

THE FARR CRY

News

Cruising

Racing

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

FEBRUARY 2007



Web Site farrsa.com

Committee Members 2005– 2006

President Simon Thiele 46 Marlborough St Malvern 5061
Ph 8272 0551. Email: thielesa@ozemail.com.au
Secretary David Murphy 130 Longwood Rd, Heathfield SA 5153
Ph 8339 7676. Email: dgejmurp@senet.com.au
Treasurer John McKenzie 138 Sixth Ave Royston Park 5070
Ph 8362 3566 Email: jandrmck@bigpond.com
Committee
Don & Patricia Sweeney
Jon Gilbert. George & Marion Nefiofdovas.
Farr Cry Peter Roodhouse Ph 8278 3439 Mob 0418 844 963
Email: proodhou@bigpond.net.au
Measurer Brad Briggs Ph Mob 0408 124 544.

Diary dates for 2007



Friday March 16th

We will be having a guest speaker Don Thorpe to talk to us about the history of Port Adelaide. To start at 7-30 Venue TBA. It will be in Adelaide, make a note in your diaries.

APRIL CRUISE

On April 22nd starting from Murray Bridge to Swan Reach and return some are motoring/sailing up to meet the rest at Murray Bridge. More information from the following members Brad Briggs 0408124544 John and Rosemary McKenzie 83623566 Peter Roodhouse 8278 3439 or 0418 844 963

Further detailed information in this newsletter. Register your interest now to receive further details.

DINNER AT SAILS MAY 19th

The annual dinner at Sails restaurant will be held on May 19th at 7pm . The theme is the letter F you can fink about that. The options to get there are Sail, Drive or drive and camp in the Clayton caravan park, it would be advisable to book a site. Bookings will need to be made with Rosemary McKenzie 8362 3566

Farr Cruise November 2006

The cruise was led by David & Libby Murphy, 4 boats attend this cruise Cloud-9, Safari, Waituna and Cabochon.

We all met at Goolwa Yacht club and headed off to Clayton and Ducks Hospital for lunch, It was then decided that the jetty in the Finniss river would be an excellent overnight stop. We headed off for a bit of a cruise some went straight to the Finniss while others thought it might be a good idea to sail around Rat Island and then head to the Finniss, it was quite a sail but very enjoyable. You can get off the boat at the

jetties so drinks and nibbles were on shore with ready made concrete blocks to sit on. The following morning Safari left early the rest by about 10-30. We motored most of the way up the Finniss towards Clayton, the wind then came in and we sailed towards Goolwa. Till we saw rather dark clouds coming our way and being cautious sailors we dropped our sails and motored back. (Gentlemen do not sail to windward). Another great Farr weekend why not come and join us.

FARR CHRISTMAS LUNCH

Our Christmas party was held at the Goolwa Regatta Yacht Club on the 10th of December and attended by 29 people, including new members David Benda his partner Barbara with their two boys Sam and Tom.

The main course of ham and turkey was supplemented with delicious salads and desserts provided by members.

The highlight of the occasion was the visit of Father Christmas who distributed gifts and showed remarkable knowledge of the Farr members, addressing each by name and commenting on their activities.

Thankyou everyone that helped make this another Happy Farr Christmas.



Just what I always wanted Santa.



Joylene, John McK, Barbara and Bill



Ho Ho Ho and Merry Christmas to you all.

RECIPE TIME
CHOCOLATE ICE-CREAM LOG.

2 litre carton vanilla ice-cream, 2 teaspoons instant coffee powder, 2 teaspoons coffee liqueur (Tia Maria or Kahlua), 609g (2oz) roasted hazelnuts Y, cup coconut 1 tablespoon bottled chocolate topping, 909g (3oz) dark chocolate, 159g (2oz) solid white vegetable shortening. Divide ice-cream evenly into three bowls. Keep in freezer until each is required. Dissolve coffee powder in coffee liqueur, add to one bowl of slightly softened ice-cream. Pour into foil-lined 23cm x 12cm (gin. x 5in.) loaf tin; freeze until firm. Each layer must be firm before topping with the next. Put hazelnuts in blender, blend until finely chopped, stir into the second bowl of slightly softened ice-cream, pour over coffee layer, freeze. Put coconut into heavy-based pan, stir over gentle heat until light golden brown, remove from pan immediately; cool. Add chocolate topping and coconut to remaining slightly softened ice-cream, spread over hazelnut layer. Cover tin with aluminium foil, freeze overnight. Put chopped chocolate and vegetable shortening in top of double saucepan, stir over gently simmering water until melted, cool Turn ice- cream log on to oven tray. Put chocolate in small plastic bag, snip one corner, drizzle the chocolate decoratively over top and sides of ice- cream log. Put ice-cream log on to serving plate, put in freezer until required. To serve, cut into slices using knife dipped in hot water.
Courtesy Don and Patricia Sweeney. F6000 Narina

Goolwa lock

The Goolwa lock will be restricted for the next month, you must book to gain access. Contact the Lockmaster Peter Lewis 8556 2046 to book

