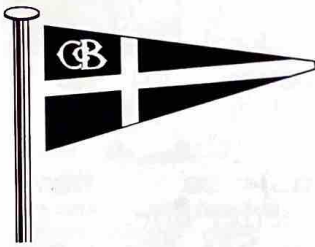


SCOOP

NEWSLETTER OF THE COUTA BOAT CLUB.

June 1987



President's Message

By. Marcus Burke

Firstly - A reminder of the Polly Woodside Function on Thursday June 11th. The night takes the form of a Presentation Night/Cocktail Party (plenty to eat and drink etc.) and all members, families and friends are welcome - so get around to inviting any of your friends whom you consider should have joined us years ago and bring them alongThursday June 11th, 6pm - 9pm approx. Last year's Polly Woodside function (if you weren't there) was a great success, and our Social Secretary and your Club Committee are determined to make all our functions extra good in value and enjoyment and

this is going to be one not to miss.

Next - A Brief History of the Season. Summer of '87 saw a lot of activity for Couta Boats on the water, and Club Members on the land. Social activities were a highlight - who there will not remember our great "opener" at Phillip Moon's Koonya Hotel Dining Room on the night of the first Petersville Race.

Racing and no racing due to unco-operative weather followed through to March when the Queenscliff race was eventually held three weeks late after too much wind caused two cancellations.

Lastly - Some immediate objectives set by your C.B.C. Committee.

* Adjustment of Handicaps to allow inexperienced "triers" a look into the trophy room.

* More consideration to the smaller boats in the fleet.

* Club Meeting Rooms/Focal Point.

* Maintain out and out "Racing". Programme as is

with exception of an additional "spring" race at the Northern end of the bay.

* More cruising type events for families and friends.

e.g. We have proposed to the Victorian Tourism Commission that we have an early December cruise to the South Channel Fort with raft up and officially celebrate their re-establishment of same with a semi-catered bar-b-que etc.

If you have any suggestions to make, in regard to objectives, contact me on (bus.) 2401282.

Race Report

Queenscliff Race

By - Jim Woods

After postponement of the scheduled February event due to excessively heavy wind the race was held on Saturday 4th April. The start in an excessively light South South Westerly against the flood tide saw most boats battling to make the line. Bill Davis in "Kate"

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was away well, along with Jill Ryland in "Ticonderoga" and Tim Phillips aboard "Muriel". The breeze freshened??? to 5 knots or so during the first leg, but the rest of the fleet failed to allow sufficiently for leeway and found themselves under the top mark battling against the flood tide with little or no breeze.

Your correspondent found himself in this frustrating predicament and can only report that the boats skillful enough to round the top mark were swept by the set towards the wing mark. Almost out of the sight of the rest of the fleet. The finish saw "Kate" cross ahead of "Regina" with "Muriel" in third place.

Easter Sternchaser

By - Jim Woods

Yet another dose of heavy winds postponed the start of the traditional Cameron's Bight Sternchaser, from Easter Sunday to Easter Monday.

The Presentation Party at the Parkinson's property (minus the presentation of course) saw many of the Easter Monday crews appear sporting sunglasses despite the fact that the sun was nowhere to be seen.

Sail selection was a critical part of the pre-race planning with crews working frantically on the foredeck anticipating stronger winds away from the lee of the headland. The smaller boats were away first with Peter Burke in the "Helen" gaining early prominence. The later starters were confused by the long wait between the gun and their start time (perhaps another gun 30 mins after the first would help?)

The breeze from the South West was blowing at about 20 knots, and after the first leg the gaps were being closed. "Amanda" with Allan Ross at the helm passed the green cone ahead of Ric Lansell in the "Weeroona" and Martin Bryan in "Regina". as the boats went around the triangle for the first time. On the second run to the Channel Mark the larger boats, "Sally", "Kate", "Muriel" and "Wagtail" jostled for the inside running. The handicapper's skills were evident in the final beat with six or seven boats having a chance of victory. In the end "Kate" held out "Muriel" for 1st Place with "Weeroona" taking 3rd spot a bowsprit ahead of "Amanda"

A hearty thanks is to be extended to the Young and Parkinson families for their kind hospitality. Every year the two families organise the event with a minimum amount of fuss not only to provide a good time for the sailors but also to provide a continuing link with the traditions of the "Couta Boat".

