

THE

FARR

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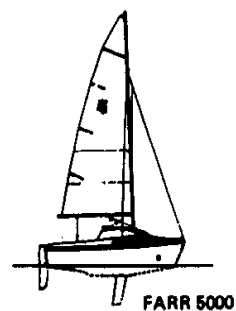
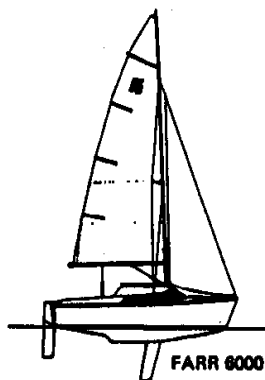
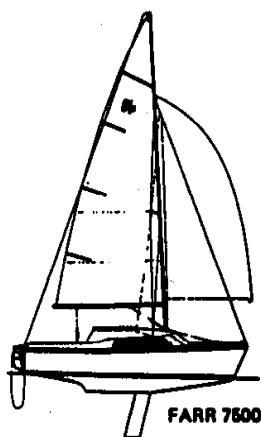
News

Cruising

Racing

Newsletter of the Farr Trailer Yacht Association of South
Australia Inc.

June 2003



Web Site www.farrsa.com

Committee Members 2002 – 2003

President Rick Morriss 38 Wootoona Ave Christies Beach 5165
Ph 8384 2466. Email: rmorriss@start.com.au

Secretary Bill Kutcher PO Box 203 Belair SA 5052
Ph 8278 1562. Mob 0414 300 404
Email: bandv@ozemail.com.au

Treasurer John McKenzie 138 Sixth Ave Royston Park 5070
Ph 8362 3566 Email: mackajr@bigpond.com

Committee Jan Sheffield
Don Sheffield Ph 8355 3252 Mob 0419 841 614
Michael Schapel Ph 8272 979 Email: mikeffie@senet.com.au
David Williams 8362 1222 E-Mail: glyndwr@picknowl.com.au

Farr Cry Peter Roodhouse Ph 8278 3439 Mob 0418 844 963
Email: roodhous@optusnet.com.au

Measurer Brad Briggs Ph Mob 0401 124 944.

Diary Dates 2003

Always Check the website –www.farrsa.com

June Long Weekend 7,8,9, Cruise or drive to Clayton dinner at Sails on 7th and
cruise around the area on 8 & 9 & return to base.

July 6th Annual General Meeting, 12-00 pm Lunch and presentations Goolwa
Regatta Yacht Club.

A –M bring SWEETS N-Z SALADS



SAILS DINNER 7th June 2003

Not to be missed

6pm at SAILS RESTAURANT Clayton Bay

2 course menu. Main course select from five dishes plus salad bar

Dessert . selection from three. **Cost \$22-00 Per Person**

**RSVP Please by June 2nd 03 to Jan/Don Sheffield Phone 8355 3252
mob 0419841614**

Email: donjan@senet.com.au

SIR JOSEPH BANKS GROUP TRIP April 2003

Departed noon on Thursday 17-4-03 from Fulham Gardens.

Arrived at Cowell for tea, departed in the morning for Tumbly Bay.

At the new marina hardstand we met more trailer sailers preparing their boats for launching. We all tied up on the pylons and courtesy of the local policeman's children, we were shuttled to the land. Cars and trailers were taken to a lock-up.

A most enjoyable BBQ was held at the police station and we then headed back to the boats for a restful night.

SATURDAY 19th. A blissful morning, the smaller craft got an early start, following the channel to the open water, turning starboard, sails up and heading 130 true. The wind dropped out, so it was motor all the way to Reevesby Island where we anchored on a lovely white sandy beach of Nicholas Bay. In the evening a clear sky, bright stars and full moon sending a shimmering path over the water was a perfect setting for Happy Hour on the beach with 16 other trailer sailers.

SUNDAY 20th. A Cole 23 was high on the beach at low tide and stayed there until we returned from our day trip.

