



SCOOP

NEWSLETTER OF THE COUTA BOAT CLUB.

DECEMBER 1987

President's Message

On behalf of the Committee of the Couta Boat Club I extend Christmas Greetings to all members and families.

Marcus Burke.
President.

without getting out of their cars.

Thanks go to Richard and Prue McFarlane of Stringers Stores for their kind assistance in allowing us to place this much needed board which your committee trusts will be of great assistance to all Club members.

Committee Members 87-88

President	Marcus Burke
Vice President	John Ross
Secretary	Brian Wales
Treasurer	Tim Ryan
Membership Officer	Peter Burke
Safety Officer	Tim Phillips
Chairman, Handycap Com.	Bill Davis
Social Secretary	Jill Hartley
Assistant Social Secretary	Clive Beckingsale
Committee Members	Will Baillieu
	Denis Wilkins
	Ric Lansell

Notice Board

A Couta Boat Club Notice Board (glass case) is to be installed on the Northern wall (facing the Bay) of Stringers Stores corner Nepean Highway and Main Street Sorrento, next door to the recently opened Fish Shop "Catch of the Day".

The purpose of this board is to acquaint members and others of our activities etc. and to provide a permanent position for notices regarding races, race delays, cancellations and changes etc. etc.

The location of the board will allow skippers and crews to scan its contents

Social Events

South Channel Fort Picnic Cruise

Every one should have received their invitation for this event. Included in this issue of Scoop with compliments from the Victorian Tourism Commission is an information leaflet describing the history of the South Channel Fort.

As a reminder, the details for the day are as follows.-

Sunday 13th December;
Raft up at the "Fort" at 12 noon or soon thereafter.

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

There is protected area available if the weather isn't kind; and from all reports the old tunnels, magazines etc. are well worth seeing. This should be a good day for children and some efforts will be made to entertain them.

BYO Food & Drink
BBQ'S provided.
Feeding the seagulls or leaving foodscraps is forbidden.

Bicentennial Gaffer's Day Regatta

Arrangements are well advanced in regards to racing, accommodation, moorings and general assistance in Sydney, prior to and during what should prove to be a once in lifetime weekend.

A race is to be staged on Saturday, 13th February exclusively for our boats followed by a chance on Saturday afternoon to race against the crack Sydney Gaff rigged fleet. Experienced sailors from the amateur association will be available as "pilots" for our skippers if anyone is uncertain about the complexities of marks and tides within Sydney Harbour.

On Sunday 14th February the official Bicentennial Regatta will take place and indications are that many historic old boats will be participating with many famous yachtsmen past and present aboard.

The hospitality and assistance with the boats in every respect, that is being extended to all skippers and members of the Couta Boat Club, make the

prospect of being in Sydney with or without a boat a most exciting and attractive proposition.

Final details in regard to all aspects surrounding this event will be notified to members shortly.

Latest information to hand indicates that the following boats will be in Sydney for this event.

Muriel
Ticonderoga
Jessy
Kate
Surprise
Victory
Wagtail
Weeroona

A Couta Boat Club Sub Committee has been formed to co-ordinate and assist those members wishing to take their boats to Sydney for this weekend. The Committee consists of Tim Phillips, Bill Davis, Clive Beckingsale and Jim Woods. All interested members should contact one or all of the above for further assistance.

Whilst on the topic of this event, inserted in this issue of Scoop is an article -

"Cliff Gale, Yachtsman with a History."

Dated February 1956. This article has been extracted from a Seacraft Magazine one of a number kindly donated to the Couta Boat Club by the Beazley family and can be inspected at Tim's Boat Shed.

Cliff Gale is the father of Bill Gale, the present Commodore of the Sydney Amateur Boating Association and Chairman of the Gaffer's Day Regatta.

The article speaks for itself, but the Gale family obviously have an extensive sailing background.

News Afloat

The following is an extract from the Log of 'SURPRISE' during her adventures in North Queensland earlier this year. Generously provided by Ian Sturzaker.

Tuesday 15th September

Picked up Surprise at Clump Point. Shakedown sail aiming for Coombe Island, weather closed in. Went back to Mound Island instead for lunch. Back to Clump Point.

Wednesday 16th September.

Strong S.E. wind 20-25K. No sailing, organizing gear. Water taxi to Dunk Island to pick up son Blair from plane.

Thursday 17th September.

Perfect day put down mooring about 100 yards in front of the house. I can sit on the lawn and see her through the Coconut Palms just resting at peace on her mooring. The sea is that light aqua blue colour of the Tropics. A perfect setting for a perfect boat.

Friday 18th September.

