

May 2005

SCOOP



C O U T A B O A T A S S O C I A T I O N I N C .

A letter from the Sorrento Sailing Cousta Boat Club

The 2004-5 season got underway officially on Opening day, November 15th with Peter Gale in Vivienne taking Line Honours in Division 1 for the first of many times this season. Jeffrey Richardson in C97 took out Handicap Honours on this day. It was the first of a 3 race series sponsored by The Kenneth Group of Companies. Division 2 Line Honours went to Lucy and Marlena took out the Handicap Honours

Race 2 the following week saw us in an extraordinary situation, where only one boat, Vivienne managed to complete the course. Several boats came to within 20 metres of the finish but the outgoing tide thwarted their attempts to cross it.

Race 3 of the series went to C97 for Line Honours and Mystify the Handicap whilst in Div 2, Lucy completed the double Line Honours and Handicap

The season continued in much the same vein. Vivienne and C97 were clearly the quickest boats in Division 1 although, Kate when skippered by young Ralph Wilson, showed great improvement particularly with the new Halsey Lidgard sails. She took out the coveted Gant Portsea Cup in a top class fleet that included a team of guns from Skandia Wildthing who had borrowed Milton Green's beautiful boat Jessie for the day.

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In Division 2 Lucy continued to be the quickest boat with the fast improving Marlena sailed by Ross McCallum getting better every week. Duchess took Line Honours in the Gant Portsea Cup and Barbara Price in Woodpecker took it on handicap. Over 50 boats competed in this wonderful spectacle off Portsea which included a historic sail past and a Heritage Race won by Peter Hannah in Ripple

It was a pretty hectic 10 days from Boxing Day, including The Nationals, Portsea Cup and the hugely successful KPMG Couta Boat Classic. Whilst we didn't actually get a race in KPMG entertained over 280 of their clients/ friends a wonderful public relations event for them, not to mention SSCBC and the CBA. The Club wishes to thank all owners who participated for preparing their boats and entertaining their guests.

We then had a couple of weeks where the weather wasn't as kind as it could have been and the boys became a little frustrated without sailing so often. The Napier & Blakeley twilight series continued throughout January though with a bunch of regulars enjoying both the sailing and the social gatherings.

Australia Day was again a gala spectacle. Wayne Parr and his team of helpers put on a show for us again before the 3 piers passage race which was shortened due to light airs.

One great success was the reintroduction of the Round the Fort Race. This was an epic passage race of some 3 1/2 hours and was won by Kate who had a terrific beat back to the Club from the Fort



The Cascade Premium Light Match Racing was sailed in light airs but with tight competition in all fleets. A most successful event. Thanks again to the hospitality of Cascade.

And who could forget the Edward Beale Lady Skippers Race. What will George get up to next year!

And that brought us into March for the Air International State Titles. Again the winds frustrated us but we managed to get 3 races in one day. Div 1 was won on a count back by C97 from Wagtail after Vivienne again took Line Honours And in Division 2 Liz Gibson won in Mercury.

Thanks to Bruce Griffiths and Air International for their continued support of this Regatta.

And so as the summer fades away we focus on the Web squad Lacco Cup and then the Snap Printing Winter Series. So don't pack your boats up just yet, as there is still plenty of Autumn/ Winter sailing to be done at sunny Sorrento where the weather is always fine.



On behalf of the Couta Boat Association I would like to Thank the SSCBC for a professional and well run sailing season even if the weather some what defeated the best laid plans...such is life...such is sailing ...editor.

QUEENSLIFF 2005

It doesn't get much better than this. A stunningly beautiful sunny day in Queenscliff, good crowds to cheer on their favourites, couta boats primed and ready for racing manned by enthusiastic crews.

Another perfect day in paradise and the Queenscliff Couta Boat Association made the most of it with 34 boats competing.

Congratulation's to handicap winners *Wattle C28* owned by Russel Barrett and *Duchess C21* owned by Andrew Creek. Line honour Winners were *Vivienne C2003* owned by Peter Gale and *Defiance C136* owned by Brett Almond.

Wattle was originally built for Walter Todd of Queenscliff and given to his son on his 21st birthday. She had eleven owners before ending up as a houseboat on the Port River in Adelaide. Tim Phillips found her and restored her in 1980 with a new deck, ribs and a case. *Wattle* was sailed for many years by Marcus Burke, founding President of the Couta Boat Club and Honorary Life Member of the Couta Boat Club.

In 1994 she was sold to the Calvert-Jones family and in January 2004 was sold to Russel Barrett and sailed to Flinders. The old salts and tellers of fishy tales Harry Mouchmore and Lewis Ferrier penned these few words to the committee which says it all.

