

THE

FARR

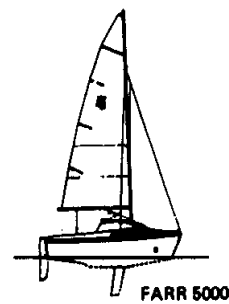
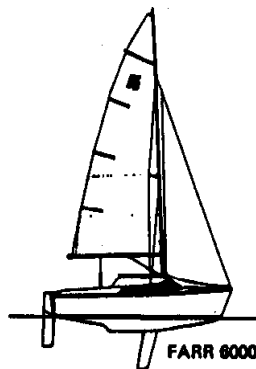
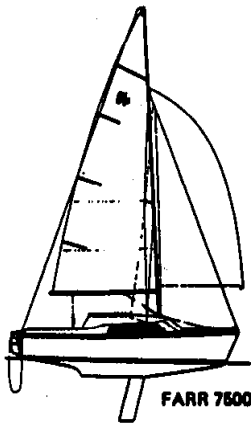
CRY

News

Cruising

Racing

Newsletter of the Farr Trailer Yacht Association of South
Australia Inc.
September 2002



Web Site www.farrsa.com

Committee Members 2002 – 2003

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Diary Dates 2002 –2003

Always Check the website –www.farrsa.com

October 17 at 6-30 a trip to the Weather Bureau 25 College Rd Kent Town followed by a meal on the Parade RSVP to Bill Kutcher by 11-10-2002
December 1st Farr Christmas party Venue to be advised

2003

April 5 & 6 Farr State Regatta Goolwa Regatta Yacht Club

April 18 to 21 Easter Cruise at Goolwa leaving GRYC

11 April Gippsland Cruise Victoria

May Long Weekend cruise using trailers destination TBA

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

Weather Wether WEATHER!

OCTOBER 17 at 6-30pm

Come to the Bureau of Meteorology at 25 College Rd Kent Town
Stuart Gibbs Supervisor Public & Marine Services will talk to us about weather Forecasting for us sailors. You will also get a look at the equipment they use nowadays – very sophisticated!

We will go for a meal after somewhere on The Parade Norwood.

RSVP Bill Kutcher by 11 – 10 – 02

This letter was to be read to members at the Annual General Meeting

**PO Box 299
BLACKWOOD 5051**

Tel: 08 8374 0700

18th July 2002

**The Treasurer / Secretary
Farr Trailer Yacht Ass. SA Inc.
C/- 5 Scenic Court
BELAIR 5052**

Dear Sir,

I am writing to place on record my appreciation of two members support associated with the position I held until recently - Secretary of the S.A. Association.

As you are aware, I was unable to fulfil my term as Secretary and the duties associated with this role.

I wish to record my appreciation specifically for the support of two people, Bill Kutcher who voluntarily stepped in and assumed the role of Secretary and all duties and yourself also for the support with new member applications etc.

Unfortunately, I will be unable to stand for the position of Secretary but will reserve the option of being involved again with the committee at a future date.

Kind Regards,

Don Dobie

USING SPELL CHECK ON YOUR COMPUTER

If you are becoming reliant on spell check to do your work for you, consider the following poem and remember that the computer in your head is probably far more reliable than the computer in front of you.

Eye have a spelling chequer,
I t came with my pea sea.
I t plainly marques four my revue
Miss steaks eye kin knot sea

Eye strike a key type a word
And weight four it to say
Weather eye am wrong oar write.
I t shows me straight a weigh.

As soon as a must ache is maid
I t nose bee fore two long
And eye can put the error rite.
I ts rare lea ever wrong.

Eye have run this poem threw it.
I am shore your pleased two no
I ts letter perfect awl the weigh
My chequer tolled me sew.



Have had trouble with the old jib sheet cleats this may be the answer. We fitted the Ronstan cam cleat to Waituna . You need the rope holder on top so that you do not lose the jib sheet. As you can see the old holes need to be filled in.

