



SCOOP

NEWSLETTER OF THE COUTA BOAT CLUB.

JULY 1988

President's Message

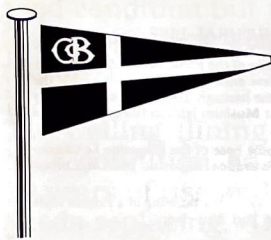
The Committee is currently devoting a lot of time to drafting amendments to the "vessel By-Laws 1986". Our objectives are to deal with recent developments in sail and associated gear, the introduction of new equipment, and adaption of old, plus dealing with some shortcomings in the "vessel By-Laws" that have emerged with time.

welcome and genuine communications, however, we are "burning the midnight oil" in order to get to that point.


I write on the eve of the departure to "Douarnenez 88" - the International Sailing Boat Festival in Brittany (France) which spans 10th- 15th August.

Following the success of the Bicentennial Gaff Rig Regatta in Sydney during February (which saw Milton Green's JESSIE win the Flying Division) we were invited to consider sending a 'Couta Boat' to this, the world's premier traditional boating event. Milton proved prepared to bear the substantial costs, face the risks, and had the determination and enthusiasm to see this exacting and equally demanding exercise, which is just about to unfold, through to its conclusion.

The 'Couta Boat Club' has received letters, particularly following Member Hugo Ottoway's letter to the Editor published in the last edition of Scoop. All very adequately expressing points of view about the issues that confront us in administering our unique boating situation. Correspondence so far has come from Ian Sturzaker, John Ross, Tim Phillips, Simon Latchford. We are not yet in a position to adequately deal with responses to these



Committee Members 87-88

President	Marcus Burke
 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

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We secure JESSIE on Monday 1st August - then on to France. Milton, Grant Wharrington and myself meet the boat in Belgium prior to road freighting JESSIE 850 kms to Brittany. Peter Kubale and 'Couta Boat Club' Secretary Brian Wales arrive in Brittany just in advance of the Festival/Regatta to fill out the crew.

Six hundred boats from all over Europe and Scandinavia - including Viking Ships (replicas) from Denmark, Italian Caravelles, Luggers, even three restored J Boats from the East Coast of the U.S.A., participating Skippers, Crews, hangers-on and on-lookers totalling 30,000 people converge on the classic Port Romeur Harbour, centre of traditional maritime culture in France. The Festival is a Mecca to old boat lovers, everyone's tastes being catered for, with amny maritime pursuits being simulated, displays of Shipwright's techniques, Sailmaking, Seafood Banquets etc....not to mention the racing...

Whilst on that subject, our French host contends there's only one boat that will give us real competition on the water - the Falmouth Oyster Dredger. Not unalike 'Couta Boats' in size and displacement, rig etc..., these open boats sail/fish the Oyster beds of the Estuary of the River Fal in Cornwall - a Commercial Fishery constrained to sail only, in order to conserve the oyster stocks. There is an Association similar to the 'Couta Boat Club' which fosters this type of craft - The Falmouth Working Boat Association.

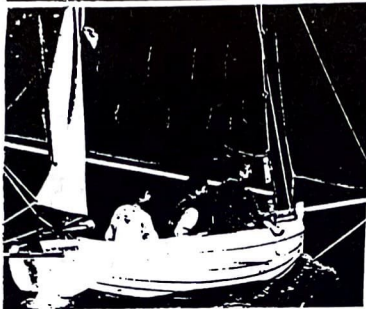
We figure that the JESSIE can still be steered to victory in it's class, at "Douarnenez 88".

Wish us luck!

MARCUS BURKE.



Une riche histoire maritime.



Une flottille de bateaux traditionnels.



Un centre de pêcheur desquies 1 Drogues, 6 m J.L. 8 m J.L.

DOUARNENEZ

A RICH MARITIME HISTORY

The 5th fishing port in France, an important fish canning centre, Douarnenez is a town with a strong maritime tradition.

The Romans worked garum vats (pressed concentrated fish extract) in the Plomarc'h (a well-known part of the town), the biggest manufacturing centre of its kind in the Empire.