"To all the skippers, crews and friends in the couta boats, grateful thanks for your enthusiasm, participation, friendliness and respect during a great weekend visit to Queenscliff 25th-26th February"

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WOODEN BOAT FESTIVAL HOBART 2005



The Law's Hobart Experience

For those of us that made the journey south in February to the Australian Wooden Boat Festival in Hobart they would have witnessed some amazing sights. Arriving on the Friday our family find George Kimpton had managed to fill his entire car with cases of wine from various vineyards throughout the state. Let's just say that after the end of the weekend George left Hobart with no wine in the car and I had nothing to do with it :- 😊

Our family first made the trip to the Australian Wooden Boat festival in 1996 (when Storm Bay was actually in the water) and since then have made the trip south every second year. This festival is something special, it brings people from all walks of life, hippies, fishermen, trendies, yuppies, sea scouts and yachties together for a single passion. There truly is nothing like a wooden boat, whether a steam tugboat grabs for attention or simply drives you nuts (Spoksy) to the enyo gloved mansions on water. Drool could be found all over the dockside, and our family would often find Dad missing, eyeing off that boat which definitely had to come home.

There are a number of incidents that do stand out from the weekend:

The Wooden Boat Shop Cocktail party...how did we get back down those stairs...

The night life, for those young in body or simply in mind the fact that all the pubs/nightclubs form a row across from the docks completed the party atmosphere.

Flathead, whitebait, whiting and travali sausages, the Bergin's (connoisseur's of fine dinning) tried all of these Tasi delicacies and highly recommend the flathead for those doing the 2007 trip

Georges Scallop pie, according to him he got 10 scallops within this single pie....heaven for only \$2.50



Couta Boats, while we go on and on about these boats, it was with great pride to see a number of Victorian Couta's showing their style amongst the 450 + boats

The Tasi police boat, arguably one of the finest boats in Constitution Docks. She is a 40' 1950s motor launch still in operation and it is worth while getting arrested on the Harbour just for a trip on board.

Dragons, WHAT A BOAT, if ever there were sex appeal in wooden boats these girls have it. Fine lines, grace and speed made this boat for me the stand out of the festival.



It must be added that Emma and I give great thanks to the Danish Maritime Museum who, while kindly donating Viking boats and material, also supplied the minimally clad Viking boys to go with it!

There were some wonderful boats there and coming from someone that has spent their entire life around wooden boats it is one of the most brilliant, thrilling and joyous events.....

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While some simply came for the culinary delights or family bonding the event is simply a wonderful weekend. Fantastic company, good wine and food, a lovely relaxed atmosphere and the spectacular vessels are key reasons to make the trip. So start planning for the 2007 festival, lets make it the biggest wooden boat PARTYeven if its all about the that particularly good Rosé.

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George's Tasmania trip.

The Hobart Wooden Boat Festival one could say the Mecca of Wooden Boats in Australia everyone should visit. Arrived at Devonport. Ah yes Devonport "the gate way to the south where the church clock stands at ten to three and if there honey still for tea?.....sorry luv the honey is off" .Leave Devonport at the maximum legal speed limit. Mind you boats at this stage were not on the primary list of things to do. No folks my mind was very much focused on the local wine and food. "yes" lovely Tasmania if it is eatable eat it, if it can be exploited, exploited it, just pure heaven for someone who travels by their stomach and just maybe by their liver. Off to the north east coast to visit the Bay of Fires winery just to sample and to be put on the mailing list, but some how filled the back of the car with their products. Oh well next on the list Hobart. Yes glorious food Wallaby Ham and smoked Duck Sausages "heaven". I liked the Duck snorkers so much that I was given the recipe which introduced a rather interesting problem, how many snorkers does one get from 60 lbs of duck plus other ingredients? Oh well that's life so off to dinner for Possum Casserole, very interesting to say the least, totally unlike Squirrel Pie, me thinks I could have being drinking the wrong type of wine. (I must investigate this further).

Ah boats... Friday is the most interesting day of the weekend as this is when all the boats arrive and as such is the best day. With something like 500 vessels taking part the organization was superb very little misunderstanding and a great sense of humour shown by the owners, crews and the powers that be. Boats of all shapes and sizes from the steel barque **James Craig** down to Steven Wirtz in **C140 Ruthe-e**. and even smaller. Restored speed boats to the Viking vessels on loan from the Danish Maritime Museum. Fishing boats both new and old and a lot of the old one's still working .Boats from New South Wales, boats from Victoria, boats from New Zealand, boats from Denmark and of course boats from Tasmania. Just one Hell of a lot of boats.

