



April Newsletter

A man and his boat

A piece of our maritime history was destined for the tip if it had not been for a couple of resourceful locals, Dale Bailey and Ray Horder. Only someone with an appreciation of wooden boats would have seen the potential in what was basically a wreck, a 15ft open timber boat that has turned out to be an original lifeboat/tender from the Milford Crouch. This sailing ship was launched in 1891 as a trading ketch named Leillateah. In 1957 she was significantly modified, extended, reconfigured as a 3 masted schooner, and renamed the Milford Crouch.

In the early years of South Australia, ports across the state were serviced by what was affectionately known as the “mosquito fleet”. This fleet of ketches were instrumental in grain transport from farming communities, as well as bringing in vital supplies/general freight. Eventually, road transport superseded the ketches and ketch numbers declined from the 1940’s on, but some continued to operate into the 1960’s and even a few into the early 1970’s. For more than 100 years these ketches and their intrepid crews were the pivotal link between regional SA and Adelaide.

The Milford Crouch is a local now, she was wrecked on October 27, 1959 in a fierce storm 4 miles South of Port Gibbon. She was sailing together with the ketch Hawk enroute to Cowell to load wheat. The crew of the Hawk witnessed her capsize and go down, and they then worked tirelessly in terrible conditions to try to rescue the crew. They did manage to save one crew member of the Milford Crouch but 5 were lost, including the captain.

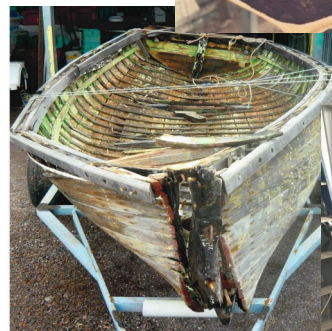
Ray has worked wonders in a relatively short time, what was once a wreck is now a very pretty timber boat. Given its local significance and the importance of the ketch fleet in developing this region, Council has agreed that once restored this boat will be housed undercover on the Cowell foreshore as a memorial to the Milford Crouch and her crew.

Unlocking Regional Potential

Cowell to host the EP LGA Conference in 2024

Cowell has been chosen as the venue for the 2024 Eyre Peninsula Local Government Association conference. This will be held March 21 – 22 and is a great opportunity to showcase our area to approximately 200 visitors, and provide a nice boost to the local economy.

The theme of this conference will be “Unlocking Regional Potential”, something the “mosquito fleet” of South Australia did amazingly well.



Contact details & Elected Members

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Cr. SM Chase

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CONTACT DETAILS

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Emergency / Out of Hours

0428 292 019



Eyre Eye Centre is visiting Cowell

on Monday 29th May 2023

Our Optometrist, Alek Sims, will be consulting at

Drs in Cowell Clinic

South Tce, Cowell

Appointments available from: 9.30am to 12.00pm

If you are unable to travel to Port Lincoln, Whyalla or Ceduna and would like an appointment, please call Eyre Eye Centre Whyalla on **8645 7399**

Consultations will be Bulk Billed

Rubbish Bins

Council wishes to advise that, from 1st July 2023, only Council issued bins will be collected by Veolia for kerbside collection. If you have purchased a bin from a retailer, please **DO NOT** put this bin out for collection—it will not be collected. You can take your privately owned bins to the dump on opening days, free of charge for residents.

If you don't have a Council issued bin, please contact Council on 08 8629 2019, or visit the office at 6 Main Street, and we can arrange for a bin to be delivered. If your bin is damaged, Council can fix it or replace your bin.

Rubbish collection is a service charge added to your rates, it's not a free service. All residential properties are allocated a bin, all vacant and Commercial properties will need to apply for a bin (if you haven't already).

Dump opening times are:

Monday, Wednesday and Friday 2.00pm to 4.00pm

Sunday 10am to 12 Midday.

Thank you
FOR YOUR DONATION

Tondari Fisheries
Cowell Lions Club
Treadz @ Cowell
Cowell Electric
Ramsey Bros
Cowell Oysters
Cowell Community OP Shop
JMAC Logistics
Wells Family

Cleve Hardware
Lambcorp Pty Ltd
Cowell Plumbing & Gas
Murray Pest Control
Stix Industries
Calcookara Stud
Cleve Rural Traders
Star Motors
Story's Liquid Waste
Turners Readymixed Concrete
Franklin Harbour Button Club

THE FRANKLIN HARBOUR COMMUNITY DEVELOPMENT GROUP ARE VERY THANKFUL TO THE BUSINESSES THAT HAVE SUPPORTED THE PYROTECHNICS NIGHT AND FORESHORE OPENING EVENT.



