

THE

FARR

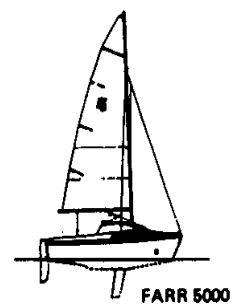
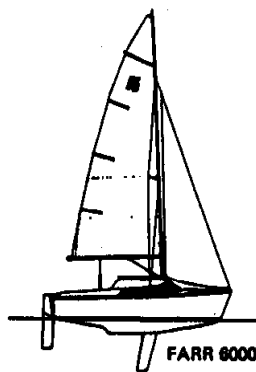
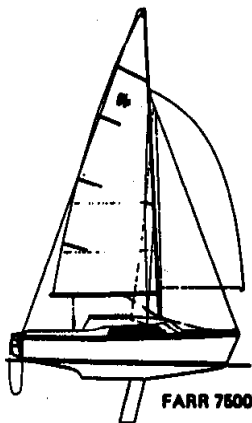
CRY

News

Cruising

Racing

**Newsletter of the Farr Trailer Yacht Association of South  
Australia Inc.  
MAY 2005**



**Web Site [farrsa.com](http://farrsa.com)**

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### DIARY DATES

SATURDAY JUNE 4<sup>th</sup> SAILS RESTAURANT DINNER 7 for 7-30 see  
inside for further information.

JUNE LWE 11, 12, 13, a Farravan trip to Blanchetown Big 4 Caravan Park  
you will need to book ASAP.

JULY 3 Sunday AGM GRYC 12-00 meeting followed by lunch

### SAILS RESTAURANT MENU.

Following please find what we think would be a pretty yummy menu for the Farr Association! It would make our lives **MUCH** easier if, when people book, they could nominate their choice of main course. With dessert, they get a small serve of all three choices. If people change or whatever, it doesn't matter, but having a rough idea of main course would be helpful for the caterers.

#### **MAINS:**

Chicken breast stuffed with Mediterranean tapenade and haloumi, served on fried polenta

Mussaman curry served with jasmine rice

Seafood crepes (containing prawns, fish, calamari, etc in a creamy sauce)

All above served with salad.

**DESSERT:** Tasting plate with: Brandied fig, macadamia ice cream and profiterole with hot fudge sauce. All for **\$25 pp**. **RSVP Bill Kutcher** with your choice of above. 8278 1562. This is our 25<sup>th</sup> year so come dressed in a Silver theme – song, character or your own theme there will be prize for the best costume.



## **SAFARRI'S EAST COAST TRIP APRIL TO AUGUST 2004**

The plan was to travel up the East Coast by car towing our Farr 6000 trailer sailer and sailing in various semi protected waters along the way.

The first stop was in the Gippsland Lakes where we launched at Johnsonville on the Tambo River.

We launched at TAMBO MARINE facilities (which were excellent) and arranged to leave the car and trailer in their lockup facilities (at a reasonable cost ) while we went cruising.

The ramp was very good with access from the side during launching.

Our first trip was from the Tambo River across Lake King to the entrance to the Mitchell River and thence up the Mitchell River to Bairnsdale where we overnighed at the public wharf near the main road bridge. (good facilities and easy access to the main street of Bairnsdale).

From Bairnsdale we travelled back down the Mitchell River and across Lake King to Paynesville where we toured around the area in the boat and overnighed at the public wharf adjacent to the main street where we could access hot showers the next morning. From Paynesville we sailed to Metung and after exploring the town we proceeded to Chinamans Creek where we again overnighed on a public jetty mooring so could easily get ashore for a walk in the morning.

The next day we sailed to Lakes Entrance and after spending the morning and early afternoon exploring the town decided that the cold weather had finally got to us and decided to return to Johnsonville and leave the next day for warmer climes.

On arrival in Johnsonville we overnighed at Tambo Marine and pulled out the next morning.

### **SUMMARY**

The Gippsland Lakes area is very picturesque and excellent sailing grounds with good facilities in most towns BUT is better in the summer so we are told because the water temp is above freezing as is the weather. We did not however strike rain but did suffer somewhat due to the cold.

After a leisurely trip up the coast from Gippsland and stopping at Eden, Batemans Bay, and Wollongong we decided to bypass Sydney as the weather was not very pleasant and

proceeded to Pt Stephens where the weather was even worse so we decided to chase the sun and went on to Port Macquarie where we spent two days in a caravan Park before travelling on to Yamba at the mouth of the Clarence River.

We stayed at an excellent caravan park in Yamba (the Blue Dolphin Resort), which boasted a boat ramp (suitable only for tinnies at high tide but luckily was only 100 metres from an excellent free public ramp). Being in the quiet season the people in the caravan park kindly let us leave the car and trailer in the park for the princely sum of \$8.00 for a week.