Saturday...More boats but fortunately the Salamanca market takes place, over one kilometre of stalls selling every thing from timber house hold goods to hand made woollen jumpers and every thing else in between but not boats, yes like any good market great fun. Oh well back to the boats strange just the same as yesterday

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**When did you last look at Cousta net? .have your details changed? Why not update your details now**



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but more people, lots of people, and lots and lots



of very lost people whom seemed to be wearing very funny head gear. Gave up on the boats and chatted up our friends from Denmark whom didn't know how to... (a) Stick three feet of cold steel into anyone or to implant an axe into one's head... (b) How to organize a good pillage... but did know how to... (c) have a good drink and... (d) And a good bit of wenching on the side...

Strange as it might sound being the owner of two couta boats and being very proud of both vessels and the class, there was not one boat at the festival which caught my eye. However the atmosphere and all the activities either on land or on the water where spectacular to say the least. The Flathead sausages, Scallop pies and Venison Pies where also very good and cheap. One must say the local fresh sea food was excellent

This is the festival one should at least make the effort to attend. It has become the Mecca for Wooden Boat owners or any Boat owner.

One must not forget the Couta Boats... **Pelican** sailed down the East coast by Dav and Michael Gold-



ing... **Amanda C9** and **Jane C 142** sailed down the West Coast by Chris Smith and Anthony Olver and after the festival sailed back to Melbourne up the East Coast, one could say la grand tour... **Kentdale C19**... Bruce Bell... **C73 Lincoln Rose**. Peter Sydes and... **Ruthe-e C140**. ..Stephen Wirtz, It was a great sight to see these boats all together and all the Couta boat owners who took part are to be congratulated for the time and effort in getting their boats to Hobart

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Emma O'Dowd... (Not Helliwell) visit.

After an easy jet flight to the great southern land we arrived to find a garden gnome sitting in the greenery of the Battery Point Guest House. He gave away his identity when we saw that he was puffing on a pipe and sipping Bay of Fires Pinot with a full belly of Possum stew. With the assistance of George Kimpton and the generosity of the Phillip's family we were able to enjoy one of the best abodes in the Salamanca Place/Battery Point precinct.

As veteran wooden boat groupies our weekends sometimes take on the storyline of a constant sea shanty



including "one too many bottles of beer". Considering the latest trend of every costal town now having their own "wooden boat festival" we can personally state that this is "THE ONE" to be seen at. A covering note to be aware of YOU WILL SEE most of the Sorrento Sailing and Couta Club swigging on the local beverage of choice (mine is Arras champagne) on the Elizabeth Street Pier. The privileged few... (Laws, Gales, Hurley's) could view the promenade of beautiful boats and people (with very bad hats) from their balconies. This is a "to be seen at" event

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. If you're really keen, classic yacht couture is essential to get entry onto the rich and famous vessels... a holy 2003 Logan KPMG t-shirt with some antifouling will not suffice even if you are sporting a pair of matching holy deck shoes.

Accompanying my husband on this very important trade event meant some serious boat viewing. A survey of the vast array of boats was not for the faint hearted. The range of boats on view at the event was what defined this as THE wooden boat festival. You can spend a whole day just looking at wooden dinghies and the merchandise to fit them out with. I mention dinghies because in comparison to the larger boats at the festival our beloved couta boats looked more closely related to the traditional dinghy class than the yachts. If you're not a sailor don't fear. You can settle down by the fire with a cup of tea and cake on one of the steam powered river punts. If you forgot to pack you Paul and Shark blazer and deck shoes then you could pay to go on a tour of a sizeable vessel like the James Craig.who said money doesn't talk....

In the background there is a range of Tasmanian produce to be snacked on from fresh fish and pinot from Muirs or pancakes from the Salamanca market. The Après festival action is all about who you're with or how far you can walk.... In our case it was from one very liquid dinner to another very fishy cocktail party then onto the very Tasmanian Irish pub. A news flash for night owls on watch, Hobart has a no smoking policy in their night clubs. This meant that it was only the smell of alcohol emanating from the wooden boat shop blokes that wafted down from our cottage to the breakfast room on Sunday morning which gave away our previous night's sins!

All in all a trade show where you can see your friends, cycle away into the wilderness, sit and drink on other people's beautiful boats and still find a bargain mo-hair beanie makes for a great festival. I forgot to mention it is also a nice way to spend time with your first mate or skipper.

Is your boat on the Coutanet register? Why not register now by going to www.coutanet !!

Bruce Bell and Ken Stickland

Staged bi-annually in Constitutional Dock in the beautiful City of Hobart, the 6th Festival was held in February this year and attracted record entries and a record crowd.

