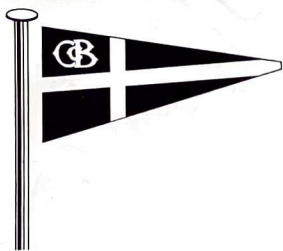




# SCOOP

## NEWSLETTER OF THE COUTA BOAT CLUB.

MAY 1988



### Committee Members 87-88

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

### President's Message

A sub-Committee comprised of Jill Hartley, Tim Phillips and myself have prepared a submission in relation to the Couta Boat Club taking a Head Lease of the "Baths/Kiosk" and Jetty at Sorrento. This proposal entails the Couta Boat Club affording the cost of the restoration of the premises and the jetty, a continuity of the present "commercial" usage, with the inclusion of a modest area for the purposes of a Couta Boat Club Museum and Club Meeting Room.

The submission has been presented to most of the authorities (e.g. Department of Conservation Forest & Lands) the interested groups (e.g. Conservation and Beach Protection) and affected or involved parties.

As the submission details all aspects of the proposal, I suggest that members who are interested contact any of the above for a copy of that submission and further details if required.

We hope to have made some progress and will advise accordingly at the Polly Woodside function on Thursday 2nd June.

Marcus Burke

### Couta Boat Sails

#### Reasons, do's and don'ts.

As many of you may be aware there have been some significant changes in Couta Boat Sails over the last season. The most important change has been the enthusiasm of owners to request High Performance "One Design" Sailcloth for their sails.

The advantages of this improved sailcloth over, for example Tan Bark (brown) is the high resin content of the fabric. It is similar to applying a thin layer of resin over the fabric, the result, a low stretch material, with few distortions and more direct power from the sail into the boat!

This fabric is called New Yarn Tempered (NYT) or Super Firm Duroperm, depending on the supplier. It can be used to advantage in only two sails on a Couta Boat, the Main and 100% No. 3. Due to the high resin impregnation, (making the material very stiff) it should not be used for No. 1 125% or No. 2 115% Headsails as they flap against the mast and shrouds, a major reason for deterioration of the sailcloth in Headsails.

Nearly all the Couta Boats that have either won line honours or

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won on handicap this year, have used sails made from this material.

Sounds great, but there are some points that should be looked at. Firstly the cost, yarn tempered materials are expensive, and have to be made with extra attention in patching and finish. Secondly, the sails have to be handled with care, due to the stiffness of the material, constant folding or just stuffing them into a sail bag is a big NO NO any crease will stand out for a long time and breaks down the resin finish ( the only source of strength in the material). Thirdly no matter how well these sails are looked after their performance will last only about the time of one well sailed season.

Materials from the No. 1 and No. 2 should be made from a softer finished sailcloth. The reasons are, firstly, the beating around the mast and shrouds will not have such a detrimental effect on the material. Secondly in lighter breezes the stiff fabric does not form as good a shape as casting the soft material. Soft cloth is easily stowed as it can be folded and tends to last a lot longer than NYT.

The second major change has been in the cut and finish of the sails. Lets take the Main, if cut from NYT then they can only be made in a cross cut configuration, as the material has its strength woven into it in that direction. To support the corners, radial patches in the same strength lay up and fanning out in the areas of maximum stress are best. Two ply leech at least up to the deepest patch helps support the strain as the breeze increases and the sail area reduces. A flap strip at right angles to the luff helps to check the shape of the sail and tell tails should be used on all sails to detect over or under sheeting, best to place those 1/3 of the way from the luff for a Main and rear the luff wire for a jib (500mm).

In head sails the same applies as for the main. Radial patches are now common place on any sail in any class and should be used in all corners of a head sail. Tell tail windows have been used for years and should be in all sails up to No. 3. Flow stripes can be used in

head sails as well as mains, once again to check the sheeting.

No matter how good the sails are, unless they are set correctly no boat will perform well. A Couta Boat achieves its pointing ability in the sail department, not from the jib but from the main sail leech! It is like the back edge of an aeroplane wing and guides the boat. Hence the advantage of NYT type materials, the less stretch the better height you can achieve. Even still the most important setting on any Couta Boat is the slot between jib and main sail. All too often I have seen the head sail pulled on too hard and the slot closed off. The result, a boat that is hard to sail, heels over often and goes sideways! In a situation when the wind is coming in gusts, increasing by 5 knots or more, and the boat tends to want to round up, try easing the headsail first, before the main. The effect, opening the area between the sails, reducing the heel, yet still driving off the mains sail leech and keeping your direction. You may notice a boat and you going sideways, and you still keep on your track.