Milang Goolwa Race 2007

A very windy race testing competitors to the max. A smaller fleet than usual sailed the 2007 Milang Goolwa probably due to the weather and maybe perceived shallow water conditions. The sail up to Milang was equally as windy with an exhilarating run across Lake Alexandrina to the reeds. There seemed to be less room for mooring with round the corner in the reeds off limits to water taxis due to water depth and the jetty only accessible at the very end. However the food was good onshore and it was great to catch up with other Farr sailors. As usual Farr's were well represented with all classes sailing in all divisions they could enter. The day of the race was windy with a gruelling beat across the lake many boats reefed down which was a good decision and then a long haul down to Clayton. The race finished outside the club which added to the excitement of close tacking at the finish under the bridge. A good race conditions suiting the Farr's and enough depth as long as you kept away from Point Sturt. The following were the first Farr in each division and it was good to see that O'Really Mike O'Reilly Farr 740 Sport was third overall in his division 2. Results as follows for first Farr in each class in each division all these were well up in their divisions

David Howard Vintage Red 7.5 Div 2

Peter Roodhouse Waituna 6.0 in Div 3.

Ken Durward Audacious Farr 7.5 Div 4. also third overall

Peter Stace No Name Farr 5 in Div 5

Ken Cooney Farrlap Farr 6 in Div 5.

Presentations to these members will be made at the AGM later in the year date still to be decided

Photographs of the race are available on the Paparazzi website.

www.paparazzi.com.au

Farr 7500

Design #76 Farr 7500

January 1979

The commission for this design has come from 'Sea Nymph Boats' of Auckland, New Zealand (now McDell Marine), following the successful development of their 6000 and 5000 trailerable yachts (6m and 5m LOA) to our design.

The requirement was for a boat to cater for the 'luxury' style of trailerable sailing as well as to allow the small 'keel' boat owner to be able to avoid the hassles of mooring and enjoy the ability to sail and cruise in any waters with road access and launching facilities.

The large cockpit includes and outboard well, fuel and gear lockers, and all sail equipment controls are within easy reach. A small winch is mounted on the cabin top to starboard for headsail halyards. A 'poptop', sloping companionway with removable side panels, forward hatch and anchor well are incorporated in the deck design.



[SAILPLAN](#) [SPECS](#) [CLASS ASSOCIATION](#)

The internal arrangement provides a full galley to port, dinette to starboard (seating for six) and private forward cabin with fully enclosed separate toilet and generous hanging locker between forward and main cabins. Five adults can stretch out in the wide single berths or convert the dinette to a double berth for companionship of an additional bunk. The forward cabin also converts to a double berth if required. Generous stowage includes space for a portable refrigerator/ice box.

The hull has easy lines with a fine bow and powerful stern sections and will be both stable and 'dry' in all conditions. The rig includes a mast head backstay for good all round mast support, a choice of headsails, and a spinnaker for complimenting sunny days and assisting with fast passages. Courtesy Farr Designs

Reaching For The Top

Extract from a claim for personal injury.

“In my haste to prepare the boat well in advance of the first race I allowed the spinnaker halyard to run to the top of the mast. My crew were not due to arrive for the another hour and not wishing to be embarrassed by this unfortunate incident I devised a plan to retrieve the halyard, taking advantage of the fact that my boat was fitted with an external main halyard.

I calculated that a large garbage bin, full of water would be heavier than I, due to my slender build. I quickly gained possession of a bin and by means of a system of ropes, secured the bin to the main halyard. By lowering the bin over the side of the boat it filled with water while I set up a system to secure the tail of the halyard to one of the winches. To ensure the bin was heavier than I, I added a house brick.

I winched the bin to the top of the mast and secured a loop for my foot in the end of the halyard now held by the winch. I was now in a position to be taken to the top of the mast by the weight of the bin where I could retrieve the spinnaker halyard and slide gently down the mast.

When I released the winch, my ascent to the top of the mast commenced with greater speed than anticipated. (subsequent enquiries revealed the bin to be oversize). As I rose I was met by the descending bin and received a severe blow to my right shoulder together with minor abrasions to my neck and upper arm.

The impact of the descending bin pushed me beneath the mast spreaders and my left shoulder was bruised and my left side of my neck severely stretched. However I remained alert and continued to hold tight to the halyard with both hands.

Unfortunately my speed to the top was such that my fingers were drawn into the pulley causing multiple contusions and lacerations.

At the same time the bin hit the deck of the boat with considerable force causing the sides of the bin to split. As the water drained out I became heavier than the bin and slowly began to descend. My speed accelerated and I received a glancing blow to my left buttock from the spreader which also threw me in the path of the ascending bin.

The bin caused bruising to my right buttock and removed skin from my right leg.

My descent was stopped by the boom but unfortunately my legs were on either side.

My natural reaction was to crouch forward from the impact to the sensitive regions of my body. In doing so my forehead hit the mast.

At this stage I must have lost control of the situation for it appears I let go of the halyard. The bin was now free to descend and as it did so it was turned upside down as it passed the spreaders tipping the brick and remaining water out onto my head.

As I lost consciousness the upturned bin fell over my head and shoulders. My crew found me in this position approximately five minutes later”.

