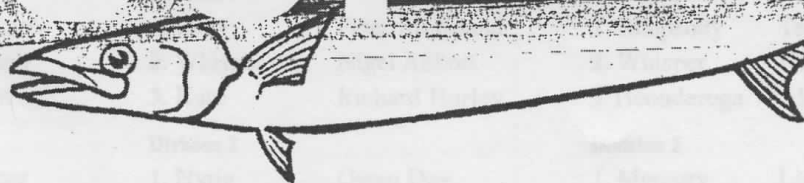


SCOOP



Committee

Hon. Treasurer on board.

We are very grateful that George Kimpton has agreed to take on the role of Honourary Treasurer. George is the owner of a fleet including C59 Jane Louise and C11 Enterprise! George has already finalised the 2002/03 accounts for audit.

As a result of this process we shall soon be advising members of the date, time and location of the Annual General Meeting.

Prior to the AGM there shall be an opportunity to nominate for positions on the Committee. President John Ross and Committee member Peter Hannah shall be retiring from the Committee.

Nigel Abbott (C92 Whisper), Peter Sydes (C73 Lincoln Rose) and Steve Chiodo (C126 Kitty Miller) have joined the Committee over the past twelve months so the transition process is well in hand.

Class Rules

The current Class Rules are undergoing the annual review. The two areas of primary focus are

Hull Form: with a view to including additional Defining Measurements – notably a Waterline Beam to further protect the integrity of the core Couta Boat hull form – to ensure new craft are in the nature of fishing boats rather than yachts.

Safety: Two incidents have prompted a review – the sinking of the Kentdale during the Portsea Cup and the State Coroner's findings in relation to a fatality during the 2000 Big Bay Race.

SSCBC prepared a report into the Kentdale incident which is at the heart of a review of the adequacy of rules relating to reefing, quick releases on sheeting systems, life jackets (wearing and storage) and bilge pumps.

The State Coroner has made a number of recommendations, both in relation to the conduct of events and race officer's obligations and in relation to safety equipment. We understand that the Australian Yachting Federation and State Government Authorities

will be examining those recommendations. The CBA will monitor the situation and if necessary represent owners in any consultation process. Of particular concern is the recommendation that wearing of PFD's, harnesses and lifelines be mandatory for yacht races. Clearly the wearing of a harness tethered to the boat presents a potentially serious issue for crews of Couta Boats and other classes such as Dragons, Tumlarens, Etechells etc.

Sincere thanks

Our sincere congratulations and thanks are extended to Nigel Abbott and Greg Nielsen for their efforts associated with the recent Mordialloc and Queenscliff events. Both events have great potential for further development and will become major fixtures in future calendars. Representations have been made to ensure they are not programmed for successive weekends.

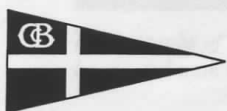
Sail Melbourne 2004

Your Association and SSCBC are working together to have the Mazda Nationals and Portsea Cup included in the Sail Melbourne 2004 programme. We are hopeful of working our way through any potential area of conflict with Yachting Victoria. This will be a very positive outcome for Couta Boats if we are successful.

If our Nationals are to be sailed under the Sail Melbourne banner it will be important that after all these years we attract some interstate entries.

Given the expense and logistics the most feasible way to do this is to offer boats for charter to interstate skippers and crews.

Any owner interested in allowing their boat to be sailed by an interstate crew – in whole or in part, with or without the owner on board – but not skippering – please let us know. We have already written to the relevant fleet representatives and a really good follow-up would be to offer some specific boats.



Congratulations

Our congratulations are extended to all prizewinners in the Associations core events.

