

THE

FARR

CRY

News

Cruising

Racing

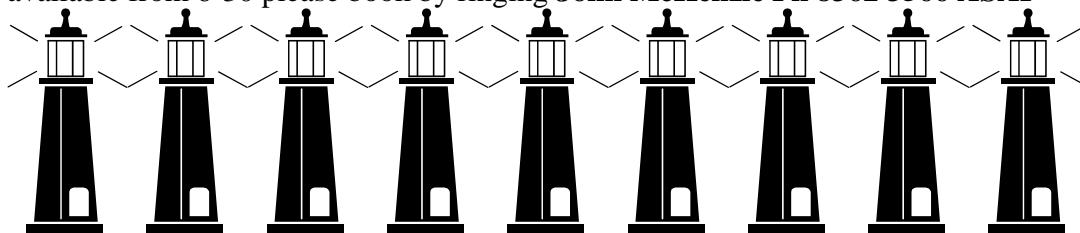
Newsletter for the Farr Association of South Australia

February 2002

Committee Members 2001 – 2002

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All Farr members & friends are invited to a Sails Night. This is a unique night to find out how to make effective use of your sails **DATE** 22 February **VENUE** Brighton & Seacliff YC. A talk by a representative of KA Sails 8pm. Meals available from 6-30 please book by ringing **John McKenzie Ph 8362 3566 ASAP**



Another Milang – Goolwa event has taken place what can I say! The sail or motor over on Saturday was rather interesting. We on Waituna missed the 8am start and got away at 9-15 motored to Rat Island then sailed to the lake towards Milang to have the wind dropped so we put up the Spinnaker till that ceased to work. We motored some more then sailed till we eventually ended up at Milang and managed to push ourselves into the Reeds. It was a hot day with some rain late in the evening

On race day we had no wind to 25 knots plus. Sailing across the lake was a bit frustrating to say the least. The starts were a bit of a lottery, as the wind seemed to die, as one got closer to the start line. Division 4 were left sitting on the line for about 30 minutes before the wind slowly built up and they were moving. The boats on the lake were also having trouble about making the right decision as to where they should be to get the advantage of getting through the gate at Point Sturt. The frustration was seen on some skipper's faces as some of the division 3 boats caught up with division 2 boats. Even more frustrating was that Boojum was the fastest boat in division 5 and caught and passed Waituna at Clayton. Well-done Mick. The other interesting fact was I think that all Farr's started with Genoa's those that changed to a jib early had a distinct advantage.

It was great to see Capricorn Dream from Mount Gambier racing Gary and Betty Smythe were the third Farr and 14th in division 4.

There were the usual stories of if I had done this or that I would have done better everything can be solved in hindsight usually discussed after cleansing ale or a glass of some other beverage. Not the best Farr weather!

Hey Guys Look at This

Y.S.A. Yardsticks 1995 – 96		2002
FARR 7500	.656	.715
FARR 6000	.587	.672

What have we done have we been sailing too fast!

By Farr the best results

Results: Division 2

Buccaneer 5th B Hawkes. Slartibartfarrst 6th S Adams 740 Sp. Vintage Red 9th D Howard

Division 3

Waituna 9th P Roodhouse. Farr Out 12th J Woodhead. Narina 19th D Sweeney.

Division 4

Audacious 1st K Durward. Talisman 13th B Fynnaart. Capricorn Dream 14th G Smythe.

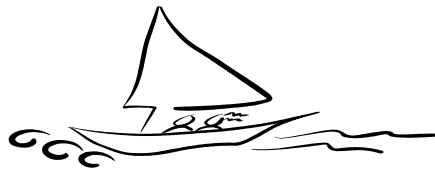
Division 5

Boojum (fastest) 3rd M Edgar. Macrojay 5th R Mylius. Farr Aweigh 9th B Offler.

Christmas party at Kate and Robert Bruce's thank you for the use of your waterfront home.

There was quality not quantity of members and families present. The day was fine and the company was great.

Father Christmas made a somewhat perilous arrival on a ride on lawn mower he duly handed out presents and made an even more perilous return up the slope of the garden to find his reindeer.



Thank you to everyone who came to make it a successful day, and especially to the people that helped with the arrangements food, shade covers etc?

Thanks again to Kate and Robert Bruce.

Dates to remember

Sails Night 22 February at Brighton Seacliff YC

Easter March 29th march to 1st April.

