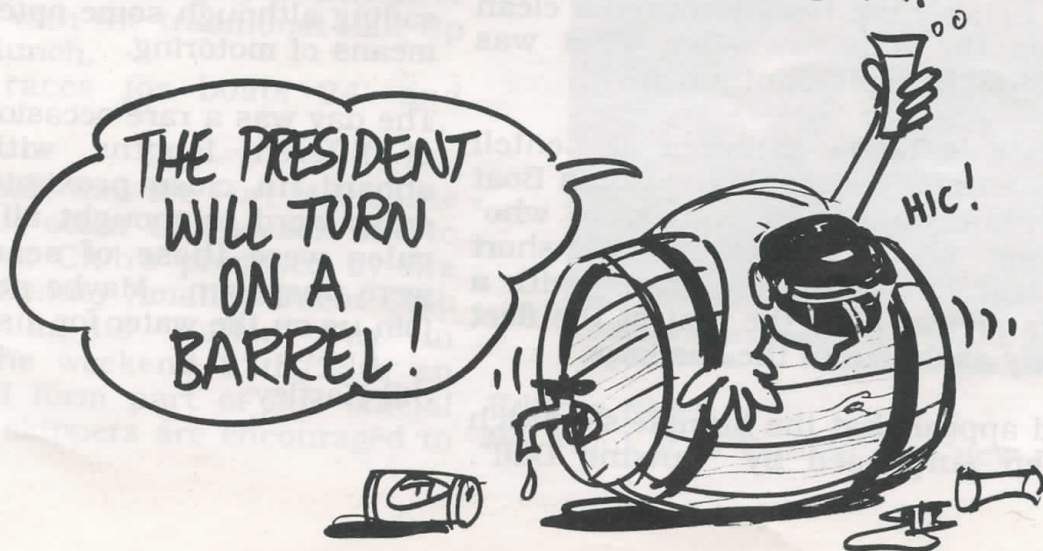
COMMENCES: 1 PM MONDAY 16th APRIL 1990

VENUE: THE PRESIDENTIAL PALACE  
3027 NEPEAN HIGHWAY  
SORRENTO

(Entrance directly opposite Camerons Bight Jetty)

BRING: GOOD HUMOUR & EVERYTHING  
ELSE YOU WOULD LIKE TO  
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## RAISE THE ROSE



The Rose is now moored off the Aquarium. She is sporting a fresh white undercoat after spending nearly four years submerged, thought to be lost forever. Another victim of the notorious Hole!

A very neat 20 footer, the Rose was built by Alex Lacco in the 1950's. She suffered a 'knockdown' capsizing and foundering immediately off Portsea in February 1986.

Fortunately after spending 20 minutes in the water Jamie Gibson and his crew were safely rescued.

On learning that the Rose had been located by the Melbourne Diving School, the Gibson family commenced negotiations to raise her.

After the loss the family had retained equity in the Rose.

A deal was struck. If Rose was resurrected in good condition, the Diving School would receive \$1,900 and an old boat to dive on! If not Rose would be consigned to the depths once again and the School would be paid only \$1,000 for the salvage operation expenses.

Much careful time and planning went into the salvage operation. The team of divers from the school was led by Barrie Haard. He was the rescuer of the unfortunate crew of the Rose soon after she sank.

Bruce Taylor and a Southern Peninsula Rescue craft assisted. As did the Couta Boat Club reliables Tim Phillips, Clive Beckinsdale, Richard Hodgkinson and of course Jamie Gibson.

All participated in the salvage on a voluntary basis.

On Monday the 15th January 1990 the salvage gear was loaded onto the diving School Launch equipped with two compressors. The anticipation of success was running high as the crew cast off from Portsea Pier.

Some 50 yards on the channel side of the Portsea Hole the divers commenced. Their work was restricted. Each could make only three dives daily - for 45 minutes decreasing to 30 and finally 20 minutes and only at slack tide.

The Rose was soon located! But deteriorating weather further restricted operations. so Monday was disappointing.

Apart from establishing that the Rose had sunk across the tide and she had completely filled with sand nearly 70 feet down.

Tuesday saw club member Grahame Robertson moored over the Rose. He sent down the divers to jet the sand out to reduce suction. As they worked they brought up wet weather gear, tools, flares and the fire extinguisher. It worked perfectly!

