

SORRENTO TIDINGS



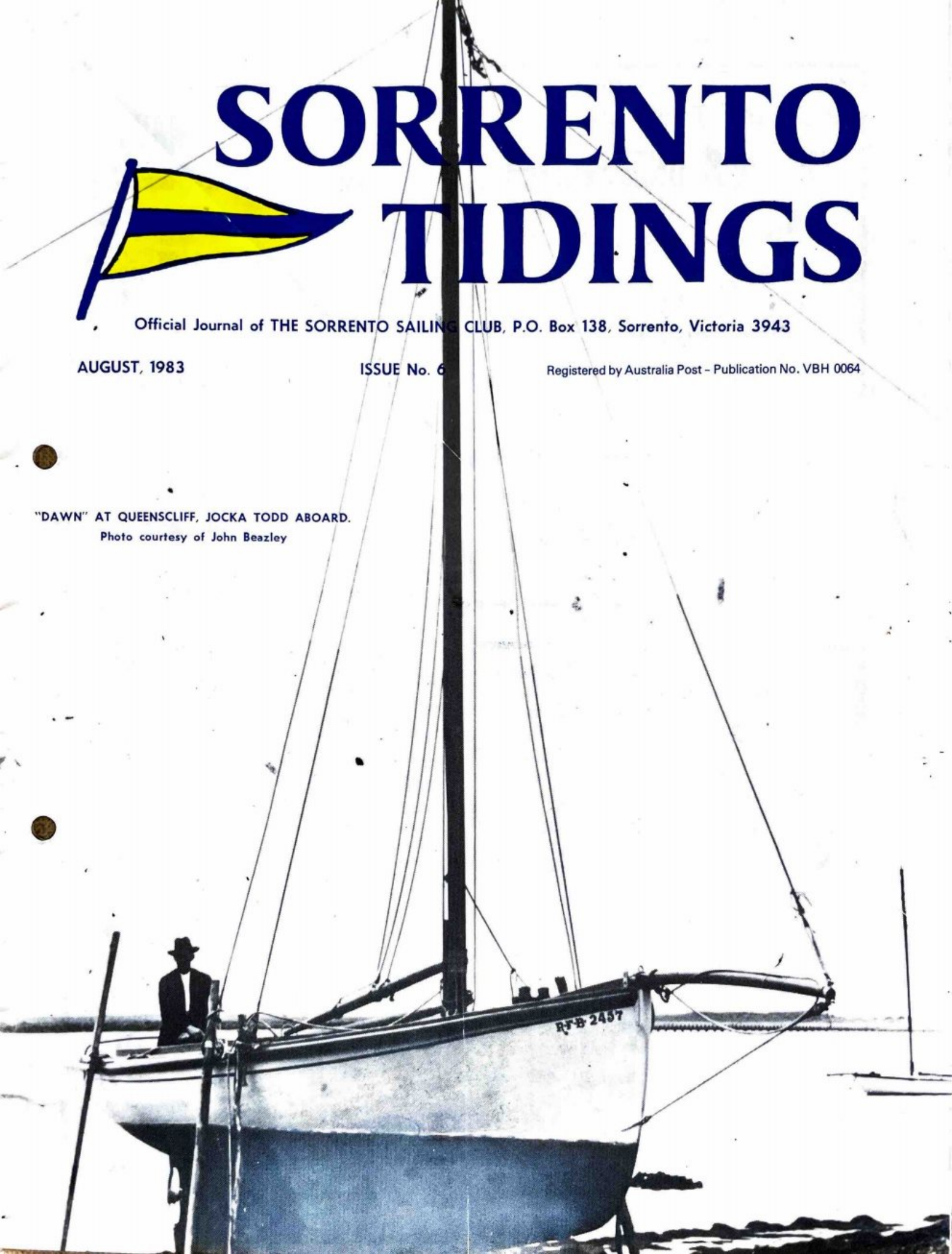
Official Journal of THE SORRENTO SAILING CLUB, P.O. Box 138, Sorrento, Victoria 3943

AUGUST, 1983

ISSUE No. 6

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"DAWN" AT QUEENSLIFF, JOCKA TODD ABOARD.
Photo courtesy of John Beazley



Responsibilities for 1983/84

Season

ADMINISTRATIVE DIVISION —

COMMODORE — Ray Lloyd

Hon. Secretary

Bill Allen

Hon. Treasurer

Vacant

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Judy Stockdale

Tidings

Judy Stockdale

Development

Ray Lloyd

SAILING DIVISION —

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Sailing Policy

Fred Allen

Safety

Fred Allen

Special Projects

Hugh Simpson

Juniors

Ross Chisholm

Training

Fred Allen

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Gerry Cahir

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SOCIAL AUXILIARY PRESIDENT — Pat Douglas

Social Auxiliary, Galley

Pat Douglas

Cleaning

Pat Douglas

House Committee

Graeme Peacock

W. K. Allen

Hon. Secretary

July 1983



Koonya Hotel

EDITORIAL COMMENT

I am more than pleased to introduce your new Editor — Judy Stockdale. Already she has demonstrated an excellent enthusiasm and considerable organising ability. I wish her every success in keeping the Tidings magazine newsworthy and published on time.

To all the members who have assisted me in the past two seasons and to all those who have contributed articles, I wish to give my wholehearted thanks.

FRANK G. BOADLE

Frank Boadle has done a great job with Tidings during his years as Editor. It's a formidable task and one I accepted with considerable trepidation. However, thanks to an excellent briefing from Frank and a heart warming response to my plea to the contributors to meet a very tight deadline for copy, in fact I've had a lot of fun putting this issue together!

Special thanks to Marcus Burke for his enthusiastic help in organising for us to print Tim Phillips article on 'Couta' boats. The Sorrento Couta Boat Invitation Race on the A.N.A. weekend will be one of the highlights of a very busy season.