Replacement Sink

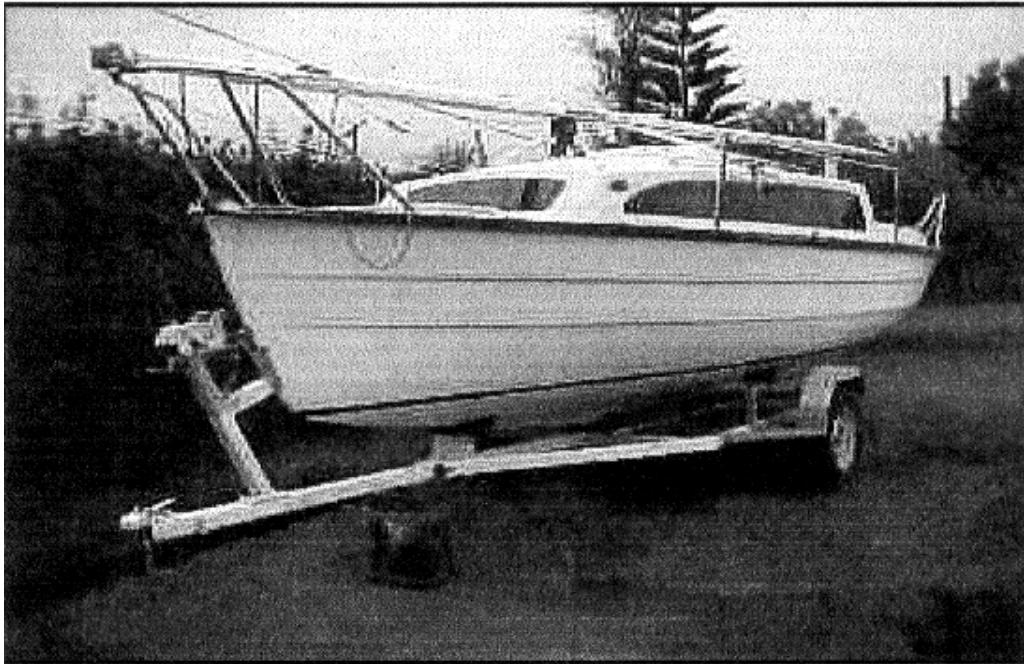
Murray Watson of Ceol Mara (F6000) was the originator of this one. The sinks in most of the boats are starting to show their age, Sceptre's was crazed around the bottom edge and the bottom was pushed up and didn't drain properly. These sinks are actually a commercial food warmer dish, unfortunately they don't have a sink waste hole in them when you buy them, but I made up a form tool for this. The good thing though, is, you can put the waste hole in any position to suit your cupboard layout.

The sink (which is described as a pan) was purchased from Southern Hospitality, which is a company specialising in commercial catering equipment. It is specified as 51204 stainless (18/8) steel pan 1/2 size 100 deep and should cost about \$20. The catch is that it doesn't have a waste hole. I used my existing waste outlet fitting, but had to make a form tool to make the waste outlet, fit neatly through the bottom. (I am quite happy to loan the form tool to anyone who wants to have a go).

The other option is, that your local plumber/sheet metal establishment may have a form tool for this size waste outlet. The first thing to check, and before fitting the waste hole, is to make sure that the outside flange of the pan fits the recess in your sink moulding. This is easily established by turning the pan upside down and placing it into the recess. On the three Farr 6000's that have been modified in Otago, it fits perfectly.

After cutting out the old sink, by whichever method you have, jigsaw, angle grinder etc. The final step is to glue the sink down. I used acid cure RTV, you need to pump quite a lot in under the edge of the stainless steel pan as there is quite a channel to fill. Place a weight inside the sink to hold it down and leave for at least a couple of days to cure. The end result is a smart looking sink that won't mind very hot water or your kettle sliding around inside it while you're sailing.

Rob Todd "Sceptre" Dunedin



IS THIS THE FIRST FARR TRAILER YACHT?

If you like me thought that the Farr 6000 was a strict one design, then you will also be surprised to hear that there is an exception with an interesting history.

Bevan O'Kane in Auckland owns the vessel above, originally called Piringa, and as you can see in the photo although the hull looks very much a Farr 6000, from the gunwale up it's a different story.

Bevan describes how he bought the boat in May 1997 and through the sail registration tracked down the original owner, Mervyn Herbert Crockett, and spoke to him briefly. "I seemed to remember he raved about it, but I took his word with some 'questioning' - maybe I should have listened a little better at the time."

Just recently Bevan caught up again with Mervyn, now 82 and through talking to him and his son became aware of the significance of this boat.

Mervyn's son Murray used to flat with Bruce Farr. They were great mates. Bruce Farr was around at Mervyn's place one night and asked him why didn't he extend his garage from 20 feet long to 20 feet wide. So Mervyn contacted his friend in the council and got a permit to do so. Bruce and Mervyn's son Murray then proceeded to build a Farr 727 in his garage, a 1/4 ton racing keeler. On completion, this boat was named after her sponsor, 45 South the Dunedin Whiskey Firm.

After winning the New Zealand Quarter Ton Cup in 1974, 45 South was taken to France where it won the 1975 World Quarter Ton Cup. Three firsts in four races in a fleet of 43 yachts! To quote Bill Endean, "45 South's win was a milestone in the modern history of New Zealand Yachting. It was the first time a New Zealand yacht, designed built and sailed by New Zealanders won a major international offshore event.

This diminutive 24 footer launched Bruce Farr on a career as a designer of international standing that has culminated in the unchallenged title of the worlds top race yacht designer."