The Yamba \ Iluka area is an excellent cruising area as is the Clarence River which is similar in many ways to the lower reaches of the Murray and is reportedly navigable as far as Grafton.

We spent our first day on the Clarence sailing from Yamba to the Harwood Bridge where we overnighted against a disused wharf just downstream of the bridge.

The bridge is capable of opening to 30 metres to allow large ships through but requires booking at least a day in advance as it carries the main Pacific Highway. The bridge when closed has a clearance of 8.5 m. so; to save the hassle of opening the bridge we simply dropped our mast, motored under the bridge, and then put it up again (which in a Farr 6 is a relatively simple procedure).

After passing the bridge we proceeded to McLean (the Scottish town on the river where all the power poles are painted in different tartans). McLean boasts an excellent floating pontoon right in the centre of town and adjacent to the shops and hotel.

After overnighting at McLean we proceeded to explore further up the river and went to a small town (Lawrence), which has a public jetty and the hotel is a favourite with the locals for a counter lunch but we decided to return to McLean for the night.

The next morning we sailed down to the Harwood bridge and repeated our mast dropping exercise and then sailed back to Yamba under spinnaker almost all the way as there was a gentle breeze about 10 knots blowing straight down the river.

Arriving at Yamba we elected to anchor in the boat harbour at Iluka which is very protected from almost any wind so we explored Iluka and spent a pleasant night before having a sail around the lower reaches of the Clarence and pulling the boat out at Yamba and spending another night in the excellent caravan park.

#### Summary

The Clarence River and surrounding areas provide excellent smooth water sailing and the area is very pretty with a broad calm river with large numbers of prawn trawlers.

Leaving Yamba we went on to the Gold Coast and spent a couple of nights in the Broadwater caravan park (another excellent park) and after a visit to Seaworld could not find anywhere convenient and safe to leave the car and trailer so elected to go on to Brisbane where we were welcomed at the R.Q.Y.S. at Manly which has reciprocal rights with the R.S.A.Y.S.

The facilities there are excellent to say the least and for a moderate fee (\$30.00) per week we arranged to leave the car and trailer in their hardstand area which is very secure and the people in charge of the marina even let us use a marina berth at no charge as it was (off season).

From Manly we decided to explore southern Moreton Bay and the Broadwater and sail down to the Gold Coast.

After purchasing the Beacon-to-Beacon directory (around \$25.00) which is like a street directory for the channels and details all the anchorages and beacons from Tweed Heads to Bundaberg, finding our way among the myriad of channels was relatively simple. The area is very interesting and scenic with many fine anchorages and we were constantly amazed at the number of ferries plying between the islands just like public transport buses.

R.Q.Y.S. has a picnic area in Canaipa Passage with all facilities but restricted to members and we were made most welcome by the caretaker.

The cruising grounds of the Broadwater are dotted with small islands and with the information in our directory we spent some pleasant nights at anchor in various anchorages such as Karragarra Island, The Bedroom near Pandanus Island and at the spit near Seaworld at the Marine Stadium nicknamed "Bums Bay" as many cruising yachts anchor there for free rather than pay marina Fees.

Following a very pleasant week in the area we returned to Manly and stayed in the marina overnight to charge batteries and enjoy hot showers etc. and then decided to do a trip up the Brisbane River to have a look around Brisbane.

The Brisbane River is quite busy with commercial traffic but once past the main wharf area is very pleasant.

There are fore and aft pile moorings adjacent to the Botanic Gardens so we overnighted there before continuing up river to Southbank, which is in the very heart of Brisbane.

Arriving there on the weekend we were pleasantly surprised to find that by contacting the tourist office in Southbank, we could utilize their excellent pontoon moorings right in the centre of Southbank "and the very large weekend markets" for free.

The only drawback to using the pontoons is the wash from the continual traffic of the river ferries but they stop around ten P.M. so we had peaceful nights.

The second day, after marketing out and enjoying a walk around central Brisbane we continued up river for about 20Km. admiring the riverfront real estate and returned to the Botanic Gardens overnight to get a good start to return to Manly where we pulled out and continued on our way north to Tin Can Bay.

Our next section was in Tin Can Bay to explore the Great Sandy Strait and Frazer Island. We spent our first night in a caravan park in the centre of Tin Can Bay (not one of the best) and launched the next morning in the marina where we left the car and trailer for \$25.00 a week (or part thereof) and armed with our trusty beacon to beacon started out to explore the area.

As its name suggests the straits are sandy and with three metre tides it is easy to wind up "on the sand" even with an excellent guidebook as the beacons approximate the channel. And it is easy to touch bottom on low tides even though the bottom is very forgiving. There are some excellent areas to visit and good anchorages that we could access even without a dinghy.

