



SCOOP

Newsletter of the
Couta Boat Club

Incorporated

Correspondence to:
P.O. Box 2259
Richmond South. 3121

Registered by Australia Post
Publication No. VBH 6953

Edited by Jamie Spencer
Phone 818-5056 (A.H.)
661-3858 (BUS)

Issued May 9, 1986

A WORD OR THREE ON PROTESTS!

It has become quite evident, particularly in the season just completed, that the Couta Boat Club will have to face the inevitable - protests lodged as a result of rule infringements during races.

Whilst there are some among us who will view this as an unfortunate development, it is a direct result of the increasing competitiveness of our fleet - in other words the performance of a growing number of boats is becoming more and more similar. The end result of this is an increasing likelihood or risk of collisions resulting in damage to boats or possibly injuries to crews. It will become a natural progression of our Club's development that protests will be required to finally determine the outcome of rule infringements or determine responsibility for damage occurring as a result of collisions.

In order to prepare for this inevitable progression there are a number of action points the Club and boat owners/crews can take.

The Club

As a result of discussion at recent Committee meetings the Club shall take the following action:

- i) It has been resolved that Committee members shall be rostered, on a shared rotation basis, Officer of the Day for each race during the 1986/87 season.

Duties of the Officer of the Day shall include co-ordinating communication between our Club and Host Clubs, eg Port Melbourne, Sorrento, Mornington etc, and supervising the Couta Boat Club Race Committee for the Portsea and Queenscliff events. Duties of the Officer of the Day shall also include receipt of any protests lodged and organising protest committees and hearings.

- ii) The Club has indicated to the VYC that should a Race Officers Seminar be planned this winter, representatives of the Couta Boat Club will be nominated to attend.
- iii) The Club will produce a formal protest form. These will be available at the Annual General Meeting next September.
- iv) The Club shall review presentation of Notice of Race and Sailing Instructions to ensure they comply with current VYC/AYF standards.

Owners/Crews

The following points are recommended to boat owners and crews:

- i) Use the winter to improve knowledge and understanding of The 1985-1989 Yacht Racing Rules. These are published in the commonly referred to "Blue Book". (The "Blue Book" should be carried on board whilst racing.)

Recommended reading is The Rule Book by Eric Twine. This book uses plain language and simple diagrams to explain the Rules. Also recommended is a similar book by Paul Elvstrom. Both are available from Boat Books, 268 St Kilda Road and most chandlers.

ii) Owners should have a very clear understanding of the following rules:

- * Basic right-of-way in open water.
- * Basic right-of-way at a windward mark.
- * Basic right-of-way at an offwind mark.
- * Basic rights before and at the start.
- * The luffing rule.
- * Boats, cruising, in other races and motor boats.

A good working knowledge of all other rules is recommended.

iii) Owners should read very carefully the Notice of Race and in particular the Sailing Instructions for each race. The Sailing Instructions shall include:

- details of procedure relating to lodging protests.
- whether Alternative Penalties apply or not.

iv).- Owners lodging protests have the following obligations:

- * Fly a protest flag, Code Flag B (red swallow-tail flag) at the first reasonable opportunity after the incident.

- * Attempt to inform the boat protested against that a protest shall be lodged.
 - * Indicate to the Race Committee on crossing the finishing line that a protest is to be lodged by drawing attention to the protest flag.
 - * Lodge the protest in writing in accordance with the directions concerning time limit etc contained in the Sailing Instructions.
- v) If Alternative Penalties for an infringement of Part IV (the right-of-way rule) are allowed in the Sailing Instructions, a boat protested against can accept these rather than retire from the race or lodge a counter protest.

Alternative Penalties usually involve completion of two full 360 degree turns (the 720 degree turn). This rule was introduced to make it easier for people to acknowledge their errors by paying a lesser price than retirement or possible disqualification. The 720 degree turn must be completed at the first reasonable opportunity after the incident, usually allowing sufficient time for the wrong-doer to work into clear water. Whilst completing the 720 degree turn the wrong-doer has no rights over any other boats.

We hope the above is of some help in clarifying the situation concerning protests and alternative penalties for owners and crews. The Committee certainly has no desire to encourage a flurry of protests next season.