The last point to make is, that all that I have written about has been applicable to high performance yachts for a long time, and with a lot of improvements comes increases in costs and competitiveness. A Couta Boat is a traditional yacht, and any improvements should carefully be weighed up against keeping the traditions of the class alive. As a sailmaker I am responding to the demands of the market place and hope that the Couta Boat will not end up with two types of performing boats.

If any member would like to talk to me on any points I have written about, please feel free to contact me.

HUGO OTTAWAY  
Sail Maker.

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### New Members

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The Couta Boat Club welcomes the following new members.-

Malcolm Fell & Family  
Gerard Holuigue & Family

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

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### Boats For Sale

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#### 'Lisa E'

24' Laco, built in 1930's  
Kauri hull (plinker), 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 Commander 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.

#### 'Dawn'

23' Gipsland Lake Fishing  
Boat. 8' Beam. 18" Draft.

Built from N.Z. Kauri, Huon  
Pine, Spotted Gum.

Recently restored from top  
to bottom, in as new  
condition. Full Dipping Lug  
sailing rig. Fully  
reconditioned Holden Fresh  
Water Cooled engine.

Brand new Storm Hood.

\$ 12,000

Contact:-

Robert Young  
(051) 44 6654



# Couta Boat Club PRESENTATION NIGHT

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## POLLY WOODSIDE COCKTAIL PARTY

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A cocktail party will be held at the Polly Woodside  
on Thursday June 2 from 6.00p.m. to 9.00p.m.  
to announce the results and present trophies for

- \* the Connemara Cup Cruise
- \* the Williamstown Cup
- \* the Camerons Bight Sternchaser

and

- \* the Club Aggregate 1987/88

Savouries will be provided. Drinks are to be  
paid for from the bar.

Adults \$17.50 - Includes Maritime Museum  
Entrance fee

### BOOK NOW

Telephone Jill Hartley (03) 266 4726  
by Friday May 27, advising the number of  
adults and children in your group.

### DON'T MISS OUT - LATE BOOKINGS CANNOT BE ACCEPTED

For those of you who couldn't attend last year  
be assured that the evening is not only great fun,  
but the Maritime Museum is well worth the visit.



# Timberland



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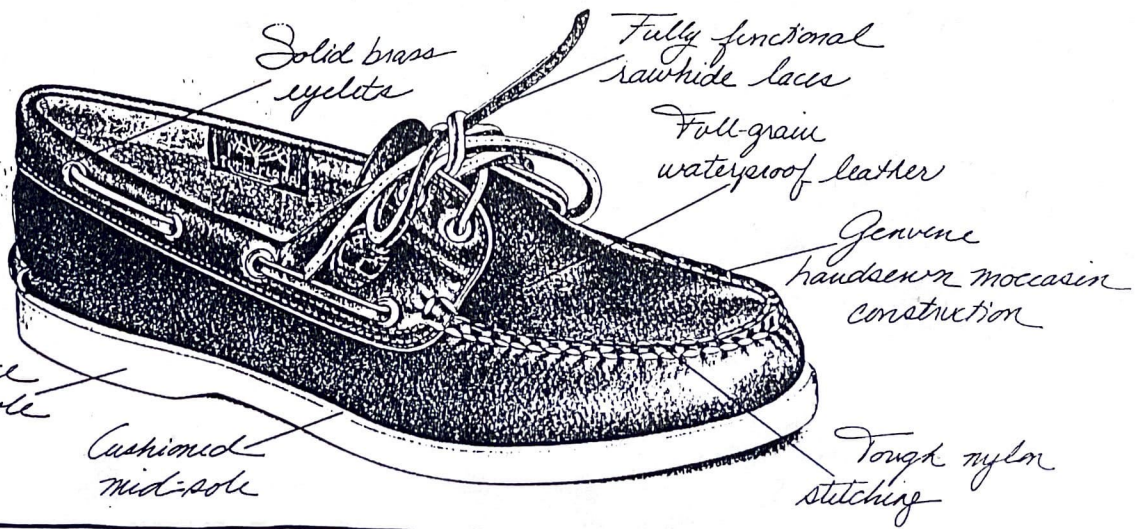
Like a hand made Couta boat,  
TIMBERLAND handsewn boat  
shoes are the best of there kind.  
15 styles, from boat to dress shoes,

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