Community News

LIBRARY NEWS

Book Club

Join us for a chat about all things books on 16th May at 2pm. Feel free to come in and grab a title before our next chat.

Fleur McDonald

Thank you to everyone who attended the Fleur McDonald author visit —

Conversations with Fleur. We had a wonderful attendance from all ages from 15 to 92, lots of our community members and interstate travelers who all enjoyed an afternoon out.



Nicole did a wonderful job interviewing Fleur asking a variety of questions and sometimes even the tricky ones.

Recycling

Cowell Area School has joined the Recycle, Earn and Play program sponsored by Wonder Bread.

It is Easy! All you need to do is keep your empty bread bags and send them to school with a student or drop them off at the Cowell School Community Library. We will then place them in Wonder's pink collection box and we will post them off to be recycled. The more we collect, the more points our school earns for sports equipment.



We need to collect as many bags as possible before this collection offer closes on the 7th July 2023. All bread bags are welcome to be recycled.

Spread the message



COWELL CATS ROSTER

After the success and positive responses to our changed roster system last season, we will be continuing to use the online booking system for our rosters.

Below are the Roster QR codes for the first half of the season (second half will be released around mid June). Thursday teas are commencing on 6th April and our 1st home game is on Tuesday 25th April v Eastern Ranges. Just open your camera and hover over the QR code you want and open link and choose the shift that works for you.

Guideline is 3 per person for the 1st half of the season. The 2nd half of the season is yet to be released. A count of shifts has been done and we need to cover 144 shifts over the 1st 3 home games and 157 shifts over the 1st half of Thursday teas. We understand the huge ask of all our volunteers and we appreciate everyone's support to cover these shifts to support our club.

The more people who help out on the rosters, the less work there is for everyone.

If you are on Facebook, jump on the Cat's Chatter page to see all the updates and information as we move into the 2023 season.



Thursday Night teas from 6th April to 6th July



1st Home Game - Tuesday 25th April
v Eastern Ranges



2nd Home Game - Saturday 20th May
v Central Eyre United



3rd Home Game - Saturday 24th June
v Ports Magpies



Cowell Lutheran Church Worship Times

April 30 th – 5pm HC with Pastor Steen Olsen
May 7 th – 9:30am LR
May 14 th – 9:30am LR
May 21 st – 9:30 am LR
May 28 th – 8:30am HC With Pastor Brian Keller

Chairman: Carl Jaeschke – 0448 522 332

Secretary: Julie Magnay – 0438 015 242

Dr Joy O'Hazy

Please be advised that Dr Joy O'Hazy a Women's Health Practitioner will be conducting appointments at the Cowell Medical Practice once a month on the following dates: April 26, May 31 & June 28.

Please contact the surgery on (08) 8629 2504 for an appointment.

Feel Like Trying Your Hand in a Game of Cards?

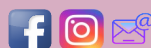
Every Monday & Wednesday from 12:45pm to 4pm Cowell Uniting Church Hall located in Second Street Cost: \$2.00 with afternoon tea provided

Card Games Include

Bridge, Hand & Foot and many more

For further information please contact :

Angie Turner on 0429 150 545



FALLOWING MACHINERY

Having completed the grade 7 work at school I was rather stunned to learn that my schoolwork was to be continued. After all my Qualifying Certificate examination results were rather good. However Mum and Dad were of the opinion that my schooling should be continued. The teacher at the Coolanie School was changed, Allan Ramsey was transferred to Mangalo and the teacher to take his place was Eddie Pearce, a very nice person. He was very fond of sport so we kids had plenty of it. He had a little motto on his desk and it read, 'It's not the size of the dog that fights but the size of the fight in the dog'. Just one of the things that lives in my memory.

When the May holidays were with us I was told that I could leave school; that was great news to me. Having left school I was to start work on the farm. The first few days my duties were rather light, helping Mum milk the cows, turning the separator, feeding the pigs, etc. It was not long before I was told my work would be in the paddock. Frank Light, Dad's cousin, was grubbing stumps up in White Hill paddock. The tools used for this job were a pick (1 each), axe and a heavy crow bar to lever the stumps out of the ground. The original timber in this paddock was rather big and the method of clearing the land in those days was by bullock teams. The heavy timber was axed down leaving a great number of stumps in the ground. It took many years of shoot cutting and fires to kill these trees; even then it was a long time for the roots of these trees to rot away.