Mazda Nationals

Division 1

1. Jennifer Michael Arcaro
2. Rhapsody Colin Mitchell
3. Whisper Nigel Abbott

Division 2

1. Julia Jamie Spencer
2. Fiona Graham Cunningham
3. Mercury Liz Gibson

Portsea Cup

Division 1

1. Sally Peter McKeand
2. Whisper Nigel Abbott
3. Kate Richard Hurley

Division 2

1. Nyria Owen Day
2. Dawn Sam Haysom
3. Mercury Liz Gibson

Air International State Titles

Division 1

1. Rhapsody Terry Smith
2. Whisper Nigel Abbott
- 3 Ticonderoga Alan Williams

Division 2

1. Mercury Liz Gibson
2. Rosie Brett Almond
3. Woodpecker Barbara Price

New Registrations

Two boats of have been registered in recent times.

C1933 "White wings"

Built by Charles Newman, a professional fisherman, at Newhaven in 1933. A major restoration is nearing completion for owner John Wishart. She will be based at Southport. A brief summary of what is known about "White Wings" follows.

The Newmans were well known fishermen, originally from Rye and in Charlie's case from the 1920's based in San Remo. White Wings still carries RFB (Registered Fishing Boat) 1933 scribed in her topsiders.

Fisheries and Wildlife records show that "White Wings" was registered to Charles Newman from 1933 until 1948. From 1948 until 1953 she was registered to Basil Newman, Charles' son. From 1953 until 1957, when records ceased, she was registered to Robert Smith of Flinders.

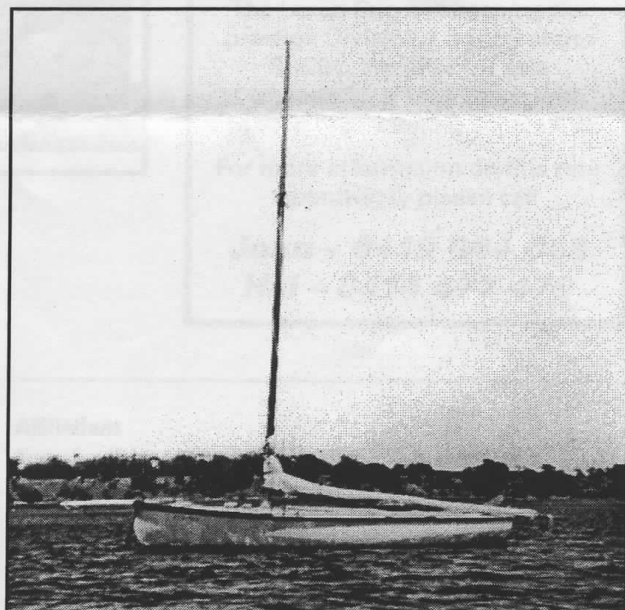
In 1983 John Ross heard of a boat on a farm in the hills behind Yarragon in Gippsland. This boat turned out to be "White Wings" (RFB1933). John located Basil and

visited him at Newhaven. Basil had a half model of "White Wings", some old negatives and was able to relate a little more of the history of the boat. John took Tim Phillips to see "White Wings" and his advice at the time was that she was too far gone to warrant restoration.

"White Wings" next reappeared in Sorrento in the early/mid 1990's having been found by Charlie Young. Charlie had intended to restore her – but she sat in his front yard for many years until Charlie passed away having completed many projects – but not that one. John Wishart purchased her from Chris Young and the restoration began ... described as the usual partnership between boat builder and boat owner – "he provided the labour; I provide the money!" Fortunately the first advice given on her rediscovery "burn it" was not headed.

C188/RF188 "Swift"

Built by Albany Maritime Foundation to a design by Will Baillieu for owner Chris Norman. Used in Albany for sail training / learn to sail courses.



Photographs of "White Wings" printed from old negatives loaned to John Ross by Basil Newman. The Newmans operated a guest house and took visitors fishing and sailing on "White Wings".

Food for thought!

The article reprinted below appeared in the February 2003 issue of Classic Boat as a side bar to an article on working oyster boats titled "The world's his oyster". Some aspects of the article have a familiar ring ... are we heading too far on a similar course?