Then Wednesday was again a set back. Over night Rose had acted like a groyne, lying across the tide she had once again filled with sand.

The divers set to work jetting out sand. By now the situation was getting desperate. A line was fixed on to the engine shaft. Then a second line was fixed to the samson post. success at last! Rose pulled free of the sand. Her bow now faced up.

Thursday was all action. The divers removed nearly a ton of ballast. The air bags were attached, two to the hawser, one each to the chain plate and the bow fitting stem. The bags were inflated and with three tons of lift Rose started to rise. Slowly at first, then more rapidly as the depth pressure on the bags decreased. The crew cheered as Rose majestically broke the surface by six feet. She was towed into the 'L' of the pier. When the

beach was cleared of spectators a line ashore was attached to Tim Phillips workhorse 'Cou'. Rose was heaved up the beach as far as possible. Apart from a little tug damage in the stem, it was clear Rose was in remarkably fine condition. The sand had acted as a preservative.

As a gesture of good will, the unhappy 1 1/2 pound rockling that had made Rose her home was ceremoniously returned to the sea.

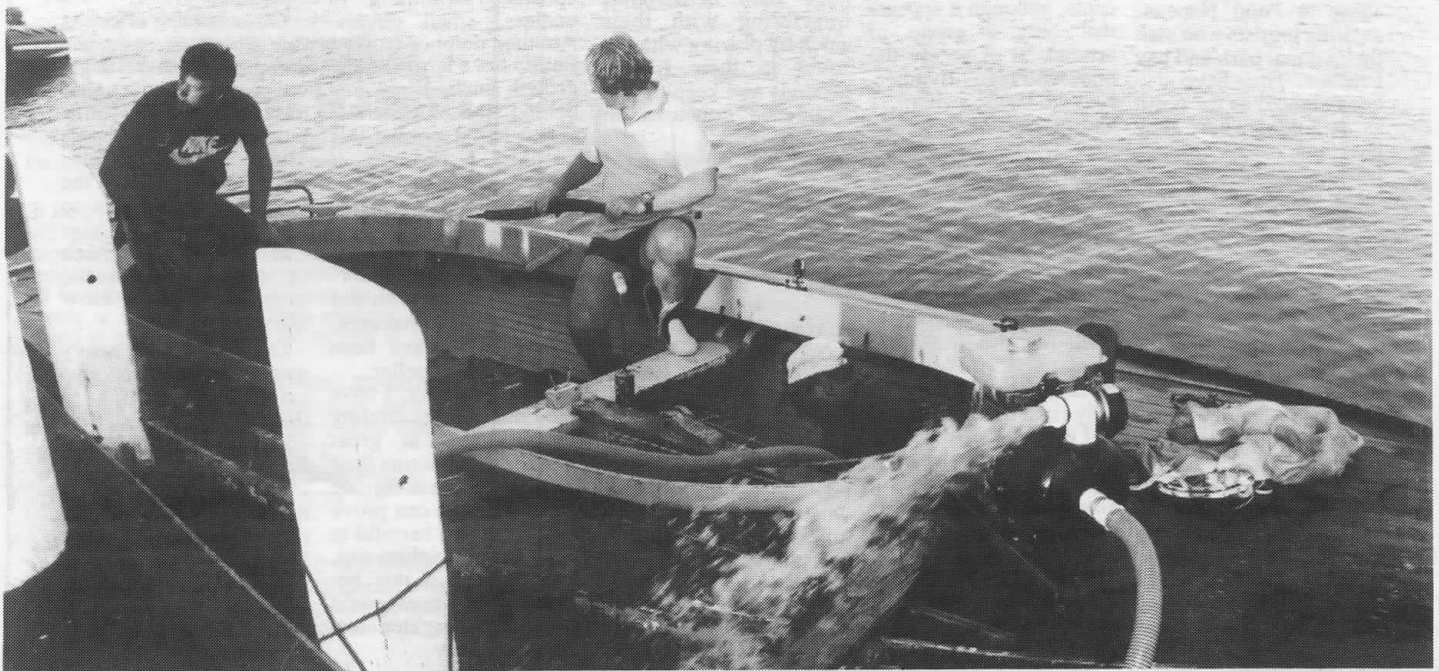
The Rose was then taken to the boatyard. Her YANMAR was showing signs of a little surface rust. Grahame Robertson Removed it to find it had not seized up. We understand Jamies Gibson is currently negotiating with YANMAR.