The production of Tidings in the current format is dependent on the advertising content the magazine carries, so please help ensure their continued support by patronizing them.

Thank you again Frank and all contributions.

Judy Stockdale

Editor

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Captains Column

To write the Club Captain's column is most difficult, for a couple of reasons.

The first is that Hugh Simpson is quite a hard act to follow. His sailing record is impeccable, he has planned the forthcoming season well and his service to the club over the years is impressive. I know that not only will I need his experience but that he is happy to provide it. Thank you, Hugh.

The second is that I have to have some experience in the job before I can validly write a Captain's column. All I can do is to promise that I will try to provide an interesting program with as much competition and enjoyment as possible. If you are aware during the season that there is a need that we haven't met, let me know and I'll try to accommodate you.

We will be running a training program for juniors, patrol boat crew and Spouse Sail too. We have championships for Tornados, Mirrors, Explorer 16's and Jubilees so we will need to draw upon the services of many of you in the role of sailing support during the season.

During a race last year when I had not sailed well, my main sheet hand (now Rear Commodore) told me to settle down and enjoy sailing, otherwise he would let the main go and walk to shore! So, lets be competitive but —
Let's enjoy our sailing!

FRED ALLEN



**TIDINGS — NEXT ISSUE
DECEMBER—COPY CLOSES
ON MONDAY, OCTOBER 31**

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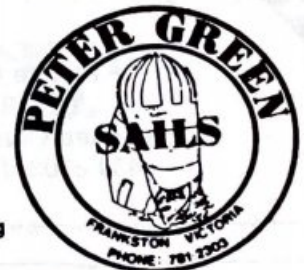
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OCTOBER DATES

October 22

1300 hr Club Opening
Commissioning of
Junior boats & Sail
Past.

1430 Opening Day In-
vitation Race Com-
modores Trophy

1730 Family Buffet

**NOTE: Please BOOK
with Di Alexander on
836 9275 (details in
Social Auxiliary Notes.**

October 8 & 15

0900 hrs **WORKING BEES!**

Please bring gardening tools, especially
shovels & wheelbarrows, paint brushes &
rollers and small paint tins, old rags, for win-
dow cleaning and anything else you think
may be useful!

1000 hrs **SOCIAL AUXILIARY WORKING BEES**
on both days.

October 15

0900 hrs Little Tin & Patrol
Boat Training Classes

1500 hrs New Members
Welcome

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SOCIAL AUXILIARY NOTES

We are about to start another sailing season and your social auxiliary has planned an interesting and exciting social programme for this 1983/84 season.

Your committee is President Pat Douglas, Vice Wendy Lloyd, Secretary Judy Drayton, Treasurer Di Alexander, Galley Purchaser Barbara Allen.

Committee — Jenny Reaks, Barbara Allen, Ria Casserley, Sandra Sutcliffe, Linda Mercer, June Chisholm, Fran Gilbert and Jill Meaden.

To get ready for the season we have two working bees on the Saturdays 8th and 15th October at 10.00 a.m. Any ladies that can help, please come and give us a hand, bring your apron and a cleaning rag.

Opening Day is Saturday 22nd October. Would members please bring a cake to help with afternoon tea. The evening function will be a buffet tea commencing at 5.30 so that members who wish to go back to Melbourne may have tea before leaving. Cost \$5.00 adults \$3 children. Bring your own grog tea and coffee supplied. Bookings may be made with Di Alexander on 836 9275

The next item on our programme is November 19th, the first race of the Petersville Series. We are supplying hot snacks, hamburgers, hot dogs, soup etc., so that sailors may have a quick snack before they leave for home.

We have three after race Get Togethers this season. The first on the 10th December. We also have a number of barbecues throughout the season. You will have to book early for New Year's Eve, which is a sit-down dinner combined with the presentations for the Jubilee's Huntingfield Cup. The entertainment will be some surprise skits and music. (If anyone knows a pianist who would play for us New Year's Eve would they please ring Pat Douglas on 059 88 8522 or Judy Drayton on 870 1258) Cost \$18.50 a head. Starting with pre dinner drinks and savouries at 8.30 p.m. More details later. The Saturday of ANA weekend we have a 'Gypsy Night'. A spit roast and bush band on 7th January and on 11th March a Progressive Dinner. At Easter a Back to 20's night with dinner and dancing.

The 21st January is the Commodore's Cocktail Party. We are delighted to have Sue Smith run a SLIMNASTICS class twice a week during January, on Tuesdays and Thursdays at 11.00 a.m. so you should all be feeling fit to go back to work at the end of the holidays.

Our big surprise is having the 'Alma Doepel' for the day on the 5th January. She will be under canvas (sail). Prices and more information later. Start saving up for the big day now. The Juniors have dances on the 8th and 22nd January and Easter Sunday and the Intermediates functions are on the 26th November and the 29th January. The House Committee is to be revived. Any gentlemen willing to be on the committee please offer assistance to Ray Lloyd or Pat Douglas. And for the new members, the Welcome Afternoon Tea

where you will meet this year's Flag Officers and Council is Saturday afternoon 15th October at 3.00 p.m.

JUNIOR'S TRAINING

The training program for Juniors this year, as in past years, will be run during the season. The emphasis will be on "on the water" experience, with the relevant on shore classes being kept fairly short.

There will be three main groups—Novice, Intermediate and Advanced, with each class being run over approx. 5—6 mornings.

Juniors who are interested in registering for these classes are requested to phone me on (03) 439 7163. Also we are desperately in need for adults to assist in the supervision of these groups—volunteers please on the same phone number.

Other Junior events this year are:

Junior Annual Meeting — Sat. 17th Dec. 1100

Council Vs Junior Race — Tues. 3rd Jan. 1030

Junior Invitation Race — Wed. 4th Jan. 1430

Junior Admin. Day — Friday 6th Jan

Junior Events — Tues. 10th Jan. 1400

Junior Breakfast — Wed. 11th Jan. 0800

Arafur Invitation Race — Sun. 19th Feb. 1030 & 1400

As well, we shall also have the usual Dances, Discos and assorted Social events throughout the season.