Slight seas and breeze saw us sailing between Lusby Is. and Parthy Is., turning port 170 to Smith Rock where the sea was alive with scores of friendly seals. Some of our sailors donned their bathers to swim with the seals, the water was cool, but the excitement was high. After a hot coffee on Ultimo, it was off again to Langton Is. to a sandy bay with more seals. This time most of our female sailors joined in their fun. BANG! Farrlap broke its main halyard, caught in time; the mainsail remained up, thanks to Sandpiper's skipper.

After lunch the fleet sailed in a N/W direction passing Dalby Is. on our starboard side. This island is solid rock, surrounded by deep water. Continuing in the same direction we reached Kirby Is., [it has the appearance of a chainman's hat]. Electra sailed around the island while the other yachts headed back to Nicholas Bay. Four boats stayed in this bay all others sailed further south to Home Bay. Another good anchorage sandy beach rocks either end. Again double anchor for a restful night. Happy hour on both beaches.

MONDAY 21th At Nicholas Bay saw the departure of 2 yachts from the fleet, both sailing off to Pt. Lincoln. Farrlap joined the balance of the fleet in Home Bay for repairs to halyard. The experiences of yachties soon solved the problem - use the backstay for the mainsail and the spinnaker halyard to the backstay to hold the boom. This was successful.

The slow boats departed at 9-30am for SPILSBY Is. Heading south between the 2 islands of Parthy and Lusby turning to port and headed 150 degrees [true]. The race was on, large yachts gradually caught us, but we caught more fish.

Spilsby Is. is the tallest island of the group, complete with airstrip and 2 planes.

TUESDAY 22nd spent the morning walking around western side of Spilsby Is, it's rugged coastline making it unsafe to beach or sail to shore.

Some yachts attempted to sail to English and Sibsey Islands, however, this was cancelled due to the lack of wind, and consequently they joined us around at Boucaut Is and Seal Rock to watch 63 dolphins playing in the water, surfing and riding the bow wave.

All afternoon spent fishing resulted in catching 2 rock cod, however traversing to our anchorage the snook line was lowed into the water and after a few minutes - 2 snook. It was agreed to stay in these sheltered waters for another night,

WEDNESDAY 23rd Low tides greeted in the lovely morning, the water so clear and pristine, one could see the anchor clearly on the bottom. A swim was exhilarating. Another day for sailing, back to Reevesby Is. this time passing Roxby Is on the eastern side. The breeze though slight was pleasant. Deep water over 60ft. as passing Roxby Is, keeping clear of the rocks protruding S/E. Hareby Is, a medium size island on the port side. The white sand of Blyth Is, was outstanding to see. Head on 350 degree towards Mc Coy Bay. But a radio message was heard. Amerante had engine trouble and drifting towards the rocks. By the time Farrlap returned to give assistance the wind allowed her to sail out of trouble. It was noted Farrlap sailed on the eastern side of Lusby Is. over the water covered foul ground with the centreboard raised together with the tiller adjusted for the shallow depth. As the clearance was 3ft.8in. it was scary... Another happy hour on our lovely beach.

THURSDAY 24th the fishermen of the group decided to visit the Snapper grounds at Judith Shoals. Others did their own thing. We sailed through Douglas Channel to the wine glass bay of Morton Bay. This bay faces north and is the best bay of the island. A long stretch of white sandy beach and a good sandy bottom to anchor. Reluctantly we departed and sailed around the eastern side of Reevesby Is. keeping clear of the rocks to a southern direction towards Blythe Is. This island stands out because of its white surrounding sand. Yachts arrived on the western end to anchor on the protruding sand bar. A walk around the island revealed many large seals. Back to the yachts for a sail home. Farrlap again was the only yacht to sail though the passage, this time with 6ft. of water. Happy Hour, being the last on the islands, was more raucous than ever. It was again a lovely tranquil night, calm water for easy sleeping and the moon shining overhead.