He hopes they may underwrite the cost of ancilliary repairs, replacing the alternator, starter, etc for its use in YANMAR publicity.

Now lying on a mooring, it is expected the Rose will take a year of slow drying before she is seaworthy again.

Thanks to Tim Phillips for this story. A great tale of team work between representatives of Southern Peninsula Rescue and Melbourne Diving School, the Çouta Boat Club not forgetting of course, m Jamie Gibson and his family - the proud owners of the resurrected Rose.

To back page.





# DOLPHINS

BY FAI CHIVELL HAST



• DOLPHINS offshore at Portsea

PHOTO: FAI CHIVELL HAST

ALMOST every major coastal city in Australia has a resident group of dolphins that are more or less a permanent feature and the dolphins of Port Phillip Bay are just as interesting as the famous Monkey Mia dolphins of Western Australia.

Dolphins have been seen regularly in Port Phillip Bay for more than 30 years by fishermen, yachtsmen, surfers and divers, but it is only recently that they have become so conspicuous to the many boating and beach enthusiasts who visit the Mornington Peninsula.

The resident dolphins of Port Phillip are a friendly mob. They regularly follow cruise boats, thrilling passengers as they dart through the bow wave, or coming close inshore at Point Nepean, exciting tourists who visit the national park and bay beaches. They have also been sighted as far north as St Kilda, where they have put on spectacular leaping displays for the lucky people strolling along the pier.

My first encounter with the dolphins of Port Phillip was at Seaford in March, 1980. I was sitting on the beach watching the sunset and I noticed a group, or pod, of dolphins swimming slowly by. Suddenly, three dolphins broke away from the pod and came close inshore.

They milled around for a moment or two then began to leap from the water in a synchronised dance that lasted for about 20 minutes. I was transfixed. Time appeared to stand still until their dance was over.

From that time on I have spent many weekends and holidays at Rye and Sorrento getting to know and recognise individual dolphins. Over the last two years I have undertaken a part-time observational study of the behaviour and ecology of the animals and for the next three years I will be studying the dolphins on a full time basis, identifying and gathering as much information as possible.

To date, the research program has involved learning to identify individual animals by the markings on their bodies and dorsal fins, which can prove difficult in some cases, and determining their movements and social groupings. There are about 60-100 animals consisting of large males, females and their babies, and adolescents, although it appears that only a group of around 20 or so are the ones who regularly interact with boats, swimmers and the ferries.

Mostly the dolphins travel in groups of between 10-20, but it is not uncommon to find pairs of dolphins travelling together, these are usually mothers and babies or adolescents.

Findings indicate that the dolphins of Port Phillip do not have a particularly rigid social structure and it is often difficult to predict which animals will be found together on any particular day, although a regular group appear to like 'hanging out' off-shore from the Quarantine Station at Point Nepean National Park.

The dolphins also appear to have a reasonably consistent range,

although this does not seem to include any territorial behaviour, as the groups will join together at feeding times and any time they feel like playing.

All dolphins like to travel in straight lines and the Port Phillip dolphins indulge this behaviour every day. They will meander for hours, hardly deviating in their course, except to avoid boats, then perform a long, slow turn and travel back along the same path.

They feed on a variety of fish that inhabit the bay, mullet, snapper, etc and I have seen them terrorising stingrays and playing with squid.



• OFF Quarantine Station

PHOTO: FAI CHIVELL HAST

Squid fishermen from Portland told me that on February 24 there was a huge 'mob' of dolphins interfering with their catch by playing with the squid in their fishing grounds and keeping the frightened creatures on the bottom.

Life for the dolphins of Port Phillip consists of more interesting things than just hunting for food. They spend most of their time in social behaviour and play.

Their sexual activity is obviously prolific as there are a number of calves born each year and these curious little animals are an absolute delight to behold as they bob up to take a better look at what's around them, then quickly catch up to mum for safety. The dolphins also spend a lot of time doing nothing. During this time they appear to be asleep or just 'talking' to one another.

Unlike captive dolphins, there is very little

aggressive behaviour exhibited by the Port Phillip Bay dolphins, although the rambunctious group of adolescents push and shove one another as they leap, twist and slap the water with their fins, often just a few metres from shore.