Nearly 500 Wooden Boats from around Australia and New Zealand crowded into the docks alongside a good representation of Tall Ships. The dock looked spectacular with all the boats flying their flags and bunting and the expected crowd of 30,000 over 3 days was most likely exceeded just on day one.



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Undoubtedly one of the key attractions to capture the interest of many was the five Couta Boats rafted up together. It seemed that many had heard of these boats but few had ever seen them. The crews were kept busy all day, everyday answering questions and showing people over the boats. The crews of Couta Boats; Jane, Amanda and Pelican must be congratulated on having the nerve to sail their boats across – a journey that took around 12 days, whilst Kentdale and Lincoln Rose were packed on trailers, shipped to Devenport and towed to Hobart, where they were launched at the nearby Royal Hobart Yacht Club.

Whilst it would be terrific to see a lot more Couta Boats journey across to future events, the availability of suitable trailers in roadworthy condition is always likely to provide a challenge to willing skippers.



Thanks to Tim Phillips and Fred Allen for making their trailers available and a big thankyou to the Couta Boat Association for their support, encouragement and sponsorship.

It was also great to see so many of the Club Members spending the long weekend in Hobart soaking up the sun and the atmosphere, whilst enjoying the fabulous restaurants, local wines and produce.

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### EDITORIAL OPINION PIECE

*.One wonders with all the "racing" for the Couta Boats at Sorrento whether the sense of the "couta boat feeling" has been forgone just for the sake to race what has become yet another class of boats.*

The following article is just food for thought

The French are big on "society". Give them a table and a few chairs and some good food and soon a crowd is gathered around. The following extract is from the Classic Boat December 2004 by an article submitted by Nic Compton.

If you're at the annual Tofinou's Blue Wind Regatta, a table, a sandbank and a few boxes of oysters will do. Confused? Let me explain. Every year, off the town of Ars at the western tip of Ile de Re' a fleet of boats gathers to celebrate a design that was born some seventy years before.

The regatta is timed so that at lunchtime, after the first race, the tide is such that the assembled fleet can position itself over the still submerged Banc du Bucheron, drop anchor, and wait to be grounded. If the timing is right, within a few minutes of mooring up, one by one the boats start heeling over onto their sides. Once the sand is revealed, tables are erected and crates of wine, oysters, bread, cheese salad and apple tarts are unloaded. And before long, the crews gather around and start eating, chatting and drinking – apparently oblivious to the fact that the sand they are treading on was several feet underwater only a little while before.

After a couple of hours, most of the crews head back to their boats for a well earned siesta. By the time they have awoken, the tide is starting to rise and one by one the boats lift themselves off the sand and start to bob at their anchors again. Once all the boats are floating, it's time for the next race.



PICTURAL PORTSEA REGATTA





RESULTS

ALCODOL NATIONAL COUTA BOAT CHAMPIONSHIP

SERIES RESULTS

DIV 1

First CHEVIOT C87 SKIPPER JAMES GIBSON.  
 Second SALLY C82 SKIPPER PETER MCKEAND  
 Third MYSTIFY C888 SKIPPER BERNARD O'HANLON

DIV 2

First DAWN C96 SKIPPER SAM HAYSON  
 Second FIONA C81 SKIPPER GRAHAM CUNNINGHAM  
 Third AMANDA C9 SKIPPER CHRIS SMITH

LINE HONOURS

DIV 1

First VIVIENNE C2003 SKIPPER PETER GALE  
 Second WHISPER C92 SKIPPER NIGEL ABBOTT  
 Third SURPRISE C14 SKIPPER NICK WILLIAMS

DIV 2

First LUCY C31 SKIPPER DAVID TODD  
 Second MARLENA C75 SKIPPER ROSS McALLAN  
 Third FIONA C81 SKIPPER GRAHAM CUNNINGHAM

A total of 159 boats took part in this four race series

AIR INTERNATIONAL STATE TITLES

SERIES RESULTS

DIV 1

First .C97 SKIPPER JEFFERY RICHARDSON  
 Second WAGTAIL C86 SKIPPER PETER BOURKE  
 Third SCOUNDREL C119 SKIPPER HAYDEN WAR-SZEWSKI