We certainly would prefer all owners to accept the alternative penalties for most rule infringements involving right-of-way rules as they were introduced to correct an imbalance in the rules in this regard.

We recognise, as stated earlier, that the growing competitiveness of the fleet in performance terms will inevitably result in crowded starts, crowded mark roundings, luffing duels etc, hence a growing need for us all to be aware of the Rules and our rights whilst racing. This should not in any way decrease the all important "fun factor" but make our races and sailing a little safer and responses by skippers in close-quarter sailing more predictable.



"KEEPING WATCH"

The restoration of the Muriel is proceeding at a great pace with Tim and others including Chris installing the Yanmar and plate case over the weekend.

The filming of Couta Boats "sailing" for the film production by the Ministry for Planning and the Environment was shot last Saturday in "light"(no wind) but sunny conditions.

All goes well for a great exhibition at the boat show for the Couta Boat Club.

COUTA BOAT CLUB

1985/86 AGGREGATE

<u>PLACE</u>	<u>BOAT</u>	<u>POINTS</u>
1	SALLY	9.25
2	KATE	14.00
3	PEGINA	14.50
4	MINERVA	14.75
5	SURPRISE	18.00
6	PEARL	21.75
7	RIP	24.00
8	WEEROONA	24.75
= 9	WATTLE	30.00
= 9	TICONDEROGA	30.00
= 9	LUCY	30.00
=12	RUBY ANNE	32.00
=12	VOLUNTEER	32.00
14	ALICE	33.75
15	ROSE	36.00
16	VICTORY	38.00

COUTA BOAT CLUB

Cameron's Bight Easter Stern Chaser

The Easter Stern Chaser was once again run by the Parkinson Family and Young Family in conjunction with the Couta Boat Club. The Race held on Easter Sunday, was sailed in ideal conditions with a 20 to 25 knot southerly which moderated during the afternoon to around 12 to 15. Because of the extremely fresh conditions it was very much a big boat race. However it should be noted that the Race was based on the first boat completing the Course by 4.15 p.m., and indeed Sally the first boat across the line was only one minute outside that which indicates that the handicapping was pretty well spot on. Although she was the absolute back-marker, Sally trounced the fleet particularly in the very fresh conditions of the first work. As conditions moderated in the second work the conditions were less to her advantage. The final placings saw Sally first, Rip second, Kate third, followed by Surprise, Minerva and Weerona.

The post Race activities were once again held at the Parkinsons' who put on a wonderful feed and plenty of grog was available. The Club very much appreciates the assistance and generosity of the Young and Parkinson families and looks forward to their continued support over the years to come.

1986/87 PROVISIONAL RACE CALENDAR

1. Port Melbourne Regatta - Sunday, November 2, 1986
2. Petersville Series - Saturday, November 15, 1986
- 1st Heat
3. Petersville Series - Saturday, December 13, 1986
- 2nd Heat
4. Sorrento Sailing Club Invitation - Saturday, January 3, 1987
5. Portsea Cup - Saturday, January 10, 1986
6. Petersville Series - Saturday, January 17, 1987
- 3rd Heat
- 7a. Connemarra Cup - Saturday, January 24, 1987
Sternchaster/Cruise to Mornington
- b. Williamstown Cup - Sunday, January 25, 1987
(At Mornington)
8. Queenscliff Regatta - Saturday, February 21, 1987
9. Camerons Bight Sternchaser - Sunday, April 19, 1987

NEWS FROM THE V.Y.C. NEWSLETTER APRIL 1986

Petersville Regatta: V.Y.C. K.B.D. recommends that all Clubs consider mass starts and the merits for having them. The K.B.D. recommends each Club have Division starts.

FIRST FLEET RE-ENACTMENT

THE FIRST FLEET RE-ENACTMENT VOYAGE will be the most majestic and significant event of Australia's Bicentennial celebrations. Eleven square rigged sailing ships will complete a voyage from England to Australia, departing from England on May 13, 1987, to sail through Sydney Heads on January 26, 1988.

We feel certain there are likely to be members who themselves will want to participate in the voyage. People joining will come on board as "trainee crew", and will work closely with the core crew which each ship will provide.

