



The 7500 can be sailed with pop top raised, companionway open.

Third Time Lucky

The 7500 is the first of the famed Farr series to be returned to production. BARRY TRANTER reports.

LIKE the Noelex 25, the famed Farr range of trailer yachts, built for many years in New Zealand and imported here, was a victim of currency and tariff changes, which made the Tasman a hard sea to bridge. The moulds were brought from NZ by Shoal Water Yachts of South Australia. When they folded, the moulds too moved on, and are now in the hands of Buccaneer Yacht Sales who, of the four-yacht range, put into production first the 7500. If the market is there, they will follow with the 6000, still regarded by many as the perfect TS compromise between size, weight, performance and price.

Enough of history. The 7500, like the 6000, has those removeable panels between the cabin and cockpit which make it a more

open, outdoorsy boat than many others. It weighs in at 1200kg, with 369kg in ballast. Of that, 204kg is in the cast-iron pivoting keel, the rest in lead between the hull and internal skins. The builders claim a good righting moment even with the keel raised. It also means there's no keel case to restrict the interior; instead, the low keel case supports the table.

The Farr 7500 sleeps five adults — six if you lower the table — good going in a 7.55m hull. There's a separate head, closed off by a door, on the starboard side, faced by a little seat where you perch to dry your feet, if using the optional shower kit. The galley includes a two-burner methyated spirits stove with grill, and a sink console to its left, all on the port side, the stove being covered by a liftup cover. The interior fitout



is excellent; Buccaneer also make the woodwork for the Binks Phase 4, whose joinery is superb. There's a beautiful little wood box covering the keel winch, on the table top, and a lot of other neat ideas. If you look below the table, on the top of the centrecase you will find a line which locks the keel down. There's a rudder option, too — pivot or swing.

Farr builder Geoff Brow took us for a short sail from Adelaide's Cruising Yacht Club, out into the Gulf where the winter sou'wester was trying to work up a bit of enthusiasm, and failing. All Farr boats sail well. This is now an older design, so performance won't be neck-snapping, but the boat is no dog, either. This latest version is nicely fitted out, and is a reminder that these boats, like the Noelex or even going

all the way back to the original Hartley, got it right the first time. ☺

FARR 7500

LOA:	7.55m
DWL:	6.74m
Beam:	2.50m
Draft:	0.46m-1.8m
Weight:	1200kg
Ballast:	369kg
Sail area:	24.28sq m
Price:	\$39,950
Builder:	Buccaneer Yacht Sales, 719 Port Road, Woodville, South Australia. Phone (08) 243-2075.



Short centreboard case forms part of dinette, neat box hides winch.

Farr 6000

FARR 6000. Of all the trailer yachts on the market, none have the pedigree of this exciting craft! Farr '6000' is 6.07 metres long with a beam of 2.45 metres. She is not only safe, stable and roomy, but also very practical. Built using modern construction techniques. Result? A beautifully light, but exceptionally strong boat.

Deck fittings

Self-draining cockpit. Large self-draining anchor locker including adjacent recessed mooring/towing bollard. Anchor rope fairlead.

- Two stern mooring cleats.
- Teak cabin top rails.
- Two cockpit coaming lockers.
- Cockpit locker and built-in exit for fuel line.
- All deck areas reinforced.
- First-class fittings.
- Wrap around fender strips.
- Detachable fore and aft mast crutches for trailering.

Rig, Centreboard & Rudder

Tapered mast with stainless steel rigging and internal halyards. The Jib (5.8 sq m) is easy to handle, no winches required. Mainsail (13.0 sq m) with two sets of slab reefing (no extra sails needed!). Boom outhaul, mainsail cunningham, I-Beam Roller bearing mainsheet traveller and adjustable jib leads all provided. Cast iron aerofoil centreboard weighs 95.25 kg - lock-down device incorporated. Self-sustaining centreboard winch. Alloy rudder stock with pivoting fibreglass rudder blade incorporating lock-up/lock-down device.