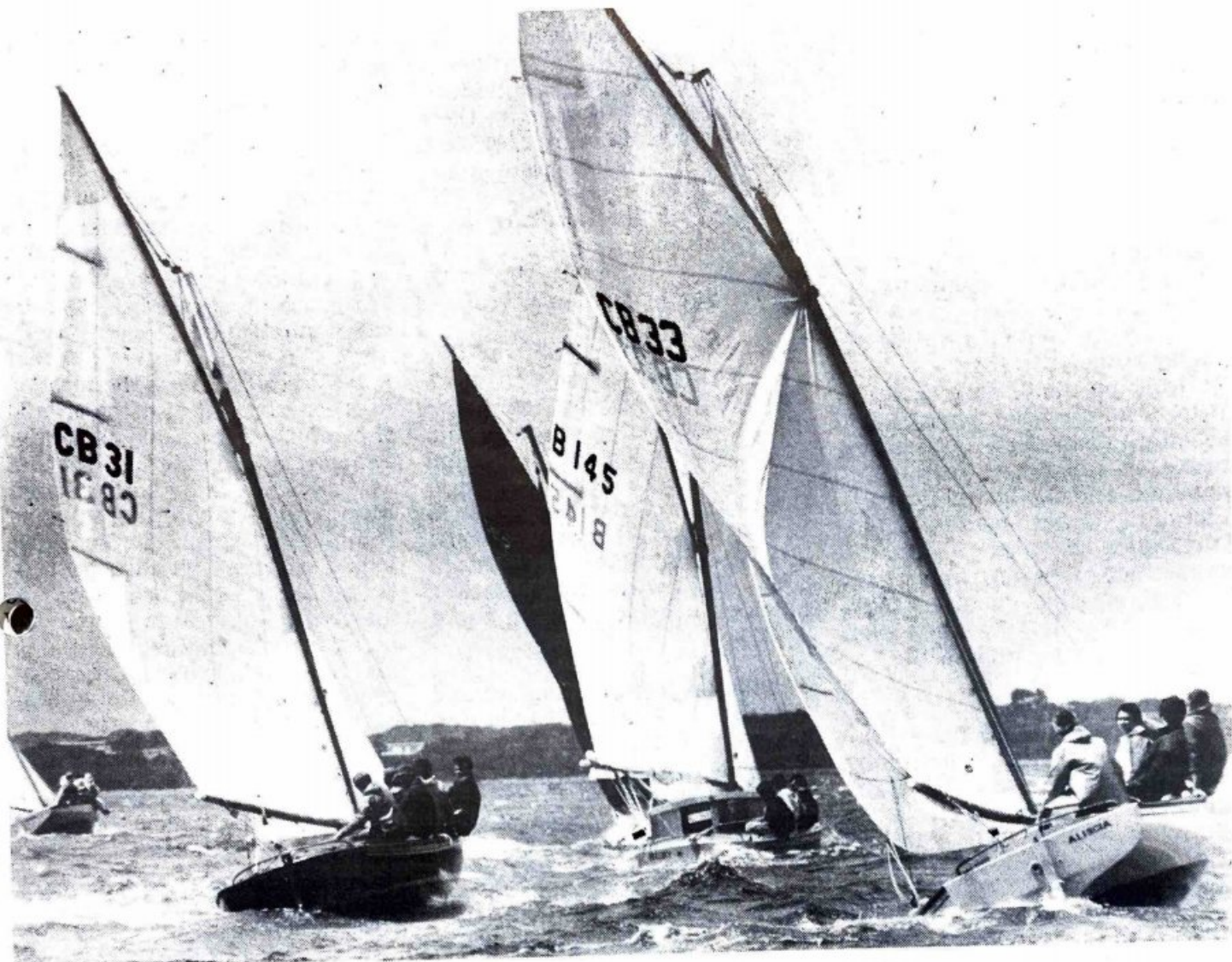
An early start about 0900 across towards Dunk Island then south past Thorp Island past Richard then about 1100 hour to Wheeler Island part of the Family group, uninhabited. Motoring all the way against the light S.E. trades.

Anchored about 25 yards off the beach and ashore for a picnic beachcombing for shells, coral and strange seed pods to make a nature table for the children back at the house.

The water clear green blue for snorkelling. A sunny day 25C not too much for our still pale Victorian skins.

1500 hours, up anchor and up sails for a sail home before 15K of S.E. trade. A great sail home then still in the warm tropic air a drink on board before the row to shore and home.

Saturday 19th September.



LUCY, RUBY ANN and ALISCIA; Racing, 13/12/86.

Tuesday 29th September.