* It should be noted that the Officer of Day handled the race superbly from New York.

Safety Report

By Tim Phillips.

I was pleased to see quite a few boats sailing back from Queenscliff after the first race was called off. On "Muriel" we tucked in 2 reefs and put the spitfire approximately half way out the jibboom to balance her up (by changing the tack position of the jib). Wind was gusting over 40 knots with slating rain (about 5.00pm) but had a wonderful sail.

I think it's very important for skippers to sail their boats in fresh conditions to gain experience and to gain correct mixture of jibs to reefs etc. After sailing many of the boats in the fleet, I am always surprised by their different handling characteristics especially in fresh conditions.

After the cancelled Sternchaser, "Muriel" was the only Couta Boat to have a sail (again up to 40 knots.) This was a great disappointment to me as all the boats were fully crewed and ready to go. Anyway we sailed down past Rye pier and beat back to Point King (2 reefs and a spitfire jib). On the beat we outperformed most of the Blairgowrie keel boat fleet! I also discovered our jib is really not suited for these conditions (the wrong dimensions) so I have ordered a better one.

The season has again not been accident free, with the loss and subsequent recovery of the "Julia". I must again stress the importance of a totally workable and failsafe method of release, firstly the jib and then the mainsail. I know this sounds a bit basic to most but I have noticed a few suspect systems about this year. Anyway she went down in shallow water near Port Melbourne Yacht Club and was soon recovered. The cause as with the "Rose", was again lack of boat speed and therefore manoeuvrability. Please remember our boats are big and open, years ago they were handled by professional seamen, in the hands of novices they are dangerous if handled poorly. Remember if in doubt use a second reef and a smaller jib.

Sails For Survival

A perfect opportunity to clear out those unwanted sails, whilst at the same time helping others less fortunate. The following is a reprint of a letter received from Community Aid Abroad

Dear Sailors,

Your old sails are urgently needed by fellow sailors in Mozambique for use on fishing or transport boats along the 2000km coastline. The wooden boats, up to 8 metres in length, have hardwood mast with a bamboo gaff and use sails up to 10m x 5m in size. Community Aid Abroad learnt of the particular needs of these sailors and fishermen in strife torn Mozambique from Duncan Dey, a water engineer (and part-time sailor), working with the CAA health project team at Maputo.

Duncan writes 'After my visit home(Sydney), I brought back a second hand sail to mount on a small local boat for my recreation and someone else's livelihood. This has created much interest and brought many requests for similar sails to replace badly tattered ones

The type of sail needed is the shape of the jib/genoa used on our racing yachts in Australia. Such sails could be very easily adapted to these boats but most sails could be used. A jib with eyelets down the luff would be virtually ready made. Racing sails, past their race performance life, could thus be used for another 10 to 20

years. Donations of sails, money or clothing, are requested for inclusion with the "Clothing for Mozambique Appeal". CAA will endeavour to ensure that the sails reach the most deserving sailors.

Yours sincerely,
David McMurdie
'Sails for Survival' Co-ordinator."
Phone AH (03) 8981219

Club Logo

Due to the generally good acceptance of the club logo "The tradition lives on" (kindly donated by John Ross of Holt Advertising), your committee has taken action to protect the club's rights to its exclusivity by registering the logo. As the club continues to grow in numbers and presence this action will be of great benefit for the future.



Glimpse of the past. The magnificent Tasmanian trading Ketch "TeraLina" photographed at the Hobart Regatta day, 1934.

V.Y.C. Affiliation

The committee has been advised by the Victorian Yachting Council that the affiliation fee has been increased from \$8.00 to \$9.00 per member, per annum. The V.Y.C. affiliation fee is provided for as part of the \$40.00 Cousta Boat Club yearly subscription.

News Afloat

By. J. Woods & M. Burke
Cousta Boats in Queensland?!! Ian Sturzaker's "Surprise" leaves for Mission Beach by road in early June. Word has it that Tim Phillips has taken the lines from her just in case she encounters one of the Bommies in the Great Barrier Reef.

Plans are also afoot for the Editor's vessel "Weeroona" sound lounge (lunge), to be carefully skippered, navigated, or "replaced" by Jim Woods through the

Whitsunday's in late July/August before undertaking the 400 mile journey towards the warmer waters of Cairns. Should this ambitious venture come to fruition readers can expect the next issue of scoop to contain a liberal dose of Johisms and F.N.Q. sunshine.