Interior

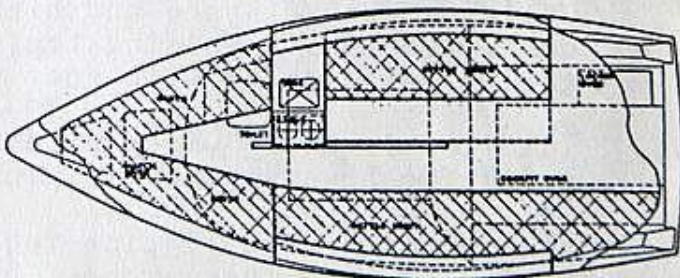
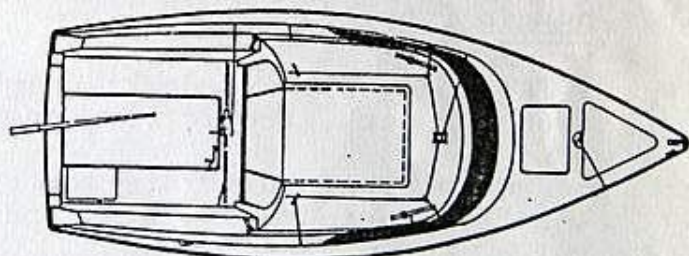
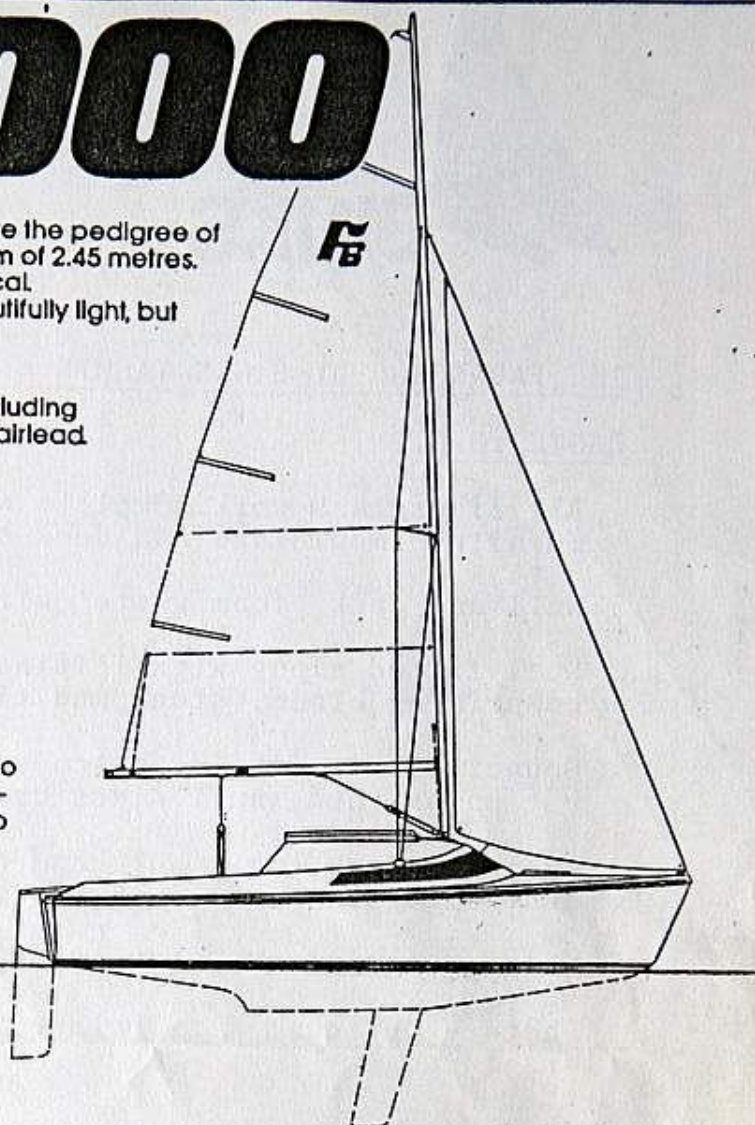
Five full-length berths

- All cushions and backrests if required are of special water resistant material.
- Floor carpet and lined side lockers if required.
- Fitted moulded galley with sink pump and thru-hull outlet.
- Provision for stove, glass rack and mirror.
- Separate toilet area behind built-in bulkhead.
- Excellent light and vision throughout main and forward cabin.
- Forward hatch.
- Flow-thru ventilation.

Space-making features

Large 'Pop-Top' hatch (strong enough to walk on!) gives full 1.8m headroom when raised.