I will be contacting the Junior Committee in the near future to arrange the finer details of their programme for 1983/84

ROSS CHISHOLM

P.S. Don't forget the **Commissioning of Juniors boats** on Opening Day. All boats new to their owner since last opening may be commissioned.



Sleigh Series Switches to Petersville

Sponsorship for the popular Sleigh Series races for Jubilees, Gaffers and trailable yachts will be taken over by the Sleigh food based subsidiary, Petersville commencing with the 1983/84 sailing season.

For another name change, the former 'Old Gaffers' have now adopted the name 'Couta Boats' and formed their own class association, the Couta Boat Club.

This season the Petersville Series will follow a similar format to the former Sleigh Series, but will incorporate some improvements identified as a result of our experiences in the previous Series. The most important of these will include an on-the-water finish at Blairgowrie for the final heat, and modification of shortening course procedures to provide meaningful results for handicapped classes.

We are anticipating a much larger fleet of Jubilees in the Series this season, as Heats 2 & 3 will follow the Jubilee Australian Championships being held at Sorrento over the Christmas/New Year period. This, together with the enthusiasm of the Couta Boat Club and growing participation by the trailable yacht fraternity, will ensure that this popular Series will provide a better spectacle and greater enjoyment than ever before.

NOEL DRAYTON

Vice Commodore

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FRANK BOADLE

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Sailboard Class News

You will recall that during last season the club held a limited number of sailboard races to gauge the response of Boardsailors. . . .

Well, owing to their popularity, and because of Council's continued support of sailboards it seems that this season will see weekly racing of a sailboard class.

I'm hoping we can run some Slalom racing this season as well as triangles, a picnic or marathon sail to Portsea or Mud Island or Hawaii? just tell me where you want to go, and for those who like to go FAST, a 'Speed Crossing' type reaching event.

However in order for any event to be a success there needs to be participation both on and off the water.

In order to race, sailboards like any other boat must be registered with the club, and as such must display a sail number — so please, support the club with the registration of your board, and we the Boardsailors shall be better supported by the club.

On a lighter note, congratulations to Liz Campbell on her 12th placing in the Women's division of the Vic. Windsurfer Titles held late last season.

Happy Boardsailing,
Class Captain

IAN MACDONALD

PAPER TIGER NEWS

Another winter has almost passed and the start of a new and exciting summer is on the way.

Peter Cosman, a new club member last year, has acquired "Rare", (formally Rohan Riley's) so we hope to see Peter on the water early in the season. Peter will be going overseas in January on a youth exchange sponsored by our local Rotary Club.

Bob Riley has had a busy winter giving his tiger a new coat of paint___ (? the colour) hoping to go that little bit faster.

After the long winter break of preparing one P.T. and searching for a new one, I finally found one. Pre-tuned and proven to be a goer, so we are hoping for more even competition this season. A couple of weeks ago I was selected to sail in the Victorian Inaugural Winter Youth Regatta which will be good pre season practice.

ATTENTION! All those people (we could hardly call them sailors) who put their tigers on the racks at the beginning of the season and take them home again months later without getting them wet — we need your boat on the water sailing to boost our class size and competition.

Looking forward to seeing a big fleet on Opening Day.

TIM ROBERTSON

Class Captain

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SORRENTO TIDINGS — August, 1983

TRAILABLE YACHT NEWS

New State Government Charges.

For sometime now the State Government has been considering ways of raising more money to improve and increase launching ramps around Victoria. It has now made amendments to the Motor Boat Act 1961, applicable from 1st Aug. '83, which will make most trailable yachts liable for annual registration fees.

For a boat to be subject to these amendments to the Act, it would:—

- be trailable without a permit, i.e. less than 2.5m beam
- have a cabin
- carry a power propulsion unit
- be launched from a ramp open to the public

Probably (d) means that our trailables which use our ramp only, or a private ramp elsewhere, will not be required to register with the Road Traffic Authority (formerly T.R.B.).

SABRE CLASS NEWS

Come on Sabre Skippers — it is time to get ready for the 83/84 season!

With your minds on football, skiing or whatever, sailing might seem faraway but the 8th October will be here in a flash. Boats have the unfortunate tendency not to prepare themselves for the water, so do the necessary maintenance now and be ready in time.

After only one season the Sabre appears to be firmly established at Sorrento. For the coming season I welcome Richard Robertson and my son Chris to the fleet. As the Sabre suits all ages, from the young teenager through to the veteran, we anticipate more sailors joining us.

I thank the Sailing Committee for their assistance in establishing the Sabre as a Class at Sorrento and Dorothy for donating the 'Chisholm Family Trophy' to the Sabres.

For the Opening I would like to see many Sabres on the water — hopefully already tuned!

May I remind you of our pre-season meeting at my home (14 Jean Street, Lower Templestowe 850 3078) on Friday 30th September at 8.00 p.m.

See you soon.
KIM PREUCS

Class Captain



The amount of the registration fee depends for practical purposes on the rating of the outboard motor. Outboards rated at less than 3.5 power units attract a fee of \$8. Over this rating, a fee of \$40 is prescribed. The actual rating depends on the engine specification and varies according to make. In very general terms, an engine less than 9—10 h.p. is usually rated at less than 3.5 power units.

As a result of V.Y.C. representations, the State Government has limited the imposition of stamp duty to payment on change of ownership. The V.Y.C. Trailable Yacht Sub—Committee, with the active help of the V.Y.C. has fought the introduction of registration fees and stamp duty. Its resolution was stiffened, when it was discovered that the monies so raised were in fact to be credited to general State revenue.

It has further pointed out the great difficulty which various State Authorities will experience in levying these new charges.