Frank showed me what I had to do to grub these stumps out of the ground. I soon became aware that this was not going to be an easy job. The Worst stump to deal with was the red mallee; the grain of the wood was all twisted and very hard to split to gain leverage by picks of bar to lift it out of the ground. It was not very long before my hands were all blistered, but despite this the work had to go on. After finishing a 'land', the stumps had to be picked, heaped and burnt, any stump that we could not get out of the ground was covered by a heap of stumps and set alight, this lowered the stump to ground level, sometimes burning it out completely.

The only time that I was allowed to drive our team of horses that year was to do about an hours harrowing; this was to give Dad a spell. The harrows that we had by today's standards were small. They consisted of seven leaves fastened to a wooden beam, and small steel disc wheels. In common with all young people on farms I had to learn the role of looking after the working horses and all stock generally; I might say it was a routine that was followed religiously on all working farms which included Saturday, even in the football season, except Sunday.

When I started work Dad used to call me at 4:30am every morning and together, with the lantern, we would set off for the stable to give our nags a good feed. This being accomplished the nose bags were filled and then back to the house where Mum would have breakfast waiting for us. In those days the breakfast was an important meal, bacon and eggs with toast, sometimes scrambled eggs with bacon, the bacon was cured and smoked on the farm, then back to the stable to harness the horse team for work. First of all they had to be watered; when there was water in the dam it was easy, otherwise the water had to be drawn out of a tank, per bucket. We did not use a trough, but a square two hundred gallon tank with the top cut out. Should the season be a bit dry then water had to be carted in.

After a days work in the paddock the care of the horses was in reverse. The two hundred gallon tank was always filled up prior to the arrival home of the working team, even then there was more water to be drawn, the tank was always left full, in readiness for the morning. If I did not work the team in the paddock, then I would assist the workman with the watering and feeding. There was another serious matter that we had to deal with, and that was the occurrence of sore shoulders of the working horse.

Each horse had its own blinkers and collar; should sore shoulders occur it was essential that the matter be dealt with by either changing of the collar or the alternation of the harness so that the pull suited the horse's shoulders. It was after a spell when the horse's shoulders were soft that scalding took place; we used to wash the horse's shoulders with cold water and disinfectant.

Another important factor with the working horses was that the team arrived home in time so that the sweat became dry before sunset. With the team watered and fed it was time for the man to do likewise, most times a good solid hot meal and hot sweets. Mum was excellent in preparing meals. After tea we listened to the wireless until 9p.m., then back to the stable to feed the horses again, and then to bed, only to start again at 4.30a.m

The method of taking chaff to the horses was by a feed bin. This bin measured roughly three feet high and about twenty-four inches across. The amount of light given by the common kerosene lantern was fairly restricted but ample. One night I felt that an unwelcome visitor was present and after an exhaustive search found a death adder near the path from the chaff shed to the feed manger. The brute did not move and was dealt with promptly. These reptiles were usually around during the humid weather, so for a few nights a search of paths was called for to see there were no more unwelcome visitors present.

The horses held an important position at Poodra, being relied on for doing all the cropping for nearly 50 years. The draught horse that was bred at Poodra was a good colour and a nice mover, although in the early 1930's Dad bought a couple of station bred horses. These horses were very good in droughty conditions. Dad bought a Hart Parr tractor about 1932 which was used with the machinery that was on the farm, although it was not a big horse-power tractor. It was a steel wheel tractor with spud grips. It was found necessary to enlarge the wheel width so an extension was bought; this had the effect of adding quite a number of grips for better traction.

The machinery Dad owned at this stage was quite small. The plant consisted of a simple disc plough, a 16 row McKay combine, an 18 disc drill pulled by four horses, a 5ft binder which was traded in on a large machine, an 8ft McKay machine, a Big E harvester with an 8ft Cut. There were two six foot May harvester stored in the straw shed, these machines were scrapped in favour of the Big E harvester. It was my job to dismantle these machines, which took some considerable time. The nuts and bolts were all graded for size and length for future use.