FRIDAY 25th At 9:00am Sandpiper was the first yacht to depart Home Bay for the return trip to Tumby Bay. The balance of the fleet soon followed with main and jib full of wind. They all had a good return sail to the marina, retrieved their yachts before retiring to the hotel for an evening meal.

Back at Reevesby Is, Farrlap crew boarded Pied a Mer Cole 23 for a day sail to Stickney Is. With a reef in the main and full jib we had a magic sail, keeping Langton Is. on our port when heading 160 degrees to a lovely bay on the northern side of Stickney Is., where we were greeted by 2 large sea eagles. A double anchor secured the yacht while we took a short walk along the beach. Had lunch before returning to our home bay. It was such a beautiful return sail, but a fitting climax to a delightful sailing holiday with a friendly, happy group. The wind blew on the last night but the island gave adequate shelter

SATURDAY 26th at 9-30am the last 2 yachts departed Reevesby Island, complete with full sail around the rock beacon past Marum Is., and headed 320 degrees toward Tumby Bay. The wind dropped out, so it was motor all the way. Anchored in the bay to obtain the key for car and trailer. Retrieved the yachts and departed for home. Farrlap stopped at Arno Bay for a pub meal and a sleep over.

MONDAY 28 Arrived home at 4-45pm.

DON SHEFFIELD - Farr-Lap



GIPPSLAND LAKES EASTER 2003



Chinamans Creek - Metung

Waituna was accompanied by Narina Patricia and Don Sweeney, Cloud 9 Libby and David Murphy, Loafarr Rosemary and John McKenzie and 2 powerboats Beth Wendy and John Manuel and Alison and Malcolm Doley's Whitley. The Kutcher – Dobie crew Bill and Valerie, Sue and Don hired a Catalina 32 from Nautica at Metung. Those that travelled to the Gippsland Lakes launched at Tambo Marine – Johnsonville, it offers a good launching ramp and secure storage of car and trailer. The owner Dean is extremely helpful.

This was the first time that Waituna had ventured to Gippsland. John and Rosemary McKenzie were our leaders as they have been there a few times. We saw so many things it is hard in this article to list them all. The memorable ones are the sound of the Bellbirds at Chinamans creek, the walk to the lookout (see picture above). Swimming at Picnic Arm was cold and refreshing followed by a shower on the stern of the Catalina. Don Dobie was seen taking the waters as well. Picnic Arm is sheltered from all winds as it is surrounded by hills. The water is deep enough to enable you to tie up to the bank.

The sailing on the lakes is excellent Waituna had a number of long spinnaker runs. We stayed at Chinamans Creek and went to the Metung Pub for Tea it was a good walk, which helped the appetite and aided digestion on the way back. Easter Sunday saw us at Paynesville at the jetty by the Yacht club there was a constant stream of boats going past incredible! The cappuccinos at Paynesville got the nod. We all motored and sailed to Barrier Landing walked to the ocean beach then along the beach towards Lakes Entrance when we got there a trawler was leaving so we watched it go through the entrance braving the current and waves, (now we know why prawns are \$29 a kilo).



Cormorants at Picnic Arm

Rotamah Island is worth visiting it is a bird sanctuary walking trails and has a resident Wombat; you can tie up at the jetty (see photo below). One night we all tied up at Nautica Marine and in the morning had a pancake breakfast, which everyone enjoyed. The Gippsland Lakes is a definite go and see for yourselves destination, Waituna will be returning.

Practically speaking

Getting through Melbourne is much easier with the City-Link tollway. Fun and games phoning the computer for a ticket- "I do not understand your answer!" In a LOUDER voice Land Rover Discovery" Finally the computer had enough and a real person came on line. The other way is to stop at a Shell service station or Post Office and buy a ticket it is easier and cheaper (no mobile phone charges).

Tambo Marine is a sort of Boaties paradise with a wet area to wash your boat down and stay on when you arrive. Showers and a toilet, secure area for car and trailer. Dean the owner is very helpful with repairs and assistance. Weather reports are available through the Paynesville coastguard who broadcast the weather report each morning at around 8-30am.