The ships will travel from Portsmouth (May 13, 1987) to Tenerife, Rio de Janeiro, Cape Town, Mauritius and Fremantle to Botany Bay. Each leg still has spaces available. Australian Himalayan Expeditions are handling all aspects of the travel package.

This essentially self-funding enterprise is being undertaken by a group of people who believe strongly that the Bicentenary can strengthen our national pride and unite the country in mutual achievement.

Please advise us if you require further copies of the Voyage catalogue. Please direct your response to either Christine Gee or Goronvy Price, Directors of Australian Himalayan Expeditions, 3rd Level, 377 Sussex Street, Sydney, Phone (02) 264-3366.

Extract from letter of 15th January, 1986, from:

First Fleet Re-enactment Company

SUBJECT: NAVIGATION MARKS AND YACHT RACES

ATTENTION - RACE COMMITTEES

The Council has received a complaint from the PORTS & HARBORS DIVISION to the effect that Member Clubs are using Navigation Marks in Port Phillip as "marks of the course" in their races.

A recent occurrence was in an overnight race, and this led to a dangerous incident between a commercial vessel entering the Port and yacht(s) racing.

The practice of using such marks for yacht racing is potentially very dangerous, especially in the extreme northern and the southern part of Port Phillip.

Clubs are reminded the recreational marks R1 and R2 were laid with the express purpose of providing an alternative in Port Phillip. A number of Clubs contributed to the cost of these marks, the balance of costs being covered by Government grants, and Ports & Harbors Division undertook to maintain the marks.

To avoid further incidents of this nature, your Club's co-operation in this matter would be appreciated. Further incidents can only lead, in the long term, to increased regulation being imposed upon sailing, so it is in the best interests of all Clubs' Race Committees to observe this requirement.

DEATH OF A VIP

We were saddened to learn of the death of one of the committee's most valuable members, Someone Else. His passing creates a vacancy that will be hard to fill. Someone Else had been with the committee from the beginning, and did far more than the normal person's share of work.

Whenever there was a job to do, a helping hand needed, or just an ear required, one word was on everybody's lips: let Someone Else do it. Whenever there was a need for volunteers, everyone assumed that Someone Else would step forward.

Someone Else was a wonderful person, sometimes appearing superhuman. But a person can do only so much. Were the truth be known, everyone expected too much of Someone Else.

Boats For Sale

ZAMIRA

Jones hull built in 1922 (not used as a working boat)

28' X 10'3" X 3'9"

Yanmar 15 H.P.

\$25,750

Phone Peter Avery 241-4806 (A.H.)

COLLEEN

25' X 10' X 3'4" built in 1947 by Geof Severn

16 H.P. Volvo Rebuilt 1985

Plenty of gear incl. 3 jibs & near new main

\$18,500

Phone Jamie Spencer 818-5056 (A.H.)

661-3858 (BUS)

or Inspect at Tim's shed, Oxford Rd., Sorrento

SOCIAL NEWS

POLLY WOODSIDE EVENING

Over 120 adults and children attended the Club Evening at the Polly Woodside in late April which proved to be a very interesting and successful function.

Garry Kerr came especially from Portland to the Club launch of his book "Craft and Craftsmen of Australian Fishing 1870-1970 - an illustrated oral history". Many copies were sold and autographed by Garry with members paying particular attention to the chapter on Victorian fishing craft and the Couta Boats mentioned therein.

Marcus Burke presented the Aggregate Trophy (as previously noted) which marked the highlight of the evening and the culmination of the 85/86 racing season.

The venue proved excellent with members being able to wander over the Polly Woodside through the Australian Maritime Museum and view the film "Storm Cape Horn".

The only disappointing aspect was the lack of time to adequately view the exhibits on offer. However, many members were heard to say that they would return to the Polly Woodside with their families, at another time.

A few members will also be exploring their Melways more closely in the future to see what is to offer of an interesting nature so close to the City!

A NOTE FROM THE EDITOR

The SCOOP is your magazine. Members of the Club are requested to make use of SCOOP to have your point of view aired or your story told. Just drop me a line or 'phone me and we will schedule your article in the next issue.

Write to: Jamie Spencer
87 Liddiard Street