GRYC welcomes the Farr Association to join in on a cruise to Doggy & Boggy Lake on Lake Alexandrina. Contact Rick Morriss 8384 2466.

Royal SA Yacht Squadron Matthews Flinders Regatta ring 8341 8600 or visit the website www.squadron.asn.au for further information.

Glascraft State Regatta April 6 & 7 GRYC BBQ Saturday evening.

Easter School holidays 13 to 27 April Coffin Bay trip Ring Peter Roodhouse for information. 8278 3439

Centreboard 6000 & 7500

Has Your Centerboard Got The Wobbles? Is your picnic at sea spoilt by the KALUNK! KALUNK! of the board trying to tear itself out? Have you thought about it like me, but did not know where to start?

The thought of jacking the boat up, or donning a frogman's suit and swimming underneath had no appeal. We've got no lifting facilities in Taupo, and the water is!!!! Cold.

So, I tackled it head on. I trailered "Kotuku" up to the back fence on my section, tied her by the stern, and quietly drove away. She slid off onto the ground sheet, which I put down to avoid grass stains to the white hull.

Now, I took my spinnaker halyard, (do not use main halyard), out to the side, hooked it to a double purchase from a sound post and proceeded to winch Kotuku to about 50 degrees on her side. A few chocks in now to relieve the mast. Now you can get at the centreboard. Undo the stainless steel bolt, unwind winch a few turns and carefully prise board out. Watch fingers and toes and back! It's very heavy! I used a little trolley to catch it and manoeuvre it about.

First thing to do is clean it. (Down to original primer or bare metal if none). This was easy on my fresh water boat, but for you sea salts, rust barnacles etc, can be a problem.

Now to fix the real problem. Take the board to a metal workshop and get them to drill and sleeve the bolt hole to suit your SS bolt. Get a couple of spare sleeves while you're about it. Cost approx \$30.

Now paint your board.

Replace the board in your boat. Replace worn shims (on centre bolt) - I used "Hepolite" scraps - tough plastic sheet (Placemakers). If your centreboard case is damaged, now is the time to glass up the dents.

Crank up the keel until snug, and then line up your trailer with the front of your boat. Now winch your trailer under your boat. (Get somebody to pull boat upright with spinnaker halyard). Connect your car and drive away for many months / years of whisper quiet, klunk-free sailing. Total cost, approx \$50.

Graeme Robinson "Kotuku" Taupo.

I sandblasted the board and then filled the indentations with an epoxy based filler sanded it then gave it a couple of coats of cold galvanised paint followed by an undercoat and a topcoat of rust prevention paint. The job is easier if you have access to a means to lift the boat off the trailer. (The Editor).

FARR 6000 OWNERS & others

Does your swing keel go thumpy thump when the water beneath is disturbed?

There are solutions to eliminate this problem.

Inspect the hole in the metal keel and check for elongated wear and the condition of the stainless steel bolt. If the keel does not require a drill-out and a bush insert one has a choice of two options-

1. Insert a layer of laminex between the keel and the fibreglass.
2. My own successful solution was to engage Shadow trailers to lift the boat, remove the ss bolt holding the keel, drop out the keel, insert a polyethylene high density material the shape of the top end of the keel and then glue the material to the fibreglass encasement.

Whilst the keel is out, a coat of galvanised paint will give added protection to this metal part.

Some three days later and \$150 lighter in pocket, we now enjoy a peaceful sleep. Don Sheffield Farrlap Jan '02.

Vincent Classic

For something different we towed to Pt Vincent for the Australia Day Weekend and the Vincent Classic

Onlyailable yachts are eligible and of the 16 entrants we were the lone Farr. Length ranged from 20 - 28ft. For company there was only one other 20 - a Polarus 20 S.A. built, skippered by the local aquatics instructor. We two usually tailed the fleet together with the volunteer Coast Guard.

The races were over 3 days.

Day 1 we awakened to a calm morning and a beautiful sunrise over the water.

The scheduled race to Stansbury over some 30 miles was shortened due to the light winds. It was very comfortable on the water and we fell into lots of 'holes' When we saw the leading yachts on their return leg we decided to retire and join them. Our companion boat pressed on and despite the suggestion some hours later "you are invited to return to base" Scott was going where all the bigger boats had been. We welcomed him back to the bay at 7-45pm. His result same as ours DNF!!