- Swing keel does not hamper movement in cabin.
- Swing-up tiller for full utilisation of cockpit when moored.



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SPECIFICATIONS

LOA	6.07m
DWL	5.6m
BEAM	2.45m
DRAFT board up	0.42m
DRAFT board down	1.55m
WEIGHT	750kg
BALLAST	242kg



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FARR 6000 TRAILERABLE YACHT: BASIC VERSION

SPECIFICATIONS & PRICE LIST

THE BASIC YACHT CONSISTS OF:

- All fibreglass work complete with interior glass furniture liner moulding and deck bonded to the hull
- Hull and deck 'Foam White' with 'Sand White' interior
- Keel fitted along with keel lifting winch and rudder kit comprising of rudder stock, tiller & rudder blade supplied
- Gunwale rubber fitted, hatches and pop top assembly supplied but unfitted
- Headliner and hull sides carpeted
- Cabin windows fitted
- All exposed interior glass surfaces flow-coated
- Main bulkhead and mast column fitted
- Plumbing hoses and wiring in position but not connected

THE BASIC YACHT INCLUDING SALES TAX

\$19,990

Complete standard timber kit	\$1,234
Deck fitting kit including all standard deck hardware	\$581
Spar kit with mast, boom, all spar fittings, running and standing rigging	\$2,836
Mainsail and working jib	\$992



Farr 6000 Trailer Yacht

At a time when New Zealander Bruce Farr has re-affirmed his reputation as a racing yacht designer with winners in the Threequarter and One Ton world championships, Australian Half Ton championship and perhaps, by the time this appears, in the world Half Ton as well, his stock production trailer-sailer is making its mark on the Australian market.

He designed the Farr 6000 for Sea Nymph Boats of Auckland. The boat is already selling in good numbers in New Zealand and is now being imported into Australia by Sydney Sailboat Centre of Mona Vale, NSW.

Farr says that to appeal to a wide range of buyers, he set out to design a boat that would be very safe, reasonably-priced, fast, stable, practical and roomy with sporty styling that would not age quickly.

He adds: "The hull form is beamy with powerful stern sections to give good stability, speed and high internal volume for accommodation. Forward lines are

fine low down with ample reserve buoyancy up high at the sheer giving an easily-driven hull that will be quite dry with excellent performance to windward in choppy seas without losing useful deck space."

The interior is roomy for a 20ft overall boat with interesting ideas to achieve spaciousness or at least an impression of spaciousness.

Panels may be removed from the sloping after end of the cabin to allow

the interior to become almost an extension of the cockpit. This allows children and less hardy adults stay within the shelter of the cabin and still feel part of sailing the boat with those in the cockpit.

There is a pop-top that gives full headroom over the main living area. It is well engineered and may be used with leading edge down, for sailing. Headroom with the pop-top down is 1.5m (4ft 11in).

The forepeak is bulkheaded off, providing privacy for use of the chemical toilet tucked away to starboard, under the vee-berth cushion.

The fibreglass galley unit butts the bulkhead, to starboard. It incorporates sink with pump and spirit stove beneath a wooden bench top that hinges up and fastens to the bulkhead when the stove is being used.

Within the unit is housed a five-gallon plastic water tank. There's a cupboard and a glass rack.

Sleeping for five is provided by double vee berth forward, settee berth and quarter berth to port and a settee berth to starboard that can be extended to a 1.07m wide double berth.

The backrests over the bunks have open stowage bins.