A number of the dolphins have scratches and markings on their bodies and dorsal fins, some of which appear to have been made by propellers.

One of the dolphins, dubbed 'Bendy' because of his bent dorsal fin, has been in the bay for many years. A local fisherman told me that 'Bendy' was hit by a motor boat years ago and the result was a broken dorsal fin.

around the many pleasure craft, it is most important to remember that we are on their turf and respect must be given to these delightful, fun-loving creatures when they decide to grace us with their presence.

Dolphins are a protected species and heavy fines are imposed on those who disregard the rules that protect them.

The mothers are very protective of their young and will take them to quieter areas when traffic is heavy. When the wind blows from certain directions, making the bay extremely choppy, the adults often take the younger ones around to Western Port Bay.

This action is probably

due to the waves covering the blowholes, making it difficult for the babies to breathe. Other hazards affecting the dolphins are the dumping of plastic bags, six-pack rings and other harmful, non-biodegradable products. There are ample bins along the shore and the bay is not the place to throw waste. Plastic bags can lodge in the stomach of dolphins and seals, bringing about slow starvation.

Oil spills and heavy metal dumping are also extremely damaging to the marine life that abounds in Port Phillip Bay. Before industry was so extensively established, it was common to see dolphins in the Maribyrnong and Yarra Rivers. They would travel as far up the Yarra as the Jolimont railway yards.

This, of course, no longer happens due to heavy pollution.

## Enjoy

Although the dolphins appear to enjoy swimming



## Coutas leave vanggs for the memories



### Spectator

Peter Hannemann\*

**A**S AN ocean racing fanatic I believed the known universe began and finished at Sydney Heads.

A large part of my life has been spent on Saturday afternoon races, overnights (when I'm asked what do you do when the sun goes down? I reply "we anchor" and they believe it) and thrilled to the experience of Sydney-Hobarts.

I'm sure I've heard every possible excuse from a wide range of skippers and tacticians on why they did not win, witnessed every possible attempt at defeating the ubiquitous mal de mer (the only guaranteed solution is to sit under a tree) and worked everywhere on a boat from adventureland (the bow), to fantasyland (the cockpit) and back to the beer-garden (the stern).

Ocean racing to me was nirvana. The Pacific Ocean, fondly called the paddock, on the east coast of Australia was Mecca.

Until, on one blustery day that only Port Phillip Bay can summon, I underwent what can only be termed a religious experience.

I sailed a barracouta (couta) boat.

Early one Saturday morning the call came. "Be at Lentell Avenue jetty, Portsea, in one hour. Stand at the entrance and when anyone walks past raise your hand and call out in a dramatic voice, The Rip - The Rip."

So there I stood, calling "The Rip - The Rip", my passport to a berth on a beautifully rebuilt wooden couta boat, redolent with nostalgia (and hopefully the skipper's best scotch), in a mellifluous dramatic aria.

After a few bemused glances paydirt was struck when one passerby stopped and postulated "well done boy, I like the cut of your jib, welcome aboard" and proceeded to march off down the jetty while bellowing at a boat to come and get us.

Stepping on to the boat, actually called The Rip, was like stepping back 100 years in time, in fact, to when these boats were in force.

The couta boats were first built in the 1880s as fishing boats. The couta fleet would leave Queenscliff at dawn, up to 100 black, broad-beamed boats

Well done boy,  
I like the cut of  
your jib, welcome  
aboard

carrying a gaff rig and a crew of at least two men. Out beyond The Rip, the treacherous narrow entrance to Port Phillip Bay, swam vast schools of barracouta, a fine table fish highly prized by the burghers of Melbourne and Geelong.

Tradition has it that the first boat to catch its limit would hold up the tail end of the main sheet, shake out the reefs and the race for home was on.

The heyday of couta fishing and the Queenscliff fleet has long passed. The fish have gone and so have many of the fishermen.

But having suffered decades of abuse and neglect, being left to rot in sand dunes, shearing sheds and even used as chookyards, the boats have been given a second wind by a band of enthusiasts, based at Portsea.

Dozens of rotting hulls have now been restored and replicas built exactly to the original design and that means down to wooden turning blocks and block and tackle for hoisting the sails.