Nautica Marine will let you use their moorings if they are available at \$10 per night. Showers and toilet open 24 hours they also sell cappuccino's; fuel is available as well as charts etc.

Paynesville Yacht Club welcomes visitor's showers and toilets are available. Anchorages we found the following good Tambo River above the launching ramp in reeds watch for snags etc. Mitchell River anchor just past the cliffs walk to the Eagle Point caravan park and down to the bay. A stern anchor at this location is not a good idea. Waituna snagged a small log
This is just to wet your appetite. There is heaps to see.
There are heaps of places to go. We could have spent another two weeks exploring

Angela and Peter Roodhouse Waituna



The Jetty was full so we rafted up Rotamah Island



Minor repairs to Cloud 9 Paynesville

St Kilda visit May 2003

In attendance Farrlap, Blue Magic, Waituna, Cadenza and friends Peter & Ilma on Executive Stress (Austral), Allan on Swan (Austral) and John & Wendy on Winter Wind. We were warmly welcomed by Ray Hardy & Geoff Williams.. Vehicles and trailers were secured and yachts penned on a modern pontoon. Club facilities include a well-equipped kitchen and roomy dining/lounging area. We were given keys to the outside shower & toilet.

Saturday 17th. North winds 20-30k forecast but we wanted to explore. Two Australs, Blue Magic and Farrlap with only the Jib sped along Barker Inlet to Broad Creek. The Australs passed through but the Farris sat on sand for about an hour at the entrance waiting for higher water – a lunch opportunity. We proceeded to join Peter, Ilma & Allan at an old wharf. This wharf was once used when explosives were transported by barge to this point, transferred to a train which carried the explosives to ICI now Penrice Soda.

Peter led us on a historic walk – he has been a canoe enthusiast for many years and knows the area well. We then sailed to North Arm to cruise around the Ship Cemetery. The wind was too strong for us to settle to read the marine history described on the poles. That would be interesting reading but will have to wait for another day. Despite the wind it was pleasant motoring back keeping the mangroves close on our port, the tide now being near peak. We called in to French Tom's Creek and were enjoying the deep water with the mangroves very close as the creek narrowed, but the tide seemed to 'suck' rather strongly and we had difficulty turning to make our way out. It was quite an adventure but the mangroves needed pruning. In our absence Waituna had arrived and launched. Cadenza had sailed from the Squadron and Winter Wind sailed from Garden Island Marina. A happy evening was spent in the clubrooms preparing our meal and socializing.

Sunday 18th NW-W 25-35k and strong wind warning forecast but Cadenza sailors are keen to explore. Blue Magic and Waituna stay attached to the very comfortable pontoon. The remaining file up the channel, Winter Wind going seaward to fish and we four sail (jib only) gps showing 9k along Barker Inlet.

We cruised the ships cemetery at lower tide today giving better visibility to the wrecks. We then motored up Angus Inlet passing the well kept Mitsubishi Boat Club, Garden Island Yacht Club and tying up at the Small Boat Club for a lunch stop. We left Allan here at his base and directed Peter to take us to Shell beach on our way back. We three squeezed into an opening and had a short walk on land, Peter realizing this probably was not Shell beach! The tide was coming in and it was getting mushy so we proceeded towards base easily spotting Shell Beach a little further along. We were now experiencing the strong wind warning and the St Kilda channel was very lumpy. On arriving back we found locals talking of a king tide and fear there would be homes affected by the high water. We all found a comfortable seat on Blue Magic for a long Happy Hour.

Monday 19th Cadenza left at 6-30am to pass through Pt Grey passage at high tide. They phoned to say they had tied up in the Squadron. The forecast gale warning discouraged water activity and we all retrieved but feeling happy with our weekend visit to St Kilda. St Kilda members arranged free access to the Boardwalk and we all took advantage of this, returning on several occasions to experience the ecology of the area. From a vantage point in the channel we viewed the birdlife at low tide. Amongst the massive flocks of gulls flitting about were a group of exquisite black swans preening themselves in the sunshine?