Bicentennial Gaffer's Day Regatta

Following an enquiry made by Bill Davis on behalf of the Cousta Boat Club, the following is a reprint of a letter received from Bill Gale of Sydney. As further information comes to hand, members will be advised accordingly.

"Dear Mr. Davis,

Thank you for your letter of the 1st May, 1987. The Sydney Amateur Sailing Club has applied to the Maritime Services Board for permission to conduct the Bicentennial Gaffer's Day Regatta on Sunday 14th February, 1988. As yet

there has been no reply but we are rather confident they will agree. We will let you know as soon as they contact us.

The format of the Rally will be similar to that in the enclosed programme and I am sure your boats would be in Division 1 around the scratch mark. Many of the boats here are bigger but I do not think they could match you for speed. The First Fleet re-enactment Group have promised to have about three Square-riggers under sail on the day and we have indications of entries from Brisbane.

The Amateurs will do everything in their power to help your entries and would be delighted to have you compete in our Divisional Races on the Saturday.

Our family boat "Ranger" is 24 feet L.O.A. and about 4 tons displacement. She is the fastest Sydney Gaffer and I very much look forward to seeing her race your boats, but we would need half a hurricane to match you, I imagine.

We will have a couple of V.I.P. luxury vessels following and our Commodore and his Lady would be delighted to entertain representatives of your Club aboard. There will be adequate spectator vessels for any additional people.

The National Gaffer's Day is held in picnic spirit and I like to style it as a rally not a race. I believe this has helped to make it the great event it is. The coming Rally will be the biggest ever and your yachts will add greatly to the scene.

Yours faithfully,
Bill Gale Chairman, Gaffer's Day.

Club Aggregate

The results for the 1986/87 race season are listed in the separate insert sheet. As previously advised the trophies for the

Connemara Cup Cruise
Williamstown Cup
Queenscliff Cup
C a m e r o n s B i g h t
Sternchaser
Club Aggregate

will be presented at the Polly Woodside Coctail Party on Thursday 11th June. For those members who are unfamiliar with the location of the Polly

Woodside Maritime Museum, the enclosed leaflet should help.

Queenscliff Life Boat Preservation Society

As has been the practice in previous years, the entry fees for the Queenscliff race have been donated to the Queenscliff Life Boat Preservation Society. Unfortunately, due to inclement conditions for the published race day, followed by further attempts to rerun the race, a reduced fleet of boats finally competed in this race, providing a donation of \$40.00.

New Members

The Couta Boat Club welcomes the following new members.-

Robert Finkelstein and family.
Frank Mornane and family.
Andrew Ballantyne.
Richard Cameron.
Jeremy Lansell.

For membership enquiries please contact:- Mr. Peter Burke - Membership Officer
Phone (03) 240 1282.

Boats For Sale

"Lisa E"
24' Laco built in 1930's
Kauri Hull (clinker)
8HP Yanmar Diesel (1983)
Gaff rigged
currently at Hastings
\$17,000 contact Dawn Lipman (03) 5920930.

"Kallara"
30' x 9'9" Blunt's built in 1939
one owner.
Kauri hull with cabin.
22HP Morris Commandor

marine engine
Marconi rig.
Phone Clive Wallace-Smith
(059) 842976 or Tim Phillips (059) 842664.

For placement of ads in further issues please contact Ric Lansell (03) 555 5022 or A.H. (03) 690 4424.

Boat Sales

Merna Ruby Ex Sinn family and Col Stuart has been sold to Club member Nick Buis- his first boat. We wish Nick (who can be found in Blair Road, Portsea) all the best with this great old craft.

Editor's Note

Scoop has a new format!!! This issue has been prepared as a pilot run, in an attempt to improve the presentation of the Club Newsletter. Accordingly I welcome all members comments and suggestions to further improve future issues.

As well as the format, the material content is most important, to this end we require input of material both written and pictorial from as many members as possible. This will be vital in order to provide interesting reading for everyone involved, besides the fact that I am certainly no Ernest Hemmingway!!

Should you have any comments or suggestions please contact myself or alternatively John Ross, on.-

John Ross (03) 699 8622.
Ric Lansell (03) 555 5022.