In the Middle-Ages, Fouldavid was a very active trading port. Wine, salted fish, wheat, sail cloth, left from here for England, Kirkcudbright in Scotland, Galway in Ireland, Arnhemuiden in the Netherlands, Bilbao in Spain...

In its heyday, Douarnenez sheltered 900 sardine luggers, manned by 5,000 fishermen. The local skippers, "the knights of the sea", then took up tunny fishing and lobster fishing along the African coast, and gained an unrivalled reputation.

A THRIVING CULTURAL LIFE

Douarnenez is the centre of the French traditional sail revival. It is here that a few enthusiasts began to salvage the remains of our maritime heritage. Their work subsequently gave birth to the Boat Museum (still in the making but a must for the visitor).

Douarnenez is the home base of the magazine *Le Chasse-Marée* and of the *Fédération Régionale pour la Culture Maritime*.

Plans are also underway for the building of a French style Mystic Seaport in the Port Rhu river.

DOUARNENEZ : PRATICAL INFORMATION

Population 18,000.

20 minutes from Quimper-Pluguffan airport.

SNCF buses (8 daily runs) from Quimper station.

580 hotel rooms.

800 flats available.

5 camp sites : Bois d'Isis *; Croas Men **; Kerleyou * Trézulien **; Kerem **.

All two stars, except Bois d'Isis (one star).

Further information : Tourist Office. ☎ 98 92 13 35.

'Thistle' To the Australian National Maritime Museum

It is now almost definite that the Couta Boat by the name of 'Thistle' will be restored and included as a permanent exhibit in the National Maritime Museum located at Darling Harbour in Sydney. This is surely a wonderful opportunity to display a portion of

Victoria's Fishing and Boating history, the 'Thistle' in fact is to be the only Victorian exhibit.

The following is a 'brief' prepared by Tim Phillips on the work that will be required to restore the boat to original condition for the Museum:-

'THISTLE'

28' x 10' x 40'.

Built by John Jones on the Maribyrnong River, Melbourne, 1903.

Keel, Stem and Stern post. W.A. Jarrah.

Planking. full length N.Z. Kauri.

Copper fastenings.

Work Required

1) Planking excellent. Ribs: basically sound, some work here required as part of the ongoing maintenance program of any wooden boat. Some re-nailing required.

2) . Centre plate case in good condition but needs re-fastening. New centre plate required,

3). Ceiling (lining boards): poor condition as result of 80 years of use and mis-use. Needs replacing. Care to be taken not to change pattern (regency) or type of wood (Baltic Pine).

4). Deck 70% good, N.Z. Kauri Tongue and Grooved. Poor part (on edges) to be replaced.

5). Deck Beams 90% good, to be re-fastened to gunnel (which is in good order).

6). Coamings to be replaced, including beadings (have previously been replaced - poorly).

7). Thwart to be retained. To be "beefed" up with a piece of Jarrah 3/4" laminated to bottom. (N.B. - Has been worn away with 80 years of use to the extent where it lacks strength).

8). Motor to be removed, along with engine beds and

transom extension for rudder. (all added after World War 1).

9). Floor (known as platforms in Couta Boat lingo) now practically non-existent, and need replacing in Baltic Pine (as original).

10). Stem - a piece to be scarfed so as to extend approximately 4" above deck level for jibboom iron (Tim Phillips has original iron) which had been cut off.

11). Chaffing Battens have previously been replaced by amateur. Need replacing as original.

12). Spars. Mast has been cut down (about 2 or 3 feet) - it looks original. Scarf join to top to bring back to proper height.

13). Boom and Yard - Replace as original.

14). Jibboom - Jarrah, to be replaced.

15). Painting - Under water and inside lining and centre plate case - coal tar as original. Elsewhere as original with standard oil based paints. Am worried about the black hull in N.S.W. I think if old Jones (original builder) was overseeing the job he would go for white for North of the border, as it is a "dry" boat (not being used).

Work is done with traditional tools and materials same as old etc. ...no epoxy etc....except for mast scarf and the seat (thwart) strengthening laminate (3/4" Jarrah). Everything to be identical to original.