Safety: As a result of recommendations from the V.Y.C. Trailable Yacht Sub—Committee Safety Regulations for Trailables for Race Categories A, B & C will include for 1983/84 a recommendation that a boarding ladder be carried.

1983/84 Season; Council and the Club Sailing Committee have prepared a very interesting programme for the Club and especially for us. Amongst other things, four navigation races have been listed, thus enabling us to compete for the Navigation Trophy. Can any member associated with trailables suggest any way we can help to increase participation in Club events by more members and boats?

Here's hoping for a really good season and we wish for about half or more of our trailables competing in most races?

D. BELL

Class Captain

MINNOW NOTES

With Paul Shield moving on to a 125, the competition amongst our junior skippers to find his successor will be fierce. There are James Casserly, Adrian Cahir and Dougal Heath who sailed well last year; Cameron Stevens, Andrew Smith and Bill McCorkell, coming up from the B Group are also strong contenders.

The Minnow girl skippers led by Sally Carraher and Ginni Reaks are also set to improve. Finally with 'Minch' ready for promotion to "A" Division, we now have Ben Cahir and Sophie Shield competing to become the smallest skipper.

Good luck and good racing everyone.

ADRIAN CAHIR

0125 NEWS

The one — two — five class sadly regret the disappearance of that greatly loved "wunna", "Mungo Jerry" and with it the disappearance of Richard Robertson into Sabres and Glenda Robertson, who intends becoming Glenda Nightingale.....no she's not getting married, she is becoming a nurse.

At least three new boats have come to replace it however, Paul Shield and my excrew Brett Hartnett sailing 2081 and guess what he has called itI bet you can'tyep, Hurricane. Peter and Danielle Shield will be sailing a brand spanking new 125 next season. Peter Bond, with a yet unknown crew, is sailing a preloved "hardly ever" sailed 125

Paul and Brett sailed their boat in the youth championships earlier this year off Carrum. They did well enough to become eligible for the training squad for state sail. The training has been conducted on Sundays, running from 9 in the morning to 5 in the afternoon at Mordialloc sailing club, so good luck to them.

We hope to see Don Hewitt and his mate Geoff Griffith on the water last season. John Amiet seems to have been left high and dry by a certain Darren Hartnett. He has taken to sailing bigger, drier keel boats somewhere. Anybody wishing to sail with John Amiet or me, Don Allen, should contact Don Allen on (03) 580 3309

So good luck to everyone sailing at S.S.C., especially those sailing wunna's

DON ALLEN CLASS

CAPTAIN

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MIRROR CLASS NOTES

Right in the middle of winter it's very hard to think of sailing and the next season constructively.

However, there are several important matters to draw to your attention.

The Mirror State Championships are to be held at Sorrento on the Labour Day weekend 10-12 March 1984

In addition an invitation day may be held prior to the Championships on either 12th or 19th February 1984 so that Mirror sailors can get used to the Sorrento tides and surroundings.

The position of Class Captain has to be filled for 1983/84 season and I feel that after four seasons as Class Captain it is time someone else introduced some fresh ideas. Any volunteers Peter or Rod?? With our spread out membership it is very difficult to get all members together so please ring me if you are interested or know someone who is.

The Annual General Meeting was a good night to review those summer friendships and the trophies were spread over a fair number of skippers which is good for the morale of all Mirror sailors.

I am sorry to report that we are losing Peter and Danielle Shield and Lorraine and Graeme Bodger to the 125 Class for next season. I also believe Paul Shield and Darren Hartnett are joining the 125 Class as well.

Accordingly there will be at least two Mirrors for sale and both of these boats go very well.

Looking forward to the next summer and warm weather — we may even see Nick Galante with a new hull to match all those new fittings and sails.

JOHN CARAHER

Class Captain

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but

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JUBILEE REPORT

With Winter almost over, now is the time to be doing all of the necessary maintenance that is required for a big season of racing. It is no use half heartedly rushing through with "a quick coat of paint & push her back in the water" philosophy. This year with so much racing going on, there will be very little time available to carry out running repairs throughout the season. With the Huntingfield Cup to be run at Xmas, the Petersville Series during the season, and hopefully a good turnout for the Victorian Championship toward the end of the season, the competition this season is expected to be very keen.

Graham Douglas in "Chaos", after a very successful season last year, now has his new sails working to full power and is hard to beat in his home waters.

Golden Girl (Noel Drayton) was proved to be a real flier, especially good at coming from behind in the final sprint. 7 years of bad luck after breaking a mirror, however, may make Noel's task harder this year. Lady Hamilton (Hugh Simpson) is always hard to beat, and will be trying even harder this year (if that is possible).

Another boat which is very difficult to beat when he gets the bit between his teeth is Red Leg (Alec Southwell), as is Lisa 11 (Henry Vambo) Henry has been suffering slightly with insufficient crew, but this year is the year!

Ross Chisholm has changed the name of his boat to "Killara" (ex Joan) and hopes to do even better in this guise. Butterfly (Fred Allen) shows some excellent form at times, when not "speaking loudly" to his crew. Taj (Ken Atkins) showed the way after the Huntingfield Cup in Sydney last year (must have learned some new secrets) and hopefully will repeat this season. Manana (John Cameron) will be hurrying a few people along.

Graham Peacock is (hopefully) working on Nereid and maybe with a little help we will see her in the water this year, together with Zest & Joyette. We have two spare Jubilees (Pimpernel & Catterpillar) which are looking for crews to race them in the Huntingfield Cup races (or any others), perhaps some of the newer members may be interested.

ROSS CHISHOLM

Class Captain

JUNIORS

Well, its almost time to begin yet another sailing season at the S.S.C. and the juniors already have their course well mapped out.

There will be three dances this season as there were last season, get your diaries out;

The dates are:

Sunday 8th January 1984 featuring 'The Spaniards' and 'Madam Quree'

Sunday 22nd January, 1984 featuring 'Little Murders'.