When the trailer sailer range was introduced, Mervyn asked Bruce for a 6000 hull. Kim McDell, then a director of Sea Nymph and the prime mover behind the development of the Farr Trailer Yachts, sold one to Mervyn on the condition that he didn't ever race it. Kim states that it was definitely the only hull sold and remembers it as the hull used to build all the internal plugs and patterns for the subsequent production run. Consequently it was a little heavier than standard and because of the strict 'One Design' ethic it couldn't be used as a standard Farr 6000.

Mervyn built the deck and cabin of glass over ply and modelled it on the Farr 727 The mast came off a Flying 18 and differs from an F6 in having diamond stays. The sails are standard F6. Keel handling was originally by rope and pulley but this has now been replaced by a winch and cable. Bevan has spent a considerable amount of time bringing the boat back to good working condition. Mervyn reported some excellent sailing performances in this boat. It would be interesting to see how it performs against a standard Farr 6000.

So is it the first Farr 6000? Not being built to class specifications means that strictly speaking it's not really a "true" Farr 6000. As a home completed boat it also didn't make it into the water until 1978 by which time production of standard boats was well established. It is however the first Farr trailer yacht hull out of the mould, which gives it a unique historic status in the history of the Farr, trailer yacht classes. Its differences in an otherwise exclusively one-design class also make this a very special boat. It is after all the only custom Farr 6000.

Many thanks to Bevan O'Kane for this story and photos and Kim McDell for help with historical detail.

Reference: "Classic Yachts of New Zealand" Bill Endean, GP Publications 1992
Article from Farr Trailer Yachts web site New Zealand



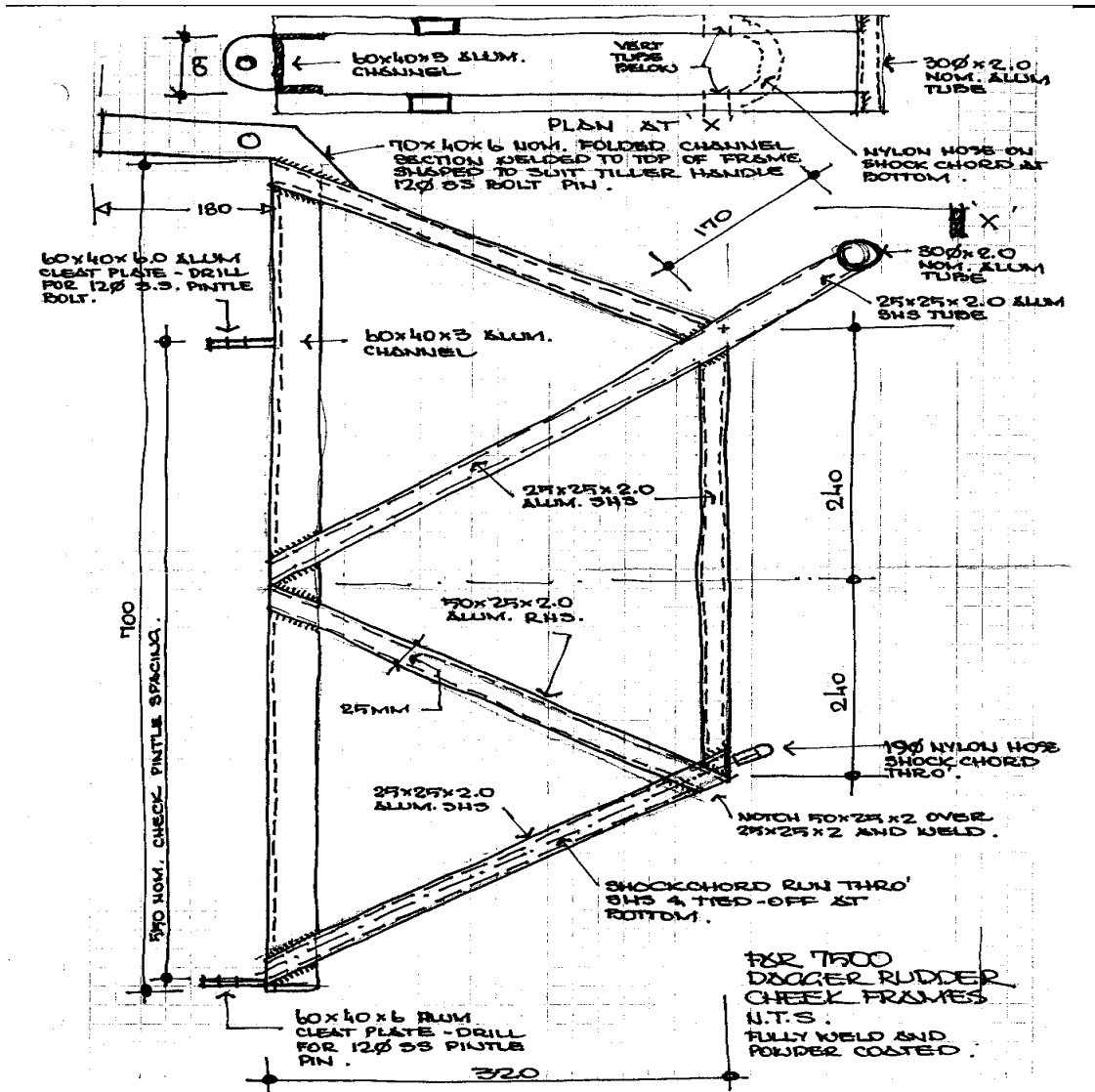
The 22nd Farr TYA Annual General Meeting.