Our first stop was in Pelican Bay near where the car ferry crosses to Fraser Is. Another anchorage is "Garry's Anchorage" on Fraser Is. Behind Stewart Is and very protected but extreme care is required if approaching from the South at or near a low tide, as you need to be careful around the beacons.



### UNGARRA LOGGING CAMP

A Logging Ramp near Ungowa is a delightful spot with a sandy beach for lunch and another good spot is at Kingfisher Bay Resort where we stayed for two nights and went on a four-wheel drive bus tour of Fraser Island. An added bonus is that they have a day use area with swimming pool etc and hot showers and a reasonably priced restaurant. After returning to Tin Can Bay and retrieving the boat we stayed in a different caravan park that was excellent with plenty of room and good facilities (the Golden Trevally). Our next stop was at Airlie Beach and we launched at Abel Point and having had previous experience there we elected to leave the car and trailer in the launching ramp car park although we did lock the trailer to the car as a deterrent. The car park is very busy and patrolled regularly so we took a punt and left it there luckily with no problems. We spent some time sailing around the Whitsunday's visiting most of the tourist areas and found a couple of nice spots off the beaten track. One such spot is Mays Bay (just north of Cid Harbour) and spent time at Hamilton Island where we stayed in the marina at half the normal rate, as we were under 9 metres. Another of the "must sees" was Whitehaven Beach where we had not been before due to rough weather the last time we were there but this time with a bit better planning we went through Solway Passage at slack tide with a following wind of around ten knots which was a great relief. When we left Whitehaven we went around the north of Whitsunday Island and were lucky enough to get a wind change from south east to slight northerly and slack tide between Whitsunday and Hook Is. as it can be very lumpy there with a strong tide flow. We of course had the obligatory night in Nara Inlet and South Molle Island and eventually returned to Abel Point marina for a night to recharge batteries and enjoy hot showers etc. Following the advice of some of the locals, we decided to sail from Abel Point to Bowen as the wind was a constant 10-20 knots south easterly and we were told of some lovely bays and scenery along the mainland coast between there and Bowen and we were not disappointed.



### MONTES RESORT

An excellent place to stop over is Montes Resort where Yachts are made welcome and they offer hot showers and a nice bar and restaurant. We spent two days there, as there was a strong wind warning.

With the forecast looking good we left for the 15 mile trip across fairly open water to Bowen but when halfway there the wind decided to blow again and we were doing almost 10 knots with the main reefed and no jib due to the wind and tide but made it comfortably into Bowen where there happened to be a vacant marina berth at the yacht club and we were made most welcome by the yacht club people.

After a week in Bowen we kept heading north and made our next stop Hinchinbrook Marina near Cardwell where we launched and put the car and trailer in the tackle shop lockup for \$10.00 per day.

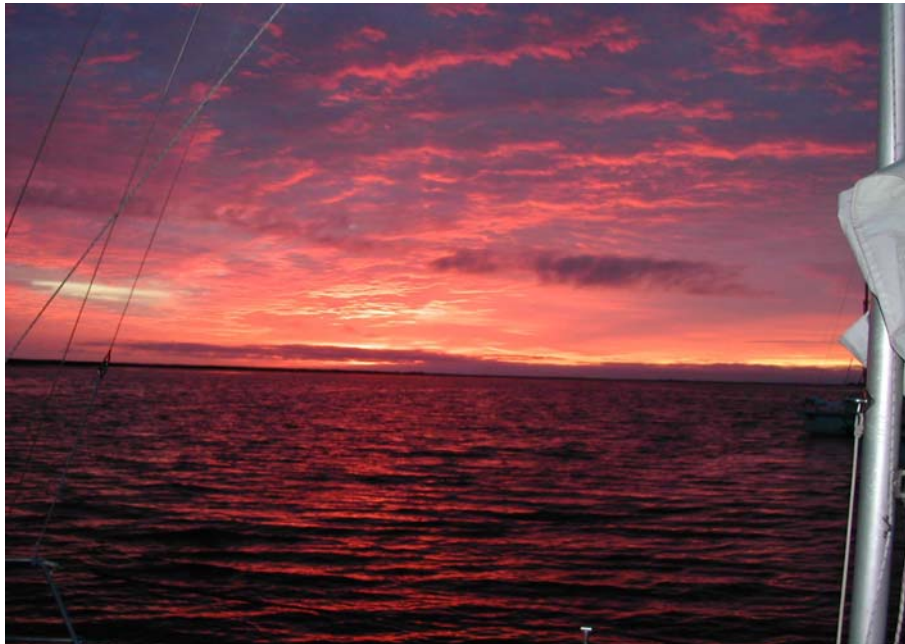
We then spent a few days sailing in the Hinchinbrook Channel and sailed the length of Hinchinbrook Island down as far as Lucinda. They call it the wet tropics and it rained most of the time we were there. The new marina at Port Hinchinbrook near Cardwell is excellent and very helpful and friendly as it is also a resort with excellent facilities for around \$25.00 per night (about caravan park rates) Very nice marina.