Easter Sunday, the band for this dance is unknown at this stage.

PAGE NINE

Again this season there will be an Inbetween's Night. Details for this event will be finalised in the next issue of 'Tidings'. The dates for Junior Administration Day and most important sailing event of the entire season — Council vs. Juniors Race (on windsurfers we hope) have not been decided at this stage.

A Junior Committee Meeting will be held at my home, 7 Meadow St. East St. Kilda on Thursday 15th September, 1983 at 8.00 p.m. All junior committee members are expected to attend as at this meeting the new office bearers will be elected (i.e. President, Vice President, etc.) All committee members ring me on 527 3082 and let me know if for some reason they cannot attend the meeting.

In December there will be another meeting to elect a new committee (i.e. the other sixteen or so, people on the committee). The date of this will be in the next issue of Tidings. Any Junior is able to come to this meeting. The more the merrier.

Any junior is able to go on the committee. Last season there were approximately eighteen people on the committee. We all had fun working together and many new friendships were made. It is an excellent way for new juniors to meet other juniors.

Good luck to all those Juniors that are studying.

See you at the meeting/s or sometime during the season.

JANINE WAITE

Junior President

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'COUTA BOATS AT THE 'CLIFF'

By TIM PHILLIPS

Queenscliff, about two miles inside Port Phillip Heads (the Rip), was, and still is, ideally situated for a fishing port. From a small community in about 1850, it had expanded by the early 1930's to a point where 120 families registered fishing as their primary source of income.

Barracouta became the main catch for the fleet, being hooked in huge quantities early in the morning. (The fish is not to be confused with its northern counterpart, the Barracouda). "Couta" as they are known, grow to about three or four feet in length and are hooked by trolling lines baited with a strip of rawhide wired to a barbless hook. Some older people will remember when Couta were the mainstay of the "fish and chips" trade. Today shark (flake) has replaced them.

Early records from about 1850 describe a flat bottomed type of net boat being used, but these soon gave way to the early couta boats as fishermen needed a better boat to negotiate the Rip and Bass Strait beyond. By 1880 a definite boat pattern had emerged: 26 feet overall length (best for two men), beam about 10 feet, draft of about 3 feet 6 inches. The mast was stepped about a third of the way back from the bow and a few inches further aft the cockpit started and ran to within 12 inches of the stern. Combings were round forward and aft. A large centre plate case taking approximately a third of the keel length was fitted to all boats. The centre plates were iron and pivoted on a kingbolt forward.

The early boats were all clinker, but about the turn of the century clinker and carvel boats were built together, some boats having carvel bottoms and clinker topsides. After 1920, all were carvel except for a few smaller boats built for Lorne.

The fish were carried in a dry well either side of the centre plate case. When the Cliff (as Queenscliff was, and still is, known) had been reached, the couta were off-loaded into scoops, cane baskets containing about 100 pounds weight (approx. 45.5 Kg) of fish.

Popularity of the boats soon spread, and eventually they were in great demand right along the Victorian coast and many were sold to South Australia fishermen. To my knowledge however, they were built only at Queenscliff or around the bay.

Andy Johansen as a boy fished with his father in these boats and is one of only a few men still living who knew them when sail was the only form of propulsion. His boat *Muriel* was purchased by him soon after World War 1 and he retired only a couple of years ago. He remembers the times when some sixty craft left the Cliff well before dawn tacking towards the Heads, sometimes against a strong flood tide running at six knots and a stiff S.W. breeze. Sometimes it took hours just to clear the Heads.

Out on the grounds, the first boat having caught its limit, would head for home, and it was common for the rest of the fleet to join in, a race developing, limits obtained or not. It was up to the crew to keep the bridges dry, and Andy has unfond memories of bailing with wooden scoops before the advent of pumps about 1920.

As a commercial sailing craft, couta boats reached their peak in the early 20's, the time of the largest sail plans. Small auxiliary petrol motors were fitted soon after, but reduction of the sail plans was slow until after the second World War when engines became more reliable.

DOUGLAS SAILS

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Andrew Hanson was the first remembered builder at the Cliff. Mitch Lacco moved there from Rosebud in about 1914. His boat *Surprise* was built to surprise the Queenscliff fishermen. She proved to be very able and fast and he soon had orders for similar boats and subsequently set up shop in Beach Street. *Surprise* still survives and is always the boat to beat in present day races.

Peter Locke, whom Mitch taught, took over about 1928 and built many fine craft. The biggest, *Hilda Norling*, was 82 feet long, the last fully rigged crayfish vessel built in Victoria. She met her end during the War, carrying fuel in New Guinea waters. Peter still lives today, a robust 86 year old.



CLUB MEMBERS KEN STRICKLAND, RICHARD WILLIAMSON AND TED REAKS TALKING WITH PETER LOCKE.

Cayser's were next in about 1949. Today his sons have taken over the business of building commercial wooden boats. Other builders were Higgs and W. Blunt at Geelong, C. Blunt at Williamstown, Jones and McKenzie at Ascot Vale, Peel Bros. at South Melbourne, and Ken Lacco at Rosebud.

The boats were all built of New Zealand Kauri. Generally, the planks were full length, fitted tightly, with no caulking. Local hardwood was used in the keel, stem and stern post. The keel had a 6 inch downward bend to improve the sailing per-

fomance; this was called a "sprung keel". Two 17 foot sweep oars, or paddles as the fishermen called them, were required to be carried. It is hard to believe today that these boats, some up to 30 feet in length, and carrying three tons of ballast, were rowed any distance at all.

George Jurgens recalls a time when he and his father pulled a boat from the Cliff to a point off Torquay, a distance of fourteen miles, rowed around a fleet of pots, hand hauled them, then rowed home again. By the time the moorings were reached it was 9 p.m. and all the crays were dead.