The AGM trophy presentation and lunch was held at the Goolwa Regatta Yacht Club on the 21st July. The meeting went smoothly we congratulate those members who continued on the committee and two new committee members were elected they were David Williams and Mike Schapel welcome to you both. You will find a list of committee members at the front of the newsletter. It was reported that the Association has over 60 members, which is great.

The trophies for the Glascraft State Regatta were presented to

- Phil Stump Quadrifoglio F- 7500
- Peter Roodhouse Waituna F-6000

Lunch followed the presentation, which was up to the usual Farr standard. It was great to catch up with other members and welcome some new ones to the Association.



IS THIS A DAGGER I SEE BEFORE ME?

Cleaning out some superfluous sailing stuff, now that I am a stinky, I came across the attached rudder stock plan for our old Farr 7500. When he designed the boat some 30 years ago, Bruce Farr was clearly not thinking of the shallow waters of the Goolwa lakes where so many of the boats now reside and thus the enterprising locals have designed a number of stocks to hold their daggers

Associate member Keith Teagle drew this one on the back of an envelope for **Trad Jazz** and after it was built and installed the boat never steered a straight line again. That possibly was the result of the home made rudder blade which I inserted in the stock and which had a tendency to rattle with speed and for the underwater bit to tend to want to leave the stock via a wonky shock cord. I eventually bought another swing rudder from Dick Clampett and the old home made blade along with a heavyweight predecessor made by Ross Ballard now take up too much room in the shed.

Simon Thiele

Black Tie Dinner at Clayton Town



There was movement at Clayton town
 For the word had passed around
 That the black tie dinner for Farr
 Members had come around
 Held in restaurant of Sally and Ken
 Delicious; worth a pound or two
 On waists of ladies and men

Many of the tried and noted sailors
 From Goolwa, Adelaide and
 Clayton near and Farr
 Gathered at the restaurant that night
 For the Farr sailors love a good meal
 Where the wines freely flow
 And the company is a delight

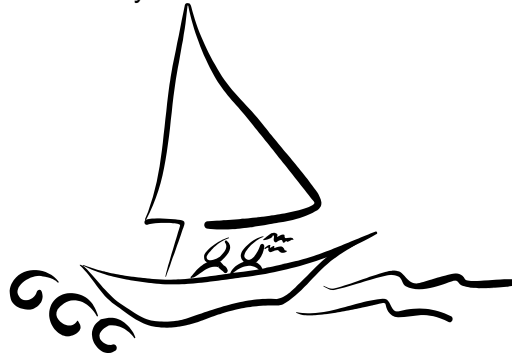
There was Helen and Rob
 Who found *Osprey* on Hindmarsh Island
 Kay and Ray, Robin and Simon
 Old Farr owners
 Now fueled by love of Farris

High winds, scudding rain,
 Chilly and cold "Not stop us."
 The three Goolwa crews said
 Graham and Sue in *Chili Red*
 Brad and Rosemary
Off Spring did they bring
 David and Libby warm and snug
Cloud Nine weather spurned
 With a shrug
 Sailed Farris, something like B30's
 Undersized two parts thoroughbred
 F7.5 at least

Marion and George
 Locals with laughter free
 Don and Jan planning and coordinating
 John and Rosemary, Bill and Valerie
 Rick and Heather and new baby
 A sailor she one day may be

Young Alistair with his parents Sue and
 Keith did sit, never shifted in his seat
 Peter and Angela and John from *Narina*
 Halted for a moment
 While the speeches were made
 They charged beneath the chatter with a
 Sharp and sudden dash
 Back to debate the latest race clash

Down at Clayton Bay where the rustling
 reeds meet the river waters
 Where the air is clear as crystal, and the
 White stars fairly blaze
 At midnight in the cold and frosty sky
 The Farr sailor's dinners are a household
 word today.



Written with thanks and apologies to A.B. Patterson and his poem "*The Man from Snow River*" I also apologize to those who may have attended the dinner and I missed them in the poem, omission was not intentional. However, perhaps you are the lucky ones!!!

Elizabeth Murphy (Libby)