0700, lifted the anchor and away having loaded the last of the gear and the 6 of us head to Coombe. Took the Westerly track past Thorp, Richards and Wheeler. Got to Coombe about 0900 unloaded the gear and set up tents. Spent the day snorkelling and climbing around the rocks. Fished all the way down here but no luck.

Evening at Coombe caught a coral perch cooked it on fire with sweet potatoes etc. Wonderful meal sitting on the beach watching the sunset. The tents are just above the high water mark, I hope, and you can lie there and listen to the low swell breaking just feet away. Only us on the island with the birds and the lizards. A good nights sleep, up at dawn.

0700, packed up camp, after breakfast, sitting on the rocks watching the day set itself up into another perfect one of bright sky and sun. Decided to go further south to the Brook Islands about 10 miles further on past Hudson

and Goold Thought of going into Hinchinbrook. I think too far today. Arrived at North Brook about 1000. There are three islands quite breathtaking. They are connected at low water by sand bars. The coral on the east side is almost as good as that at the outer reef. Plenty of fish and turtles. Very hot day. Picniced ashore under a great stand of sheoaks.

Collected shells and swam. Probably the most beautiful island in the group. Up anchor about 1330 and set all sail for Mission Beach. S.E. wind 10 knots. Took the easterly track past Hudson Smith etc. Then between Thorp and Richards 4 1/2 hours of the best sailing I have had ever on the Surprise, or probably any boat. A steady south east 10 to 15 knots no sea to speak of and the boat at its best. All of us warm in the cockpit or on the deck just feeling the boat move so easily through the water.

Wednesday 30th September.

Lay day, make and mend from the days before.

Thursday 1st October.

Lay day.

Friday 2nd October.

1500 set off to sail back to Clump Point to put Surprise back on mooring, so that I can leave her safely when we return back to Melbourne on Saturday 3rd October.

Another great sail with the wind 15-20K from the south east. A good quick trip. What an experience to have these consistent predictable winds. It has made all the planning and work and expense of getting Surprise here worthwhile. I have to say the 3 weeks of sailing here has been more satisfying than months of sailing in Port Phillip. Although if you have sailed there I reckon you can sail anywhere. I have made some notes apart from the log which I will tack onto this. The whole trip was worth at least one slide night.

Although the conditions are as good as you could ask the shore break for the dinghy is interesting coming and going. We are getting trained at getting out through about 2' to 4' break without swamping. What a pleasure getting swamped with warm water. The size of the slop even when the wind gets up is not as bad as Fishermans beach can be with a Northerly.

Sunday 20th September

To Dunk by motor to pick up a visitor from the noon plane. It's a pleasure to use the Surprise as a means of transport between the mainland and the island airstrip. A lot of big power boats in for the End of the Bill fishing competition. The Surprise gets a few appreciative gestures from some of them. It shows that even power boat people understand her beauty.

Monday 21st September.

Early start for the 2 hours by motor to Coombe Island. Past the inhabited Islands then further south past Wheeler to drop anchor at Coombe. Beautiful. I've not been here for about 10 years but it is the same. A sand coral beach, clear water and Henry Moore sculptured rock formations. Picnic ashore in a clearing deep in the shade of semi rainforest trees and vines.

We have found a great camping spot, will return in the next week or so to stay over night. A great sail home. Everything working, sails drawing and about 20K of S.E. up our tail.

Perfect conditions for Surprise.

Tuesday 22nd September.

0700, blowing hard from the S.E. about 20 - 25K. Even so it is a warm breeze. Decide on a lay day to go walking in the National Park Rain Forest near El Arish. 1900 the Bruce anchor in fairly heavy conditions has not moved.

Wednesday 23rd September.

Winds up to 35K

Thursday 24th September.

Anchor holding well, very exposed the boat handles it well. Seas about 1 - 2 metres.

Friday 25th September.

We had arranged to meet 5 canoes

to act as mother ship N.E. of Goold Island to escort them to Hudson Island. They had paddled to Hinchbrook and were on their way to Mission Beach. They were organized by World Expeditions.

0700, we left the beach through heavy surf and rain. Blair and I manhandled the dinghy with Theo in it out beyond the break.

We swam, he rowed but the tide and the drift took us well down beyond the boat. On board over the bowsprit after a hard swim. Theo needed a line thrown to haul him in after a very hard row. Under motor through 1-2 metres swell to Dunk. Very wet but warm. Like going to Queenscliff into a S.W. but with warm water breaking over you. Wind about 25-30K.