DIV 2

First MERCURY C22 SKIPPER LIZ GIBSON  
 Second FIONA C81 SKIPPER GRAHAM CUNNINGHAM  
 Third DAWN C96 SKIPPER SAM HAYSON

LINE HONOURS

DIV 1

First VIVIENNE C2003 SKIPPER PETER GALE  
 Second C97 SKIPPER JEFFERY RICHARDSON  
 Third MYSTIFY C888 BERNARD O'HANLON

DIV 2

First DAWN C96 SKIPPER SAM HAYSON  
 Second FIONA C81 SKIPPER GRAHAM CUNNINGHAM  
 Third MERCURY C22 SKIPPER LIZ GIBSON

A total of 62 boats took part in this three race series

GANTS PORTSEA REGATTA

HERTAGE REGATTA

SERIES RESULT

First ALICE C7 SKIPPER ROBERT KIMPTON  
 Second ROSIE C144 SKIPPER RUSSELL WATSON  
 Third STAR C64 SKIPPER BRUCE HENDERSON

LINE HONOURS

First RIPPLE C27 SKIPPER PETER HANNAH  
 Second MAUD C178 SKIPPER ANDREW SCORGIE  
 Third ALICE C7 SKIPPER ROBERT KIMPTON

SERIES RESULTS GANTS PORTSEA CUP

DIV 1

First .KATE C305 SKIPPER RICHARD HURLEY  
 Second DARNEY C03 SKIPPER JOHN BERTRAND  
 Third GEMFISH C266 SKIPPER PHIL EDWARDS

DIV 2

First WOODPECKER C45 SKIPPER BARBARA PRICE  
 Second DAWN C96 SKIPPER SAM HAYSON  
 Third CORSAIR C51 SKIPPER COURTNEY DALTON

LINE HONOURS

DIV 1

First SURPRISE C14 SKIPPER NICK WILLIAMS  
 Second WHISPER C92 SKIPPER NIGEL ABBOTT  
 Third VIVIENNE C2003 SKIPPER PETER GALE

DIV 2

First DUCHESS C21 SKIPPER ANDREW CREEK  
 Second DEFIANCE C136 SKIPPER BRETT ALMOND  
 Third KITTY MILLER C126 SHIPPER STEVE CHIODO

A total of 61 boats took part in this regatta





## Old Salts Spice up Fishy Tales

The boat building shed next to the Queenscliff Maritime Museum was the perfect place for a night of nostalgia and story telling by Lewis Ferrier, Gill Albutt, Jack Beazley and Harry Mouchmore.

Around 150 people listened to wave upon wave of fascinating tales relating to the sea, mateship, danger and humour. The tales were sprinkled with names remembered fondly by the audience who prompted when a thought went astray, corrected a name or fact and called out for old favourites, "What about this one!" and "Tells us about ...". And they didn't let us down".

Lewis Ferrier brought two tightly wrapped pieces of cloth that had been stored unopened in his home for many years. As he unrolled the cloth he remarked that "Experiences were education," and he was unrolling his families links with the sea. The cloths were a pristine Union Jack and a string of small flags that he presented to the Museum for custodianship with much applause.

Lewis was one of ten sons that became fisherman and his and other men's stories were a pleasure to listen to.

The harbour shipwright and Lewis must have had a wonderful time point scoring over the years with Lewis challenging rules and regulations like this one.

Fire buckets were to be metal, painted bright red with three-inch letters spelling FIRE. Lewis told the harbour master to sit down with his back to Lewis and close his eyes. Lewis filled the metal bucket and a plastic bucket with water, chose one and tipped it over the shipwright head with Lewis challenging him to tell him which bucket the water came from.

The stories washed over us while we were greatly entertained there was also the element of respect for the sea and its dangers. Boats with female names evoked a romantic era but also a time when a good haul of fish or winning a boat race meant there was food on the table and bills paid.

A house in Fisherman's Flats was described as four walls, two benches, one table and a dirt floor where six children were raised and others with 10 and 13 children with many of them taking up a life at sea. Some still here with wonderful memories and stories for those with time to listen.

*The Queenscliff Herald March 2005.*





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The Geelong Wooden Boat Festival March 2005

The first Geelong Woodenboat Festival went off with a bang, organisers were elated with the turn up and are looking at a bigger event next year.

A mix of great heritage boats, good racing and fantastic hospitality, what more could you ask for.

The Queenscliff Couta Boat fleet made it to the event and on the way home captured this amazing photo. Here are the first hand thoughts form the team on Corsair, author Courtney Dalton.

"After a perfect weekend sailing to Geelong, racing in the picturesque waters of Corio bay with hundreds of onlookers and amongst the spectacular tall ships and "super classics ' such as Sayonara. We enjoyed special attention from the RGYC and the Geelong community. After all the sailing and post race discussion, a barby, cold beers, a band and some partying we had a great sleep and left for home in the morning . These dolphins topped the whole weekend and gave us the solute and a show to send us off." wrote Courtney Dalton.



The only outstanding item was Courtney's question to all Couta Boat sailors, owners and fans - where were you? Will we see you next time?