The rigs were large, either gaff or lug, depending upon the fishermen's preference. The 5-inch diameter mast stood about 26 feet above the deck, the boom overhung the stern by 2 feet and the ayrd came to within 12 inches of the transom. Topsails were never carried. The jib was set on the jibboom which stood 7 feet proud of the stem and had a pronounced downward bend.

Lorne was opened up as a fishing port about 1935. There was no permanent anchorage there so boats were smaller, about 20 or 21 feet so they could be lifted onto the pier in bad weather. A few were clinker built because they tended to open up less when dry. Today the remnants of this fleet can still be seen there, although the boats are seldom used and the couta have largely disappeared.

The method of sharing payment for the catch, was to deduct from the week's cheque—gear, replacements, maintenance etc., then a further 2 shillings and 6 pence in the pound (say 12.5 cents in the \$) then the remainder was shared equally with the crew. The fishermen had their own medical benefits fund, and to finance it, each member caught one box of fish over the limit. Twenty boxes per man were required before he became eligible to draw from the fund.

Although the mainstay was couta, they were not the only fish to be caught. Crayfish, schnapper, flathead and others were fished for, depending

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upon the season. Jack Arckell can remember one trip when they were crayfishing at Bridgewater for a week (a distance of 40 miles from Portland). The crays were stored in "coffs", large wooden boxes anchored nearby until the catch was ready to be bagged for the trip home. This time they met strong south-westerly winds and a heavy sea, water was coming aboard faster than it could be pumped, so over the side went four bags of crays. The first of many. By the time they reached Portland, all the fish were gone!

The first organised cota boat race was held at Queenscliff in about 1884. Annual races followed and were sailed on New Year's Day around a twenty mile triangular course. Competition was intense, many boats being hauled out the day before the race to have their bottoms polished and black-leaded. New sails were ordered, and some of the crack boats had silk racing sails. Sometimes, sandbags were used for ballast if the breeze were fresh, and if the wind dropped they could be emptied over the side.

In one of the later races held at San Remo, Walter Todd's *Wattle* was well in command nearing the finish, when a wind shift favoured his son in the *Dawn*, and she just got the gun. Father Todd was so upset he did not speak to his son for three months, demanding the gold watch (first prize) be given to him.

Today, races for these boats, many of them originals restored by loving owners, are organised by the recently formed Cota Boat Club. The objective at the Club is to promote and encourage interest in traditional wooden boats.

A number of boats have been built in recent years, most of them designed by Ken Lacco who built his first boat under the watchful eye of his father Mitch, in 1928. There are now half a dozen races a year, sailed mostly at the southern end of the bay and competition is no less keen now than it was in the olden days.

Previously published in 'Dogwatch' the annual journal of the shiplovers society of Victoria, Issue No. 40 1983.

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SORRENTO TIDINGS — August, 1983

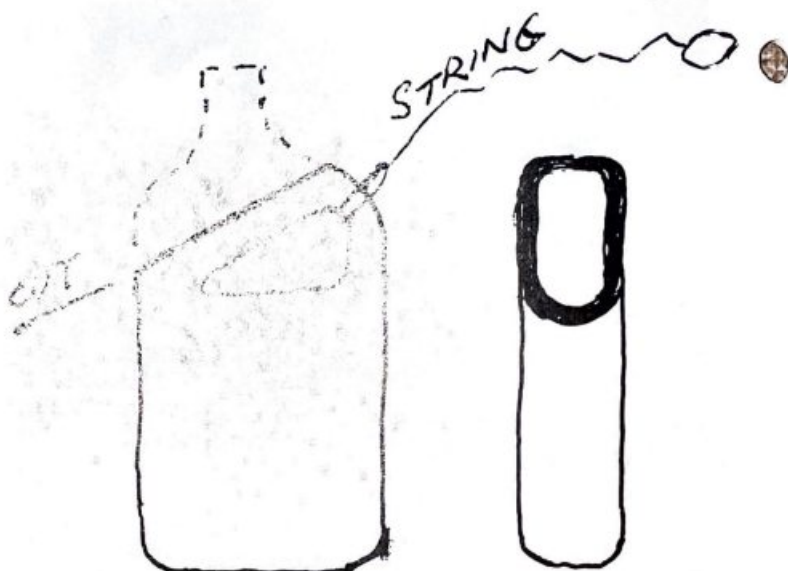
MARLEY — STREAKERS SECRET

As a result of the Barley — Marley story and the following deluge of letters regarding the "REAKS BOTTLE". I have been persuaded by our new Editors to write a few words about this "go fast" device

The extra propulsion to Ted's Matilda was achieved by throwing this device (once filled) on a string and releasing at the right moment. Ted says that the size of the receptacle is crucial and he has found that after years of trial and error a "BLUE OMO" bottle with modifications is ideal (see sketch).

Every available yacht should have one.

(Ted only hopes that the Race Committee on the next Marley Point race will not penalise him now that his secret is revealed). Your EX EDITOR



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"WHAT'S NEW"

Club members, Iris and John Salmon, together with daughter and son-in-law, Elizabeth and Robert Johnstone, are developing one of Sorrento's most interesting old buildings known as "The Bakery" in the Main Street (Ocean Beach Road) on the south side of the Continental Hotel.

The complex, which comprises a two storey sandstone building and a single storey shop, has been in a dilapidated state for some time. The new owners are restoring the facade to its former glory and renovating and extending the balance.

There will be three new food shops operating from late October — Carl & Dulcie Lever (Fish & Chips), Michael Christine Catalin (Pastrycook) and Elizabeth and Robert Johnstone ("Just Fine Food" — Delicatessen and Gourmet Foods).

Both the Lever and Catlin families are well known "locals". Carl and Dulcie operated a Fish Shop near the Post Office for many years until this building was partially demolished and Michael and Christine currently operate their business from a small shop in Ocean Beach Road.

