

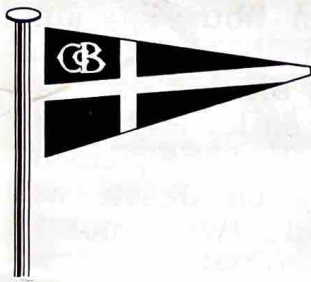


SCOOP

NEWSLETTER OF THE COUTA BOAT CLUB.

AUGUST 1988

President's Message



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, Handicap Com.	Bill Davis
Social Secretary	Jill Hartley
Assistant Social Secretary	Clive Beckingsale
Committee Members	Will Baillieu
	Denis Wilkins
	Ric Lansell

There are many vital issues that currently affect the Couta Boat, the most rapidly expanding sailing presence on Port Phillip Bay.

The Committee of the Couta Boat Club has recently revised the Vessel By Laws with a view to protecting the integrity of the boat, as conceived and espoused by the Statement of Purposes and Rules of the Club contained in the Deed of Incorporation.

The aim is, on the one hand, to maintain the vibrant interest in the boat, whilst preserving the strict fundamentals of the classic craft that evolved.

The "new" Vessel By Laws 1988 replace the previous By Laws that were drafted after a great deal of input from various Committee Members.

Regrettably those previous Regulations were never adequately promulgated, nor policed by your Committee or its Officers. As a result some confusion developed surrounding the introduction and application, or extension of certain gear. It is our earnest intention to redress that past failure by policing these new Regulations, and we shall specifically check boats for compliance in all respects.

I recommend you study the Vessel By Laws closely and draw your attention to the fact that non compliance shall render a boat subject to immediate withdrawal from the Register.

MARCUS BURKE

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

Douarnenez 88 **A Birds Eye View**

Kubes and I arrived in the sleeping fishing village of Douarnenez with our pigeon Australian French under our belts and expectations of a small regatta. We had been told that approximately six hundred boats from around the world would be attending. The French are extremely well known for getting things wrong and for their exaggerations but this time they had out done themselves. This small town with a population of 12,000 people were expecting over 800 boats and spectators totaling 600,000 people for a period of three days.

It was like staging the America's Cup at Sorrento.

Our first job was to find the other members of the crew, as we had decided to all make our own way there. We found race headquarters that existed of three site sheds with forty french people all running in different directions. We introduced ourselves and the immediate reply was you must be looking for your President Marcus we were told that he had been entertaining the locals for the last three days and was last seen with his cap on backwards looking for a place to lay his weary head preferably our rented house.

The French Australian treaty had been renegotiated and the two nations were at peace again thanks to Marcus' unending diplomacy. This was our liver's first taste

and our first taste of what life was going to be like for the next week.

Grant and Milton arrived the next day and then Brian Wales and Jeremy. The crew was united and ready to race. We had been told that the first night there was to be a dinner for all the skippers and their crews, this meant that they were going to feed 8,000 people free of charge, I remember one of the English skippers saying that he suspected that it would be a bit like the loaves and the fishes.

They proved us wrong. We dined under the stars eating langoustine, tuna, sardines, pommes frites, and a remarkable seafood soup. We were handed bottles of French wine (Bordeaux) and were told that we did not require glasses, just drink from the bottle.

Everyone had said before going to dinner, that they were having a quiet night as the first race was the next day!!!

The wine and the food and the music flowed.

Different countries assembled together and sang, it was rather like being in a musical supermarket, Irish ballads, English sea chants, French fishing songs, Liltng Spanish music and song plus lots of drunken ramblings. We were not to be outdone, so we entertained the crowd with the two songs that we knew the words to, Waltzing Matilda and the Pub With No Beer. This feat was broadcast on French television for

several million people to see. Redback On The Toilet Seat was not comprehended.

We arrived home the next morning at approximately 5.30 a.m. We all knew that we had to be up at 8.30 a.m. at the latest as it would take us at least two hours to get to the start of the race: through the crowds of spectators.

We woke up at 9.30 and the panic was on.

Armed with racing instruction, an invaluable port pass and throbbing heads we set out.

We arrived at the start nearly an hour late and were told to hurry, the wind was blowing at about 20 knots so for any of you that have had the pleasure of sailing on Jessie will know this was not a problem.

The course was an Olympic triangle and as there were so many boats, six classes had been established, we sailed in C class. The race was to complete the triangle 4 times.

We misread the instructions and sailed our course plus another classes course. After all this we still finished with a good time on handicap.

All the way around the course the interest shown in Jessie was amazing, people would ask us questions and congratulate us on the sailing performance of her. Once again our pigeon English/French was put into practise.

That night another party,

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Summer Series (details to follow).

C) The Royal Brighton Invitation Race has been retained as a non aggregate event for further trial of popularity, but re-scheduled to the morning of the Port Melbourne Regatta.

D) A blanket entry fee of \$ 25.00 will be introduced this season. This includes a donation to the Queenscliff Lifeboat Museum as in past years. Boat Owners/Skippers should complete and return the enclosed Entry Form, Compliance Safety Certificate and Entry Fee, without delay.