30 minutes in Dunk then around the spit and head for the gap between Thorp and Richards Island. Not so good a 2 - 3 metre sea very close together. The boat took in the top of a couple of steep seas, difficult to pump as seas so close together and getting worse with wind staying around 25K but gusting higher. Rain, overcast. We are obviously over a shelf and the wind and tide are forcing these odd seas up in the gap between the islands.

Decide no canoists would leave Hinchbrook Island in these conditons today go back to Dunk.

1000, use Dunk Island barge radio to contact canoes. Yes they are still leaving, would we meet them. Away we go again this time a more Westerley course past Thorp and Richards Wheeler and Coombe to Hudson. A very wet trip slogging under motor for a couple of hours. The Surprise is remarkable, she handles these conditions on the nose well.

They are really only a warm Port Phillip Bay type sea, short and about 1-2 metres except when you get between some of the Islands.

We reach Hudson the same time as the canoes, so much for us being their mother ship. I suppose they got some comfort that we were in the area in radio contact. They were so well organised they even offered us lunch. We gave them some water and fruit. One of the girls confessed when I asked her

how she was enjoying the trip said, "Fine now that I am over the fear!"

1300, left Hudson for one of the great sails of the Surprise. To start with only the No. 2 headsail then once after Richards Island up with the main and the sun comes out. Dead proud to start then hardened up to a good vigorous reach into Dunk.

It is interesting to see the reaction of other boats as we come around the spit everything working. People come on deck in yachts and power boats look through binoculars take photos give thumbs up signs etc. She must look a picture. We all know how beautiful the Couta boat is but we forget the impression they make on strangers. And I suppose after all they are seeing the most beautiful best handled Couta boat of them all for the first time.

Sail back to Mission Beach, pick up mooring about 1600 swim ashore no dinghy, lost earlier in the day in the heavy seas near Thorp. A day in which we were very much alive the three of us and the Surprise.

Saturday 26th September.

Too much wind tropical rain and sea.

Sunday 27th September.

Ditto.

Monday 28th September.

At last stable weather, sun out, the wind back to a normal light S.E. trade sea 1/2 to 1 metre. Spent the day loading up tents water food fuel so as to leave dawn tomorrow to go to Coombe Island to camp for a few days. Picked up the Bruce anchor to see if we could lift it. There was a theory amongst the local experts that it may have burrowed too deep to lift after a week of heavy seas and strain. Blair got all the chain up easily until strong vertical tension was reached. Then we drove the boat up on the chain and broke the anchor free. Obviously unlike a plough, this with a fixed stock was capable of being pulled onto its back easily. There are some ploughs here that they can't get up that easily after some time in bad weather. The locals say they have burrowed down to China. We will take the Bruce with us to Coombe to put down as a mooring.

Conclusions.

Mooring.

The Bruce anchor 15kg with say 60' of chain in sand or mud will hold any Couta boat in almost any conditons. I will experiment with less chain. It is the only anchor I have felt comfortable with to leave a boat on in bad weather for some day. I have even stopped going down the beach several times a night with nagging fear to check where she is.

The area sailed - Mission Beach, the Family group.

Having not been here for some years the area has not changed a great deal. The islands are far superior for my sort of sailing than the Whitsundays. I really don't like a lot of people and other boats about. You can go to Yeeler or Coombe and Hinchinbrook and see only a boat in the far distance. You can picnic on islands that are yours alone for the day. Probably the most beautiful cruising ground I have seen in Australia. We did not have time to go to the Barnard's but from memory and looking at the lack of development in the area they would be as peaceful as ever.

The Boat

If ever a boat was designed for an area the Couta boat was designed for this area. The original designers and builders if they had known the weather and the sea conditions here would have upstaked and come here with their designs in their heads. The local timber would have suited them and the lines of their boats would have suited here. The hull handles the sea condition (a warm Port Phillip of about 30 mile fetch) with ease. The big open cockpit is ideal for pulling Mackerel and just sitting in watching the islands go by.

The main thing the beauty of it all is that the Surprise handled everything the easy bits and the hard parts at anchor in tough conditions as if she were designed and built here.

Next Year.

I will be back with the Surprise for an even longer stay with more time to camp on further islands. I suppose it will be only a few years before the place gets a marina and the peace of the islands will go with the increased traffic. I

suppose the Surprise will look just as good further out into the Pacific anyway we will see.

Other News

Queenscliff Museum is now open.

After delays of some months the Queenscliff Maritime Museum was officially opened on 6 February this year by Mr. Rod McKenzie, former Victorian Minister of Conservation.

The attractive building houses the restored Queenscliff lifeboat, items connected with it, and other items of nautical interest.