Tradition to the true couta aficionado is sacrosanct and anyone who suggests ideas deviating from the original order is deemed an iconoclast of the highest order.

There are, however, some concessions to progress such as using dacron sails and synthetic ropes for running rigging.

I recall at one annual meeting a fiery and emotional debate raging for quite some time over the seemingly innocuous issue of whether to use one type of sail cloth rather than another as it smacked of progress. It is important to record that modern ocean racers have well and truly forgotten that such cloths ever existed.

But they (state-of-the-art ocean racers) can keep their kevlar/mylar tape drive cloth, hydraulic boom vanggs and America's Cup black boxes. I'm hooked on the coutas; especially the fact they don't have winch handles for skippers to throw at the foredeck crew.

\* Peter Hannemann knows he was set up to call out "The Rip - The Rip" by Tim Sutcliffe, a Red Hill vigneron and winemaker and the top couta helmsman, but is indebted to him for an uplifting experience.



PORT OF MELBOURNE AUTHORITY  
World Trade Centre, Melbourne

### PORT PHILLIP MOORINGS — MOUNT MARTHA TO PORTSEA

The Port of Melbourne Authority (PMA) is responsible for the issue of permits for boat swing mooring sites in Port Phillip Bay.

To keep records up to date and to permit removal of old/disused mooring tackles, the PMA is calling on owners of swing mooring tackle along the Mornington Peninsula between Mount Martha and Portsea who do not have their mooring registered with the PMA (either directly or through the local PMA-appointed mooring officer) to notify the PMA of the location of mooring tackle.

**APPLICATION FOR MOORING PERMITS**  
To obtain a mooring permit application, owners are requested to contact the Port Phillip Regional Office with information on mooring site in writing to:

**The Regional Manager (Port Phillip)**  
Port of Melbourne Authority  
PO Box 4721  
MELBOURNE VIC 3001

**REMOVAL OF OLD/DISUSED MOORINGS**  
The PMA is intended to begin removing old/disused mooring tackles after July 1990. Tackle owners failing to apply for a mooring permit by this time could have their tackle removed.

3GYL02300

### The Way We Were



A Queenscliff Childrens' Regatta. Circa 1920.

Collection: T. Phillips.



## Calendar For Season 1989/90

Day	Date	Time	Race	Social - Post Race
Sat	15/04/90	2pm	* Camerons Bight Sternchaser	
Sun	16/04/90	1pm		The Presidents B.B.Q.
Wed	06/6/90	6.30pm		Annual Presentation Prince Alfred Hotel, Richmond

\* AGGREGATE (Best 4 out of 7 races)

## Club Aggregate Standings

With only one race to go the points standings are:

24	CHEVIOT	13	KATE
18	WAGTAIL	9	MURIEL
16	JESSIE	8	VICTORY

The results will be announced at the presidents B.B.Q.

## Committee Members 88-89

<b>President</b>	Marcus Burke	<b>Safety Officer</b>	Tim Phillips
<b>Vice President</b>	John Ross	<b>Chairman, Handicap Com.</b>	Bill Davis
<b>Secretary</b>	Brian Wales	<b>Social Secretary</b>	Jill Hartley
<b>Treasurer</b>	Tim Ryan	<b>Assistant Social Secretary</b>	Clive Beckingsale
<b>Membership Officer</b>	Peter Burke	<b>Committee Member</b>	Ric Lansell

## For Sale

### "ENA"

26' Couta boat by Higgs Bros. Geelong, 1948 in excellent condition. includes as new 18 hp Volvo twin diesel, 2 mains, 2 jibs & full survey.

This opportunity is to buy a 50% intrest but have virtually unlimited use. Moored off Lentell Ave.