Day 2 The day of the Milang/Goolwa

The forecast winds were W-SW 15-22k The race north to Black Point and return an easy sail aided by a spinnaker run. We dined at the Sailing Club in the evening and for \$10 we were served snitzel and salad and a choice of 3 desserts.

Day 3 Forecast SW-SE 15-20k for our 3 lap race around the bay -- a race that finished by 11-30am. Many boats retrieved being the end of their weekend, but we were now in relaxed mode and went sailing on a

RL24. We retrieved next day when the tide was running out. An adult aquatic class was practicing their life saving skills and readily came to our aid as Farrlap tipped on her skeg.

Overall Impression: - A delightful protected bay in which we could choose a mooring. On one night we anchored and were very comfortable. It is advisable to launch and retrieve at high tide. The locals are most helpful and friendly. The Coast Guard were not required but it was most reassuring to have their presence.

Hot showers and toilet facilities were available in the sailing club. A new marina on the northern side of the bay is due to open later this year.

Farrlap Don and Jan Sheffield

Do not forget the Victor Harbor YC & Milang Regatta Club. Lake Alexandrina Classic on 23 February 2002. Goolwa to Milang Race. For more information contact Ian Porteous 8552 3369. By 15/02/02

Farr Cruising Weekend 3-4 November 2001

A Farr fleet set from Goolwa on Saturday morning. Did our President Rick say we would practice our spinnaker skills? – Rubbish. Instead we all gained much experience in tack, tack, tacking in an easterly all the way from Goolwa to Deep Creek. We can now say our skills in this area have improved immeasurably.

As a Noelex Cabochon arrived at Deep Creek amid consternation, everyone was reassured that it was really a Farrlex skippered by ex President Bill Kutcher both he and Valerie were welcomed. Late in the afternoon Cloud Nine with David and Libby Murphy came in the back way hoping to creep up on us without running aground! And having aboard copious quantities of tolerable red.

We were delighted to have new members cruising with us for the first time – Pandora, Osprey, Blind as a Bat and Farr Aweigh and we were to see Lance and Jenny in Sunshine cruising again. We made the new members welcome in the traditional way – How many can we get on a Farr for drinks?

What a christening! Pandora had several inches or centimetres of water in the cockpit while Osprey boasted that they had as many people on board but no water. We wondered why Helen was so keen to collect the champagne corks.

Jan and Don Sheffield Farrlap told everyone about the big snake they saw swimming at Clayton. Peter and Angela supported the story. We all celebrated Jan Phillips birthday with a scrumptious cake and song and the usual Farr intellectual conversation proceeded – on one boat anyway.

Early morning brought rain and we farewelled Blind as a Bat as farm duties moo'd. The sail to Tauwithcherie lock was good in a moderate wind. The water was choppy at the lock making it difficult to tie up, as there is limited space. The President and Heather battled the winches and lock gates to go out into the Coorong channel only to find a sandbar blocking the way so they went through it all again to return. The rest of us decided it was all too hard and sailed to Riverside Charles Irwin's welcoming property

we tied up to have lunch. Hoping for that rarity a run to Goolwa the wind as always turned on the nose then dropped out so we motored to Goolwa.

A great weekend

Loafarr John & Rosemary McKenzie.

Restoring your timber work

Remove handrails cabin entrance surrounds etc for re-varnishing. It is best to use a single pot varnish Goldspar or Feast Watson marine varnish with UV resistance. The use of single pot makes it easier to touch up whereas with a 2 pot system means the making up of small quantities, which can be difficult.

After sanding back to bare timber apply 5 or 6 coats of varnish using a foam brush that are available from most craft shops. The foam brush gives a finish that is as good as spraying no brush marks.

Other Tips

- Wipe down bare wood with Acetone to remove any traces of old varnish. (Be careful not to spill acetone on Perspex windows).
- First coat of varnish should be thinned right down so that the varnish penetrates the wood surface.
- In between coats sand with a 600 grit wet & dry paper removes any dust particles and help to get a good finish.
- In between coats place foam brush in a plastic bag and place in deep freeze the brush will not harden. (OK for 1-2 days)
- The perfectionist will put on 7-8 coats to get a glass like finish!
- Any damage to varnish should be repaired as soon as possible by sanding smooth and building up with several coats.
- At the end of each season sand back with a 600 grit and apply 2 more coats.
- The more coats the better the protection.

Happy sanding and varnishing.