It is open daily and is near the water front just to the north of the Queenscliff Pier.

Mr. McKenzie, when Minister of Conservation, was a force behind the early stages to get the museum established.

The Queenscliff Borough Council and the Queenscliff Lifeboat Preservation Society jointly funded the project; the Society opening their fund raising on 21 March 1980.

Full details of the lifeboat were described in an article by the late Capt. Ray Schutt, in Baywatch October 1982.

New Members

The Couta Boat Club welcomes the following new members.-

Tony Palieo
Hugo Ottaway
Toby Ottaway

Richard Knight
John Gliddon
Bruce Griffiths
Robert Stringer & Family
Mark Abbott
Len Dodson
Harley Moffatt
Alan Quick & Family

For Membership enquiries please contact.- Mr. Peter Bourke -
(03) 240 1282.

Boats For Sale

'Lisa E'

24' Laco, built in 1930's Kauri hull (clinker), 8Hp Yanmar Diesel (1980), Gaff rigged, currently at Hastings. \$ 17,000
Contact Dawn Lipman (03) 529 0930.

'Kallara'

30' X 9'9" Blunts built in 1939
Kauri hull with cabin, 22Hp Morris Commandor marine engine, Marconi rig, one owner.
Contact
Clive Wallace-Smith (059) 84 29 76
or Tim Phillips (059) 84 2664.

27' Laco

Motor Boat with cabin, 4 Cylinder Volvo Diesel motor, presently in Tim's yard for repainting.
Contact
Tim Phillips for further details.

Boat Sales

Don Harrison has sold the "WIN" to Brind Zichy-Woinarski (Zich), who has renamed her "ISABELLA"

Brendan O'Dowd has sold the "ELEANOR" (a fibreglass Couta Boat). to Alan Quick.

COUTA BOAT CLUB
HANDICAPS - 26/10/87

<u>HANDICAP</u>	<u>NAME</u>	<u>OWNER</u>	<u>SAIL</u>
.9400	Sally	D. Baillieu	CB8
	Ajax	W. Baillieu	CB100
	Pearl	D. Beazley	PM90
.9310	Rip	C. Sinn & Synd	CB6
	Minerva	T. & R. Buxton	B48
	Muriel	T. Phillips	CB17
	Wagtail	B. Wales	CB86
	Kate	W. Davis	B305
	Jessie	M. Green	CB 44
.9210	Wattle	M. Burke	CB28
	Ticonderoga	J. Ryland	CB101
	Victory	C. Beckingsale	CB10
	Volunteer	Beazley	PM36
	Coral Lee	L. Morgan	CB83
	Weeroona	R. Lansell	CB25
	Surprise	I. Sturzaker	CB14
.9000	Hero	A. Meredith S	CB 1
.8940	Regina	M. Brvan	CB34
.8900	Amanda	J. & A. Ross	CB9
	Lonsdale	J. Spencer	B51
	Ruby Anne	Wishusen & Kubale	B145
.8800	Helen	J. Duke	CB13
	Wyn	M. Gibson	CB26
	Aliscia	J. Harris	CB33
.8700	Rita	P. Clark	CB30
	Royal	T. Ryan	CB24
	Hettie	P. Myer	CB4
	Lourna	Ethridge	CB62
	Colleen	J. Spencer	CB55
.8500	Sara	A. Myer	CB40
.8460	Lucy	W. Leeming	CB31
.8360	Zamira	O. Day	CB104
	Swan	Parkinson	CB50
	Joan	Gallbally & Triaca	CB41
.8160	Roseta	Scott/Stringer	CB35
.8000	Elsie Too	R. Williamson	CB 2
	Enterprise	N. Williams	CB11
.7900	Lyndal Lea	Almond	CB21
	Corsair	D. Scott	CB51
	Alice	Kimpton Family	CB7
.7800	Julia	B. Ryan	CB8
	Mercury	S. Phillips	CB22
	Lavina	M. Nowak	PM91
.7700	Schnapper Catcher	R. Hodgkinson	CB69
	Merna Rubie	Sinn/Stewart	CB61
	Mermerus	MacKinnon	CB3
	Cooma	J. Beazley	CB56
.7600	Ron Rico	T. Cushen	CB15
	Helen	P. Burke	CB2
.7500	Kentdale	B. Bell	CB19
.7300		G. Edwards	CB52
	Melissa	B. Dawes	CB20
	Firecrest	Galbally/Triaca	CB46
	Merlyn		CB67
	Mischief	Beazley	CB65
	Gallo Nero	Bunny	CB111
	Heather	Gardiner	CB112
.6700	Tess	T. Malloch	CB16