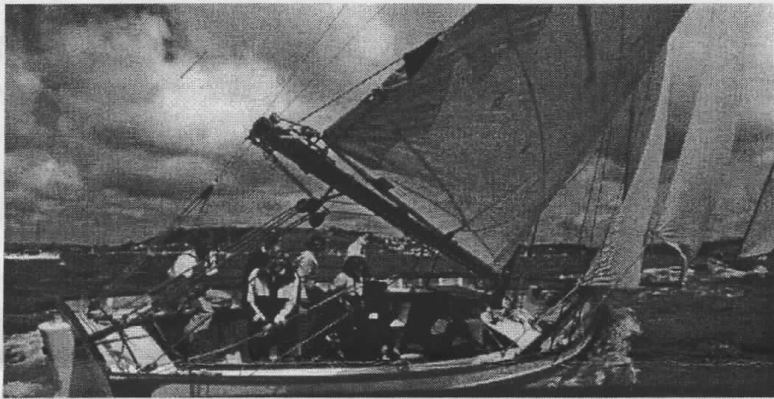
The Falmouth Workingboat Association

IN THE SUMMER MONTHS when the oysters are not fished the Falmouth Working Boat Association runs races for working boats. Gaffers and Luggers at Mylor have been building these boats for decades and while they don't look like yachts from a distance, the majority are not fished. The races were run by the fishermen themselves, both for recreation and to take paying guests; members of the Royal family have raced these boats in summer. Many fishermen also earned income crewing aboard yachts in the summer.

Like many rural associations there are increasingly less fishermen who race their craft and the association is run by well meaning but nevertheless professional class people. And of the 15 or so boats out in December only five race regularly. Some older craft like the *Evelyn* and *Florence* from St Mawes have been brought up to scratch by syndicates to keep them in the estuary when they were sold out of fishing.

Fishermen often have poor gear and can't compete with workboats that enjoy regular new sail wardrobes and items of equipment that make them go faster. In the past fishermen sailed their so-called scratch boats in a more even basis, reading the tides and windshifts to give them the edge in racing.

It's a shame so few fishermen with their knowledge of the river, race today. One senses that the go faster nature of the non-working workboats puts off the men who are out in all weathers but whose income precludes fair competition. As one fisherman says: "We sail with everything held together with string and you're worried sick that something might break at any moment because of what that represents in lost time and money. By having all the competitive new gear the new lot have made it an unlevel playing field. So really they've destroyed what it was that they liked about it to begin with. I don't think they realise that."



More food for thought!

Should we be pressing for a review of the Sorrento fleet racing calendar? Some events in February and March attract less than 20 boats – others in May and June do better. Has it become too intense for the average boat? Should a further division be introduced?

You tell us – feed back is welcomed.

Liaison between your Association and SSCBC is now in the capable hands of Nigel Abbott who will be happy to receive your comments.

Under Construction

Readers of The Wooden Boatshop newsletter "Grommet" will have learned that new Couta Boats are under construction there for Peter Gale and for Darren Hart. We look forward to seeing them on the water for season 2003 – 04.

Please advise us

We would appreciate boat owners advising us of any change of address and details of boat sales. This enables us to keep our data base and Master Register up to date and avoids the nuisance of mail going astray.

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Do you know someone who loves Couta Boats and wants to win the Lacco Cup?

The Lacco Cup will become the prestige Division 2 trophy at the SSCBC. We offer for sale "Amanda"... a 1937 Lacco with proven race winning capability.

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John – 0419 644 668
Hal – 0414 477 479

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Hon. Treasurer: George Kimpton
Registrar: Peter Sydes
Committee: Tim Phillips, Peter Hannah, Greg Nielsen
Delegates: Queenscliff – Greg Nielsen
Portland/Port Fairy – Roy Jennings
Sydney – Mick Morris
Perth – Tony Packer

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