JAN SHEFFIELD – Farrlap

GLASCRAFT FARR HEATS – 2003

The Heats were held on 5 & 6 April at Goolwa. The number of entries was disappointing, 3 F-7500's and 3 F-6000's, racing was 2 races each day. The 6000's only raced on Saturday, as one boat was not available on the Sunday.

Results F-7500 David Howard Vintage Red, Rick Morriss Still Fretless, Flip Phillips Blind as a Bat.

F-6000 M Edgar Boojum, Peter Roodhouse Waituna, Dave Liebbtrandt Trivial Pursuit

If anyone has any ideas on how we can get more boats let Peter Roodhouse know. Thankyou to GLASCRAFT for supporting our Association. As members I hope you support them.

“Troubles come not single spies..”

After limping home in the Milang-Goolwa race we found we had three maintenance jobs to do on our Farr 6000, *Farr Aweigh*.

Firstly our torn mainsail had to be repaired. This time it ripped just below the top batten, last time it was just below the bottom reef line. A new mainsail is now on our shopping list.

The second problem was our new depth/speed log, which had water behind the face and was not working at all well. With the falling river level these days it was a fairly useful unit until it failed. But I will give the agent at *Navman* full credit for his service as within the hour he had answered my email and invited me to send it to his Sydney address. It was replaced with a brand new one and a complementary polo shirt emblazoned with “*Navman*”. I thought that was a nice touch. Now who doesn’t believe in Santa?

My third problem was with our compass, a *Silva 70p* bulkhead mounted unit, which had been going progressively brownish over time to a point where it was almost unreadable. Once again on the Internet I sent a message for help and the agent in Melbourne telephoned me the same day with advice. He said he had been to the factory in Sweden on several occasions but they would not disclose the liquid used, however damaged stock in his warehouse indicated a smell like kerosene although he wasn’t sure. Customers had suggested to him the use of Glycerol and Gin. At least you can drink the Gin in an emergency. Armed with this advice and a newfound confidence, I opened the capsule by removing the screw at the rear and poured out the liquid. My wife took a whiff and almost collapsed. The liquid smelt potent but since I had obtained the compass with the boat I didn’t know if the liquid was original or had been changed by a former owner. Anyhow I discovered that the brownish coloration was only on the inside face of the capsule and on the rotating ball/card which had been continuously facing the sun. I thought I could fix it, but this is where things started to go wrong. I used a weak solution of *CLR* (its the corrosive product which clears drains etc) and that fixed the problem! It removed the brown colouration and in addition the numbers on the card and rendered it useless. In my effort to remove this cleaning liquid and the rinse water I filled the capsule with Methylated Spirits, which spilled in the lounge room where I was working. I replaced the screw in the back of the capsule to contain the liquid and when I tightened it to stop it leaking the plastic sphere split, making matters worse and completely ruining the compass capsule. I had to get another one. Fortunately I only had to buy the capsule, which was about half the cost of a new complete unit. It is quite a cost saving provided you don’t mind using your old compass surround.

Having installed the new compass I was amazed and disappointed that it didn’t point towards north. It was about 30 degrees out. I thought I had been sold a ‘lemon’ but I was wrong. I had inadvertently installed a speaker for our new stereo player next to the compass on the other side of the bulkhead, which I had to later relocate.

We have just completed the Goolwa–Milang with a fairly ‘lack lustre’ performance but I am pleased to say we had only one problem on this trip. Going past Point Sturt the centre plate hit the bottom sharply which caused the steel cable to jump from the drum of the winch to the outside of the housing which jammed the plate mechanism until we figured out the problem and corrected it. I suppose the moral of the story is that there are always maintenance jobs to do, some which are simple and some that can have interesting and unpredictable outcomes.

Bill Offler


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