REQUIREMENTS:

KAURI for coamings deck, only use N.Z. Kauri as original.

JARRAH for battens and jib boom.

BALTIC OR KAURI for platforms.

RIGGING to be let out. Have someone in mind. (Very old) hand splicing and serving etc...

SAILS Have spoken to Hood Loft. Must be hand made 18" vertical cloths to Tim Phillips' plan. (Roped and Leathered) - same as "Arkarana".

Tim Phillips to take to Sydney, set up and write maintenance program.

BAG Boat to live in bag (For worms).

I hope everything works out as "Thistle", I believe, is a National Treasure, the best preserved old (prior to 1930) Couta Boat I've seen, and it is an exciting prospect for her to be preserved for future generations.

Tim Phillips

Couta Boat Presents Half Model To New York Yacht Club

The Couta Boat Club has presented to the New York Yacht Club a Half Model of a typical Couta Boat as a Bicentennial Gift, this Half Model will be mounted in the Model Room of the N.Y.Y.C. Many thanks must be given to Tim Phillips who provided the Model at no charge to the Couta Boat Club.

Sad Loss of 3 Couta Boat Pioneers

It is with regret that in recent weeks the club has seen the passing of two esteemed life members. The following notices were placed on behalf of the club and its Members:-

Lock Peter.

Aged 88 Years
The Committee and Members of the Couta Boat Club regret the passing of their esteemed Life Member; a guiding light from a great era in boat building. His craft shall sail on.

(appeared 25 May, 1988 the AGE)

Johansen Andy, Of Flinders.

Aged 92 years
The Committee and Members of the Couta Boat Club regret the passing of their esteemed life Member. May his great ship "The Muriel" sail on in memorial.

(appeared 21 June, 1988 the AGE)

Enclosed is a copy of a list of boats built by Peter Lock from approximately 1926 to 1950. Preceding issues of Scoop will include an obituary on Peter Locke, Andy Johansen and also Jocka Todd who passed away recently.

Social Events

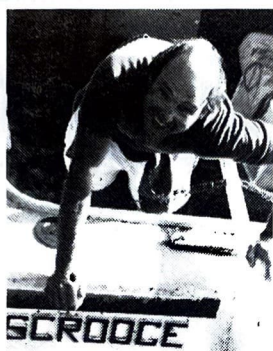
Polly Woodside Cocktail Party.

This night proved once again to be a great success many thanks to Jill and Clive for organising the function.



Congratulations to the crew of the 'Wagtail' for winning the 1987- 88 Aggregate Trophy. Simon Latchford pictured above accepting the Trophy.

News Adrift



Richard 'scrooge' Hodgkinson pictured above. Almost lost his boat the 'Snapper Catcher' when she broke her moorings on Monday the 27th June but luckily sustained little damage. she finished up 6' away from the concrete wall between the aquarium and the Sorrento pier

New Members

The Couta Boat Club welcomes the following new members.-

Peter Hannah
Grant Wharington
Mark Jensen & Family
Michael Russell & Family
Stephen Wirtz & Family

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

24' Lacco Motor Boat

2 Qm15 Yanmar Diesel
\$ 15,000

Contact:-

Tim Phillips

Boat Sales

'Lisa E'

Has been bought by Pet Hannah a new Member.

'Kallara'

Has been bought by Clive Watson and his Son Nick.

'Lady K'

A 31' Motor Boat, Built by Alec Lacco in the 60's For John Wilkins (Tim's Uncle) Has been bought by Garry Trollope a new Member to the Club.

Other News On Boats

New Boats for Garry Crittenden and David Brownell, being built By Tim Phillips are both nearly finished. Chris Young is also progressing well with David Douglas's new boat.

Tim has restored Tom Buxtons 28' Lacco motor boat now named 'Magpie' after the famous Collingwood Football family, the boat is on loan to the Couta Boat Club as a Rescue/Patrol Boat. Tim's next project is to build a similar motor boat but 30' long, at this time he will sell the 'Magpie' (To the right owners).