There was a big wagon that was used for the carting of hay and grain; I can only remember a couple of loads of wheat being carted to Cowell. Probably the best part of the farm equipment was the chaff-cutting engine, it was housed in an iron room and this engine had to be started with a blowlamp. This was a well looked after unit and was constantly in use for the cutting of chaff for the horses. However when Dad bought the Hart Parr tractor this engine was sold.

The tractor ran on power kerosene and was started on petrol. In an effort to break down the expense of running this machine, Dad decided to mix diesel with the power kerosene. This had its problems because if the mixture was not correct we were plagued by dirty spark plugs.

The single disc plough was pulled by a team of eight horses. This plough did a very good job when turning over the soil where it was reasonably flat, but on hillside country it would crab terribly and barely mark the soil. Later a twin disc plough was introduced, this type of plough being used extensively throughout the district, and did a very good job.

The cultivator we had was a May mould board type. We used this machine without the mould boards. The shares for this machine were an offset type and after a time the shares became hard to buy, Dad was keen on blacksmithing and decided to make his own. He used the steel rims from wheels of machinery that had been discarded.

The drill was only used very sparingly, mainly because of the type of soil being too hard for the disc to do the job effectively. The combine was a much-used machine; it was used both for seeding and for working the fallow back. We did have trouble with the super drive, largely caused by the old type of super phosphate and possibly a bit of carelessness also. The lids for the seed and super boxes were made of timber, these became unlatched occasionally and lifted, and let the moisture in which would gum the super under the stars. The drive cog shafts became worn which caused the cogs to run untrue.

The Big E harvester was a terrible machine really; it was not a very big capacity machine, though it cleaned the grain okay. All the bearings of this machine were oil holes, some of them had a fair capacity, others would only hold a small amount of oil. In these early made machines when the wheat box was emptied the machine would have to be oiled each time. The bearings were the push in type being held by a small stud. When this wore off the bearing rotated with the shaft and this happened often. When cool weather came along attempts were made to rectify the situation, of course these situations did not last long before the bearing would turn on the spindle again. Eventually this machine was scrapped and an old Sun header was bought and it proved to be much better especially in regards to the lubrication.

The horses played an important role in the cropping of Poodra until 1941. These were the war years when it was necessary to maintain wheat farming as a food source. The change was being considered from horsepower. The farming community had to apply to the District Council who were in control of manpower and resources for the buying of a tractor. When I made the necessary application for a tractor the property was inspected and the application approved. There were not many makes of tractors around, the names that come to mind are the Allis, Chalmers, Fordson and the International. At this particular time the International Farmall was the only tractor available for the conditions at the time, as all the implements were only small.

As time went by as a general trend the machinery was improving enormously; cultivators were coming into vogue. Tractors too were becoming larger in horsepower, cabs were being fitted and later air conditioning and wirelasses were fitted to these cabs. This made conditions much better for the operator who worked long hours in the paddock. When the lights were added this again was another step to help the landowners who increased their hours in the fields. The ploughs increased in size and it was not uncommon to see disc plough equipped with 25 to 30 discs.

To be continued.....

NEWSLETTER



DATES TO REMEMBER

DISTRICT COUNCIL OF FRANKLIN

HARBOUR COUNCIL MEETING

Wednesday 10th May 2023 @ 1:00pm in Council Chambers

WHATS ON AT THE RSL

Snooker every Monday & Thursday from 12:30

Open on Fridays for drinks and light meals

Are you interested in our Farming History?

You may wish to help our volunteers at the Cowell Agriculture Museum. For Further information please phone:

John Smith: 0438 792 078 Or

Raelene James: 0439 218 740

Cowell Refuse REMINDER

Just a friendly reminder that the Opening hours for the Cowell Refuse site will be Monday, Wednesday and Friday 2pm to 4pm & Sunday 10am to 12 noon.



Rainfall for March

12.0mm

Camping Around Franklin Harbour

Did you know that camping areas are provided in Franklin Harbour:

Permits within the Port Gibbon & Lucky Bay area are \$15 per night or \$75 per week.

Permits are required at all other camp sites including Ulbana Weir, RV Park and accesses along Beach Road for \$10 per night or \$50 per week.

Permits can be purchased at pay stations along beach road as well as the Council Office, Hardware and the Roadhouse.

To book a site at Point Gibbon permits must be obtained online at www.eyrepeninsula.com/camping.

All campers must have self contained toilet facilities except where toilet facilities are provided.

Local Residents and Rate Payers are able to camp at no cost.