Bill Ingram  
(054) 24 8268

### "MINERVA"

26' Couta boat Yanmar Diesel 29hp (2 Cylinder) 2 Mainsails, 6 Headsails Anchors/jackets and all safety gear, new running rigging (1989). Standing rigging replaced (1988). Hull overhauling 1987/88. Maintained in perfect order  
Price \$ 42,000.00

R. Buxton  
(03) 646 1888  
(03) 592 2451  
(059) 84 3217  
or Tim Phillips

### "DAWN"

Mb21 - 30'x11'x2'6"  
N.Z. Kauri hull, built Alec Lacco 58, rebuilt & rigged 88, Laid deck, centre board, in full M.B. Survey for 15 Passengers, spray dodger & awning all safety gear, VHF radio, just painted and new Diesel installed - \$ 29,000. Ring Phillip Myer, BH. 052-522166, AH. 052-521229



# Boats in Handicap Sequence as at 29th, March, 1990

Boat Name	Sail Number	Current Handicap
MERCURY	C 22	0.68
RON RICO	C 15	0.71
MERMERUS	C 3	0.71
MELISSA	C 20	0.73
KENTDALE	C 19	0.734
MERNA RUBIE	C 61	0.7576
ALICE	C 7	0.771
FIONA	C 81	0.78
HELEN	C 2	0.7847
ELSIE	C 32	0.796
LYNDAL LEA	C 21	0.796
VICTORIA	C 39	0.8
HETTIE	C 4	0.81
ROSETA	C 35	0.816
SWAN	C 50	0.816
ENA	C 49	0.83
ENTERPRISE	C 11	0.83
JOAN	PM 99	0.8341
TIOHIA	C 5	0.8341
LOURNA	C 62	0.836
COLLEEN	C 55	0.8362
ROYAL	C 24	0.8363
LOMA	C 46	0.8458
NYRIA	C 104	0.85
PETER PAN	C 150	0.8504
ISABELLA	C 26	0.8526
HUIA	C 36	0.854
LUCY	C 31	0.8542
RITA	C 30	0.8552
ALISCIA	C 33	0.8572
LONSDALE	B 51	0.86
AMANDA	C 9	0.8624
WEEROONA	C 25	0.8638
JANE LOUISE	C 59	0.87
RUBY ANNE	B 145	0.872
SURPRISE	C 14	0.8819
HERO	C 1	0.8837
PHOENIX	C 41	0.89
EIIZA	C 88	0.892
MINERVA	B 48	0.8924
RIPPLE	C 27	0.8931
RIP	C 6	0.8932
REGINA	C 34	0.9004
TICONDEROGA	C 101	0.901
KATHLEEN MARY	C 90	0.9011
MAKAMA	C 77	0.9027
SALLY	C 82	0.9033
VALDA	C 16	0.9124
WATTLE	C 28	0.9124
CHEVIOT	C 87	0.9146
DAWN	MB 21	0.92
VICTORY	C 10	0.9258
JESSIE	C 44	0.9346
AJAX	C 100	0.9423
KATE	B 305	0.9424
MURIEL	C 17	0.943
WAGTAIL	C 86	0.9611



Coppin Jetty Ok'd - continued from front page

Donations made out to 'The Coppin Jetty Trust Fund' may be sent C/- P O Box 2, Sorrento, 3943, or the National Australia Bank, Ocean Beach Road, Sorrento, 3943. Receipts will be issued if required.

The Shire of Flinders will act as Bankers. Tax deductibility is being sought. You can sponsor a plank on the new jetty at \$100.00 per plank...and have your name on the Coppin Jetty Roll of Honour or for \$1,000.00 have your name on the plaque on one of the 12 whaling piles. In addition a valuable painting of the Old Baths, by renowned painter Reg Cox, has been made available for a raffle. 10,000 tickets at \$1.00 each will be sold until the 1st May 1990. Tickets may be bought at the Kiosk or in the Main Street, Sorrento until the 1st May 1990. Results will be published in the Peninsula Gazette and Mail on the 16th May 1990.

continued from inside pages

#### THE ROSE nee THE SPITFIRE...

The Rose was one of six similar sailing boats built by Alex Lacco about 30-40 years ago. She then sold for fifty eight pounds.

Long term owner Alex Gillam first saw her advertised in 'The Age'. She was then moored in Westernport Bay and owned by an Airforce type - hence the name The Spitfire.

Alex missed buying The Spitfire but subsequently bought her from the new owner who re-advertised the boat from Williamstown. He used her for 15-20 years as a fishing boat. During that time a 6 H.P. YANMAR was installed.

'Dugga' Beasley then purchased her and commissioned Charlie Strong to do the boat up - redecking and installing a centre plate case.

In November 1984, Peter Gibson bought the Spitfire for \$6,000. The old high 6 H.P. engine was replaced with an 8 H.P. YANMAR and she was re-named the Rose.