After a day touring by car and visiting Mission Beach etc. we decided to head south again.

After that we went back to Townsville and stopped at the Marina for 10 days. One day we spent sailing around Magnetic Island, which was great. A couple of nice places to eat. Molly Malone's an Irish pub and food at the Casino was reasonably priced. The marina facilities in Townsville are excellent and reasonably priced at around \$125.00 per week including the ability to leave the car and trailer in a reasonably secure area

After we left we headed south. We went to the Myall Lakes north of Sydney, which were very picturesque, but we did strike rain. We launched at Tea Gardens on the northern side of Port Stephens and left car and trailer in the boat ramp car park on the advice of a number of locals. We then proceeded up the Myall River into the Myall Lakes system, which is very large. We had intended going to go to the Hawkesbury River but we decided to leave it till another time and came home via Wagga Wagga taking three leisurely days to get home from Sydney. JOAN & KEN HALLS

## FARR EASTER TRIP TO THE COORONG



Sunrise over Coorong (see website for colours)

The Coorong was open for boats Easter Saturday. So on the Friday we duly set off to stay this side of the mouth to get an early start. That was Ok for some. Others such as Waituna Loafarr, and Flight of Fancy were left stuck on the bottom till lunchtime when we floated off and headed to where the others were camped opposite Tauwitcherie. The weather was kind and it was great to be able to sit on the beach again. There 15 boats in all some were from the Farr Assoc and others from GRYC. Sunday it was decided we should walk to the ocean beach, this is the widest part of the Coorong the group set off after about an hour the path seemed to disappear most returned to the boats. Waituna's crew pressed on to get to the beach and sitting on the beach was Phil Stump. It was a great weekend a campfire and stories with some wine, everyone enjoyed the Coorong once more.

Overall it was a relaxing weekend and enjoyed by all.

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### Gippsland Trip April 16<sup>th</sup> to 22<sup>nd</sup>

Well what a great holiday Ten of us Dobies/Kutchers, Roodhouse's, McKenzie's, Briggs/Sage and Murphy's swapped our boats for the luxury of a Dufour Ciel D'Ete [we worked out the translation eventually] and a Catalina 32 Pure Adrenalin. We met up with the Sheffield's and the Nefiodavis families in their Farr 6000's. Together with perfect weather of sun and good breezes we explored the lakes for 6 days We visited Picnic Arm and sheltered there during the only day of bad weather, Walked around Rotamah Island, Shopped at Paynesville, had a lovely night socialising at Boxes Creek, Had drinks on the jetty at Barrier Landing and pancakes on the Metung Jetty,

Walked to Lakes Entrance heard bellbirds at Nungurner Landing and drank coffees at Metung.

A few choice phrases were invented at the Gippsland which will enter Farr Folklore you will need to ask the persons concerned what they mean Rollicking sailing [Peter Roodhouse], Floating the Sail [John Mackenzie], Zigging to Paynesville [Angela], we need a bakery [the boys], Eels no way [Valerie] fine wines only, [Pure Adrenalin get them to detail their menu!]

The highlights for me were dancing to the Bee Gees at Barrier Landing and all squeezing on the Dufour for supper, Chocolate Spoons at Metung, Phosphorescence at Boxes Creek, Walking back from the pub at Metung,, operating the winches I became quite enamoured of winding them on, listening to the bellbirds, having fun BBQs and breakfasts on shore, doing the crossword sitting on the back chair of the boat being sailed by Rosemary , tacking into Paynesville with Valerie at the helm, joint tea with everyone at Bairnsdale. Even the burgers at the Street Easy café in Traralgon had its attractions when you were hungry. We asked when we returned if we could continue on for a further week!!! The Staff at Riviera Nautic Marina were very helpful and nothing was too much trouble

I did miss Waituna and the cosiness of a 6000 however it was a lovely change to have some luxury. George and Marion Jan and Don kept us in touch with reality On the one really windy day the two 6000 took off like rockets and led the way. The 6000 were able to do lots of exploring of places we didn't have the time/flexibility to explore such as the Mitchell River, Bunga Arm and Lakes Entrance Not sure if any of us ever made it to Loch Sport a very elusive place!!!

Thanks to Bill Kutcher for making the arrangements for us all.

We will certainly be chartering again if the opportunity arises.

Some of the many photos of the trip appear on the Farr Website [farrsa.com](http://farrsa.com) check them out.



Dufour and Farr 6's at Picnic Arm