Elizabeth and Robert bring different talents to Sorrento; Elizabeth is a registered Dietician with a wealth of experience in food and Robert, a Licensed Real Estate Agent, not only loves to eat but loves to cook. This will be a new adventure for them.

This new "food complex" will be a very welcome addition to the Shopping Centre at Sorrento.

CLUB MEMBERS For Sale / Wanted Notices

FOR SALE

Sabre No. 519 excellent condition little used, complete, measured, current membership Sabre Association ready to sail. Light green and cream \$750.00 Enquires 878 9190 Ian Haskins

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125 Dinghy cedar construction, originally built by Class Association President, now fully renovated & fitted with new Hooper Sails (including spinner) \$1100 Gerard Drayton 870 1258

FOR SALE

Trailable yacht "Tinkerbell 11" Botteril explorer 16 with mooring, both excellent condition, good race record \$5500 O.N.O. Cliff Heine (059) 85 4925 857 9864

FOR SALE

Minnow 497, excellent condition, meas. cert., 2 Sails — Supreme Sail 1 season old, boat cover and beach cradle — \$650 K. Preuss 850 3078

NOTE: These are listed at no cost to members.

RADIO OPERATOR'S COURSE

The next Radio Operator's Course will be held at Mornington Club on the four Mondays 19 and 26 of September, and 3 and 10 October, commencing at 8.00 p.m. This will enable candidates to obtain their Restricted Operator's Certificate of Proficiency, which is required to operate V.H.F. or H.F. radios. It is recommended that all work boat and tower operating crews should have this certificate.

The cost for the course will be \$3.00 and the cost of the examination is currently \$2.00. The entry cost is payable on the first evening.

Would those intending to attend please register with the V.Y.C. Office — 596 7377 — as numbers will be limited.

All members likely to be operating a radio set in the coming season, and who do not already possess this certificate, are urged to obtain it.

Would those deciding to attend this course please notify our Hon. Secretary, Bill Allen on 20 3065.

JUMPER PROBLEMS

Continuing problems with the supplier has caused Mary Saliman much embarrassment!

Members who have ordered and paid for jumpers may have already been contacted by the time you read this — if not hopefully you will be soon!

No further orders are being taken until Mary finds a more reliable supplier.

Championships at Sorrento

The Club has a busy programme of championships scheduled for the coming season. The Sailing Committee will be looking forward to the continued help of the regatta 'old salts' over these regattas

26 November — 4 December

TORNADO STATE CHAMPIONSHIPS — 7 Heats over 2 weeks.

27 December — 31 January.

'HUNTINGFIELD CUP' JUBILEE NATIONAL CHAMPIONSHIPS — 5 HEATS.

28 — 30 January

EXPLORER 16 STATE CHAMPIONSHIPS — 3 HEATS

10 — 12 March

MIRROR STATE CHAMPIONSHIPS — 5 HEATS

SORRENTO TIDINGS — August, 1983

SLIMNASTICS

SLIMNASTICS is a series of exercises devised by Dorothy Keyte and enjoyed by women in the Essendon area over the last eighteen years.

These exercises are done to music and last for about an hour. Similar to the more recent 'Aerobics' which have become so popular, SLIMNASTICS includes relaxation and stretching as well as the aerobic segments.

Club member Sue Smith, an instructor for several years, has agreed to take some sessions at the Club during January this summer. It is hoped that young and old, male and female fat and thin will come along in comfortable old clothes to try this on a regular or come and try it basis. It is advisable to bring a rug or sleeping bag to lie on.

Sessions will be held at 11.00 a.m. on Tuesday and Thursdays.

THE 'COUTA BOAT CLUB' 1983/84 SEASON RACES

Late October: Port Melbourne Lagoon fishing boat regatta — Port Melbourne Yacht Club.

Petersville Series Three Races: 19 November, 1 January, 14 January

7 January: Portsea fishing boat regatta: the major race of the season.

18 January: Queenscliff Couta Boat Regatta

28 January: Sorrento Couta Boat Invitation Race

12 March: Williamstown fishing boat regatta

22 April: Cameron's Bight Couta boat race

Further details may be obtained from Tim Phillips (059) 84 2664 or Marcus Burke 240 1282 (B).

Members

Please don't forget — any time anything interesting happens that you consider would be of interest to readers, drop us a line for inclusion in the next edition.

A "GOOD" TORNADO STORY

(CONTINUED)

After consideration over 2 months I decided to go to Long Beach in California U.S.A. to compete in the pre-Olympic Regatta and to Kingston in Canada for the World Championship. Long time Tornado sailor John Hurley was enlisted to crew.

I decided to use a new pair of hulls and they were hurriedly finished using bits from other boats to make an all too close deadline. It only made the shipping date because the ship was four days late leaving and we were loaded at the last minute.

I left in July on another freezing cold day — John Hurley was to arrive in time for the practice race only, due to work commitments. As all the Olympic classes were competing in Los Angeles there was a large contingent of Australians led by coaches Lex Bertrand and Warren Rock. Most of the Australians were staying at Brookes College an all girl U.C.C.A. Annex about 10 kms from the Alimatos Bay Yacht Club that we were sailing from.

Lex Bertrand had hired a car and a 'hitch' (tow bar) so that we could collect our boats from the wharf. I did this at the first opportunity and to my great relief the boat was just as I had delivered it to the wharf in Melbourne and with all its gear intact. I assembled the boat that afternoon with the help of anyone I could get hold of. As John was not due to arrive for four days I was to spend a fair bit of time waiting for the other Australian Tornado crews to come in. Peter Blaxland's crew, Ian Ramsay, came sailing with me to at least get some valuable time on the water to sort out what was mostly a new boat.

The next morning we left Los Angeles for Kingston. My sister lives in Nashville and we headed there via El Paso, Albuquerque, Amarillo, Oklahoma City, Little Rock and Memphis. After three days resting and playing tourists in Nashville we headed north for Kingston. We arrived at 3 p.m. approximately 55 hours travelling time from L.A.

