

N E W S"MURIEL" PURCHASED BY TIM PHILLIPS

At long last our fraternity can look forward to enjoying a rare old sight of the classic 26' Couta Boat, the Muriel back in her "original waters". In need of vast restoration (and who better than Tim to do it!?), the Muriel for those who don't know her, will blow your mind! Out of the water you'll not get your eyeballs off her, unscathed by admiration and perhaps a touch of envy.

President Marcus attempted to buy her from Andy Johanssen (Hon. Life Member). Andy battled her in and out of the Heads every day for 14 years before taking "his ship" further afield and eventually to Flinders. Bob Lachal, CBC member now in Antarctica, tried to wrest it from the relatives of Andy's who purchased her. Now it's gone where it should - to a restoration it thoroughly (and urgently) deserves.

Built in Queenscliff in 1919 by Mitchell Lacco, if ever a boat demonstrates the traditional classic Queenscliff type, our figurehead, the almost awesome draught, the inspiring wine glass stern, and the scintillating lines of this great ship of Andy Johanssen's does in abundance.

STOP PRESS

Saturday 1st - The MURIEL sails to Portsea.

With assistance of her 1925 Rugby motor, great thanks to Ross Wellman, a Flinders Cray fisherman who now has the Harry Clark designed and built "Jennifer" (Harry is a Life Member). Ross escorted her around together with Rollo Moore's 24' Alex Lacco fishing boat, a few pike and Couta in vast quantities were hooked.

It is about 55 years since Muriel last battled the Heads and it was most fitting that the Wattle was out there to welcome her. Many a battle had Wattle, Muriel and Surprise, in the old days, returning to be first home after fishing. On returning to Flinders, Andy was seen to be home, with little persuasion all retired to the pub where Muriel and her new life were toasted, much to Andy's delight.

LOSS OF THE "ROSE": A LESSON FOR ALL

The very tidy 20 footer built by Alec Lacco in the 1950's capsized and foundered immediately off Portsea, due North East of Policemans Point in the vicinity of the Portsea Deep Hole on Sunday, 2nd February.

Skippered by James Gibson, who can be consoled in that he isn't the first to turn a Couta Boat over, the Rose at time of going to press has not been found. Strong winds (20/30 knot gusts) and an ebb tide prevailed at the time.

Let no-one underestimate the ease of tipping over our open and ballasted craft.

Let no-one underestimate the consequential danger of doing so. Let no-one fail to recognise the necessity to exercise caution, particularly in gusty conditions, taking care with sail area, and very ready to get to the quick release system for jib and main, in the event of a "knockdown".

Luckily the Gibson family's sad loss was not a tragedy as the five on board were rescued after 20 minutes in the water.

A NOTE FROM THE SECRETARY

Would all Members please note that in future Sail Numbers will only be allocated if they are requested in writing. The request to include full particulars of the boat, length overall, beam, draft, spar lengths, etc. This will hopefully give us a chance of keeping the Club records correct and up to date.

RITA

"Rita" has changed hands and her proud new owner is Peter Clarke - Welcome to the Cousta Boat Club. It was nice to see "Rita" sailing again on the Sail Trim Clinic day.

FREMANTLE MIGRATION

The Cousta Boat Club has been and will continue to be, well represented in Fremantle for the 12 metre action. Andy Cannon has been a regular crew member on AIII and is one of seven chosen for the prestigious congressional Cup crew, conducted in the U.S.A. - congratulations Andy.

Will Baillieu has been recruited by high level members of the Bond team to assist in crew motivation. However, it has come to our attention that Will is now widely known as Dr. Weeds - something we believe is associated with the task of removing seaweed from the America's Cup course!

It is rumoured that Denis Wilkins will follow Will and Andy to the West.

Other recent visitors to Fremantle included Clive Beckingsale and Peter Kulale (as a guest of John Bertrand). Peter reports that he is very impressed with what has been achieved in the development of Fremantle for the 'big event'.