In addition to the Club Aggregate, season 88/89 will see the introduction of a Summer Series to meet the demands from some members for more afternoon round-the-buoys events. Owners should not feel compelled or obliged to participate if they don't want to. This Series is not included in the Couta Boat Club Aggregate. It is a separate series for those who want more racing.

The host Club is Sorrento Sailing Club, the series will consist of 5 races, best 3 results to count (allows 2 to be dropped, 1 or 2 to be missed, cancelled due to heavy weather etc). The courses are to be Olympic Style, with on-the-wind starts, around inflatable buoys laid east of S.S.C. to avoid sandbanks and small boats racing.

The Sorrento Sailing Club will issue invitations to owners and issue sailing instructions. An entry fee of \$ 7.00 per boat per race (standard S.S.C. charge)

will apply. A Notice of Race will be distributed in the near future.

In addition to the above racing program, the social committee is planning some cruise style events. Information relating to these events will be published in following issues of 'Scoop'.

1988 A.G.M.

A reminder that the Annual General Meeting of the Couta Boat Club will be held at 8.00 pm on the 27th October 1988, at the Port Melbourne Yacht Club. Enclosed is a copy of the Financial Accounts as at 30th September, 1988.

Nautical News 50 Mile Race

After a highly successful first race this year, the second 'Nautical News' 50 miler will be held on Saturday, February 4, 1989.

As in the first race, the 50 miler will start off Station Pier, Port Melbourne and finish off Portsea Pier. The course passes close by the ends of all the public piers between. The race is very much aimed at allowing the public a close up view of racing yachts in action.

In 1989 the race will start one hour earlier, at 9.00am, to allow the smaller boats more time to reach Portsea by the 8.00pm deadline.

Another development for 1989 is the introduction of handicap divisions for I.O.R., C.H.S., C.B.H. and

V.Y.C. handicap yachts. This is in addition to the class and length divisions for open racing that prevailed this year.

The first race was almost incredibly popular and it is expected that the second will attract at least double the 105 entries of the inaugural effort.

It is a race that has plenty of attractions for all kinds of mono and multi-hulled craft longer than 4.8 metres (16 feet). The course is interesting and the finish has many attractions. It is one yacht race that really caters for spectators.

Notices of Race and entry forms will be distributed in the near future.

Inquiries should be directed to the race organizer:

Neil Baird
Ph.: (03) 240 8741.

Australian Bicentennial Heritage Award

The following is the text of an entry for the above award, nominating Mr Tim Phillips for recognition in an "individual" category.

The Award will be judged by a panel of experts comprising representatives from the Australian Heritage Commission, Royal Australian School of Architects, Australian Council of National Trusts and Jones Lang & Wooton.

The nomination was prepared and submitted by the President and Committee of the Club.

'A DUAL PERSPECTIVE'

For his initiative and contribution over the last 13 years in pioneering the faithful restoration and continuing the building of traditional Timber Sailing/Fishing Boats of a type that are uniquely Australian by design and components, Timothy Phillips has single handedly become the catalyst and foundation of a recognition for the role played by the working boat known as the "Couta Boat", that in its era (1880-1930) "sail fished" for the vast schools of Barracouta found in Bass Strait supplying the huge Melbourne Market (post the Gold Rush population influx).

Phillips has rebuilt or fostered the re-building of approximately 50 craft and has guided many new owners in realizing their dream of building new craft to original specifications.

In an era that has turned its back on the heritage and folklore of its maritime past, particularly in the State of Victoria, the resuscitation of interest in this truly "Australian to the bootlaces" boat, its origin inextricably tied to post settlement development, rests squarely on this man's shoulders.

Without his participation these boats and all the associated skills would have been lost.

During April 1988, Phillips secured on behalf of the Australian National Maritime Museum the "Couta Boat Thistle" from Port Fairy, Victoria. Built in 1903 on the

Maribyrnong River at Melbourne for the Port Fairy Fishery, the boat is to be re-presented as a faithful working version of its era.

This spontaneous Bicentennial Year project is the pinnacle of his personal commitment to an important genuine example of this Country's Maritime Heritage.

New Members

The Couta Boat Club welcomes the following new members.-

Col Anderson and Family
Kingsley Plesse
Clive Watson and Family
Scott & Kate Davies

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

Boats For Sale

'Ronrico'
23' Savage Built Couta Boat type with cabin, Gaff rigged, Hooper Tan Sails, Yanmar Diesel
Contact:-
Tim Phillips

'Flona'
23' Couta Boat, built by Higgs brothers, Geelong, fully restored, Yanmar Diesel motor.
Contact:-
Tim Phillips

Boat Sales

Richard Perie has bought the **'Helen Marie'** a 24' Alec Lacco Motor Boat.

Patrick Hoppe has bought

the **'Helen'** from Peter Burke, and is currently freshening her up for the summer.

James Smeeton has bought the **'Lila'** a 19' Peter Lock boat, originally built for the Todd family in 1937.

Liz Gibson has bought the **'Mercery'** from her sister Sally Philips.

Mooring For Sale/Lease

15 Ton + capacity mooring in 22' of water between Sorrento Sailing Club and Erlandsen's Jetty.

Suitable for Couta Boat.

Contact:-

Simon Latchford
WK (03) 267 8233
HM (03) 509 3663

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