The facility at Kingston on Lake Ontario was built for 1976 Olympics and certainly is a very good regatta headquarters. We stayed at nearby Queen's University residential College which had tremendous facilities and atmosphere.

The Canadian organization was everything that it should be (a relief after the previous year). The measuring was done thoroughly and carefully.

We had arrived from L.A. before most of our competitors and we cleared all the form filling quickly and set out to get some time on the water. We felt we had improved considerably as we went along in L.A. and were looking forward to the Worlds.

The practice race confirmed this when we finished a close 3rd to Chris Timms from New Zealand. We became a typical practice race winner by suffering all sorts of bad luck, to disappearing from the results.

The first (and fourth) races were sailed in breeze conditions that at best could be described as changeable. The windward mark was set too close to the shore and the breeze was all over the place.

Mitch Booth crossed the finish line 1st but was later disqualified for hitting a German at the start. It was very unfortunate. Apart from those two races we had good sailing conditions that were not so different to what we are used to.

The most notable feature of racing at this level is how close most of the boats stay to each other. The whole race is sailed with boats in close proximity, there are exceptions but generally its very close. Randy Smyth/Jay Glassen won again — but not as clearly on the water as the points table. Brian Lewis from Australia was 2nd — once again confirming the high standard of the Australian fleet. All five Australian boats finished in the first 25 from 68 entries. In every case it could have been better quite easily if the silly little things were eliminated. However, I felt we had continued to improve on speed right to the end.

The only thing that remained was to deliver the boats back to L.A. some 3000 miles away. John Hurley had to catch a flight back to Australia at 11.30 on the Friday night. If we had problems that held us up I would have to drive alone, something I was not keen to do. In fact we arrived in L.A. 9 hours ahead of schedule. We were able to offload the Sydney boats, deliver my boat to the wharf, sell the car, cash the cheque — hire a car all by 11 a.m. Friday. I reorganized my schedule to fly back across the U.S. and John and I headed out to L.A. International Airport. It concluded a satisfying organizational experience — even if the sailing itself was a little disappointing. The logistics are a challenge in themselves. I'm sure that if the cost wasn't a major consideration, it would all be a lot easier.

Since I have been home the boat speed gained during the period away has been confirmed and we won the State Title sailed in November/December at Sorrento. I will write in future editions of the Australian Championship held in Perth over Christmas.

I am presently planning on sailing in the European Championship in Denmark and World Championship in England in August/September this year. In a class like the Tornado it is imperative to stay in contact with the top boats or you are soon left behind. The major problem for all Australians competing overseas is the cost. I have been lucky to receive some assistance from several sources but the assistance has gone nowhere near paying the whole cost. When one sees the level of assistance our competitors from other nations receive it makes you feel glum. They are incredulous that we are paying our own way. It would be very nice to be able to direct all one's effort into winning rather than having to spread the effort over everything from fund raising to boat preparation, etc.

I hope this gives all members at Sorrento some insight into sailing a Tornado (or any international class).

John Good

LASER RADIAL

Laser Class lightweights struggling in heavy weather will be a thing of the past with the addition of the Laser Radial to the Performance Sailcraft line.

Ian Bruce of Performance Sailcraft, together with Hans Fogh of North Sails, spent two years designing and testing a viable alternative for these sailors. "It will open up a whole new, incredibly exciting dimension to Laser sailing", said Bruce. "Not only will it bring to lightweight sailors the special magic of sailing a Laser in a real breeze, it will also provide a superb high-wind option for all Laser sailors".

The Laser, the most popular small boat in the history of sailing, was designed by Bruce Kirby for an average crew weight of 170 lbs (77 kg). Thousands of Laser sailors, however are well below this weight and it soon became apparent that this group could not participate to the fullest in strong wind conditions; for youngsters keen to race with the Class, their weight of 100 - 125 lbs (45 - 57 kg) made them virtually uncompetitive in heavier air.

While the M rig, developed in 1975 and featuring a sizeable reduction in sail area and a shortened upper mast, made the Laser more manageable, the boat still could not be adequately depowered in heavy winds. Interest persisted, however, for another alternative to bridge the gap between the world's two most popular international classes, the Optimist and the Laser.

"The Radial is a perfect boat for a youngster ready for something more challenging than the Optimist, but not heavy enough to compete in a standard Laser," said Ed Baird, 1980 World Laser Champion, who tested the new Laser Radial. "It's a superb mast and sail combination," Baird went on, "our tests showed that in 15 knots, the Laser, sailed by a 120 lb crew had the same speed as the standard Laser, sailed by a 170 lb crew!" The Governing body of the International Laser Class has officially sanctioned a one year test period during which the Radial can compete in all Laser regattas up to and including District Championships. They will start and be scored with the big Laser, although separate trophies will be awarded when the status of the regatta warrants it.

The secret to the Radial's speed and handling characteristics lies in the extra flexibility built into the lower mast section. A thinner aluminum wall has been used which is then reinforced in the high stress areas of the deck and gooseneck with a strengthening sleeve. This allows the lower part of the mast to bend aft as soon as mainsheet tension is applied. The Radial thus retains the exciting characteristics of the Laser because the centre of effort of the rig moves aft approximately the same position as the standard boat, but, of course, a little lower. Except for shorter lower mast and the smaller sail, the Radial utilizes all standard Laser equipment, making the Radial and the standard Laser interchangeable.

The new Radial also has a halyard to raise and lower the upper mast. This is a new and important safety feature which adds convenience for rigging and handling the boat at the dock. It is made possible by a new mast socket with an integral fairlead which slips over the top of a standard Laser upper section and through which the halyard is threaded. When not in use or when the upper is being used on the big rig, the sock is stored with the Radial Sail.

1st November, 1982.

International Laser Assoc.

If interested contact Julie Rose V.D.L.A. Sec. 211 8858

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