FOR SALE - "SHEEBA"

19'6" Clinker Cousta Boat

Classic appearance, no engine. Needs work. Hooper sails plus equipment. Can be viewed on trailer outside Parkinson's at Nepean Highway, Blairgowrie, or 'phone Mick Parkinson (059) 848 8831. \$2,800 o.n.o.

SAIL TRIM CLINIC

About 12 boats participated in the Sail Trim Clinic organised in conjunction with Col Anderson and his team from Hood Sailmakers. The day provided a fresh, gusty South to South East wind which tested Sail Trim under full mains and No. 2 Read Sails. All who participated expressed satisfaction with the day and much was learnt from Col and his team.

Indeed the day proved an eye opener for the Sailmakers as well and we now look forward to some interesting developments from Hood, particularly with Main Sails, in the future (more in a later issue of Scoop).



Our thanks to Col and his team, Tim "Wingy" Phillips for on-the-watch co-ordination and Angus Wilson and Peter Hartley for providing their power boats.

We look forward to organising another Clinic with Hood Sailmakers later this year, probably November/December.

### 1985/1986 AGGREGATE

With just one Race left in our 1985/1986 season, the position for Club Aggregate is very interesting, and very close.

Three Boats - Regina, Sally and Minerva are separated only by a few points (see table). Others pressing this trio include Pearl, Surprise, Volunteer and Weeroona. Both Regina and Surprise are enjoying a successfully season after restoration to be challenging seasoned performers in Minerva (last year's Aggregate Winner), Sally and Pearl.

The Easter sternchaser at Blairgowrie should be a top race - can Regina hold off Minerva, Sally, Surprise, Pearl and others to complete a terrific first season??? Can arch rivals Wattle and Ruby Ann resolve their differences, locked at 22 points each, together with Rip and Lucy with Alice, Ticonderoga and Volunteer nearby. Should make for an interesting race for everyone!!

### MELBOURNE BOAT SHOW AND SEADAYS

The Club has been approached by the promoters of the Melbourne Boat Show to provide a Couta Boat as a central attraction in the theme, and occupied by the Victorian Yachting Council.

This is a "no cost" offer in terms of the floor space involved and is a wonderful opportunity for the Club to further promote its activities.

Negotiations are proceeding with the objective of making "Muriel" the star of the show. Tim has undertaken to have the restoration project complete by show-time, July 10th - 16th. "Muriel" in first class condition with new sails and with her wonderful history, will make a terrific attraction.

We also intend to support Seadays again this year. As most would know, Seadays is primarily a commercial exhibition held at Victoria Docks (on the water and on the sand). Although, this year the show is to be extended to encompass recreational boating and fishing. We will require a number of boats as in the past, for Seadays. In fact we shall require a high level of support from members for these two promotional activities, so stand by to do your bit to help!

PRESIDENT'S MESSAGE

What with Herald reporters, non-conforming boats, and crook sailing conditions, I'd swap my Presidential role with Ferdinand in the Philippines any day!! At least he appears to have got away (via Hawaii) with the loot.

FROM A DAILY NEWSLETTER AT AN AUSTRALIAN CHAMPIONSHIP IN VICTORIA.V.Y.C. NewsletterGuidelines for Race Committees ( A Jaundiced View!)

1. If in marginal conditions, you postpone, the conditions will remain marginal.
2. If you "cancel", the conditions will get better.
3. If you "go", the conditions will get worse.
4. If your "shorten", the wind will come up; if you don't shorten, it will die.
5. If you lay a course predicting a veer, it will back.
6. The wind will ONLY change AFTER the course and start line have been set.
7. If you wish to move the weather mark at the last possible moment, all support craft will be at the leeward mark.
8. If there are fishing boats anchored, they will always end up either in the centre of the start line or on a lay line, where the fish always bit best.
9. The O.O.D's boat, at the port end of the start line will drag its anchor a number of times inversely proportional to the amount of time left to anchor.
10. When doing the lead, you will find (unknown to you) that the mark you are leading to has been laid within 15 degrees of an identical club or Ports & Harbours mark.
11. If you want a "General Recall" or an "N" over an "X", at least one barrel of the shotgun will jam. By the time you have had two "Generals", both guns will be jammed.

March 1986