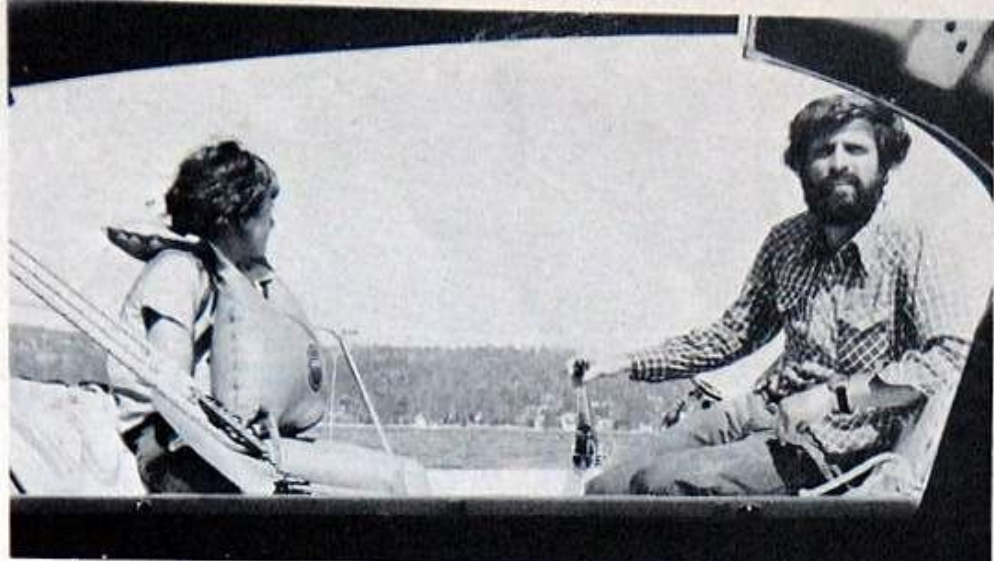
The cast iron centreplate retracts into a shallow keel and so the centreplate does not project unduly into the interior. The keel contains 300lb of lead and the plate weighs 235lb.

All interior joinery and furniture mouldings have been designed to serve as structural members and are bonded to the hull.

This, combined with careful shape design, allows very economical fibreglass construction producing an extremely strong structure with minimum weight, claims Farr.

The clinker-style topsides, besides enhancing appearance, would certainly help stiffen the hull.





View from cabin through widened companionway. Panels are removed to give cockpit and cabin occupants affinity.

The bunk cushions and back rests supplied as standard with the hull are vinyl — an optional uniweave synthetic fabric is available.

The interior looks good, although the topsides and cabin top are unlined but flo-coated.

My only real beef was about the slipperiness and slightly rickety nature of the companionway steps. They're wood, and varnished, and believe me, slippery when wet.

The cabin-top features a tinted wrap-around window that both helps appearance and gives lot of light below. A good-sized anchor well with hatch is recessed into the foredeck, backed up by a mooring cleat, also in a recess out of the way — the Kiwis like to sail barefooted. And just aft of this is a big forehatch.

Pop-top, side decks and foredecks have liberal non-skid pattern. And there are teak grab rails along the cabin top.

The hull has positive foam buoyancy built in.

The cockpit is wide, comfortable and uncluttered, with the mainsheet traveller track across the bridge deck.

Cabin layout revealed with pop-top raised. Galley console abuts bulkhead separating forepeak from the cabin.



The tank for the outboard auxiliary is housed in a small locker to starboard. There are no other cockpit lockers. The storage space beneath them is reached from the cabin.

The rig is simple but efficient with the short-foot high aspect headsail requiring only skiff-style double purchase sheeting (and no winches). The main-sail is moderate aspect with two reefs. The mast is rigged with caps and lower shrouds set far enough aft of it to eliminate the need for a backstay.

A small spinnaker, with pole and all fittings, is offered as an optional extra.

Sailing, the Farr 6000 gave the impression of being a fast performer with good acceleration to puffs and out of tacks. I sailed the Farr 727 Quarter Tonne Waikikamukau during a series last season and this boat has much of the same feel.

The test boat had strong weather-helm tendencies that could, however, be checked by being tough with the tiller without loss of speed — we sailed in a puffy sou'easter, more than 12 knots in the puffs. While the weather helm was certainly there in large lumps,

Cockpit is roomy. Outboard tank is housed in seat locker to starboard. Mainsheet traveller is controlled by a single line.



Length overall.....	6.07m 20ft 0in
Waterline	5.60m 18ft 4in
Beam	2.45m 8ft 2in
Draft (board up)	0.42m 1ft 4in
(board down).....	1.55m 5ft 1in
Weight	750kg 1653lb
Ballast.....	242kg 535lb

Designer: Bruce Farr

Australian distributor: Sydney Sailboat Centre, 12 Park St, Mona Vale, NSW 2103.

there was never any question of losing control. The boat is quite stable.

This is a tuning problem rather than a design problem. The mast was rigged so that it stood far too stiffly. There was not enough of the automatic depowering expected in a threequarter rig when a gust hits. Geoff Pearson of Sydney Sailboat Centre is well aware of the problem and has probably solved it by now.

The traveller is controlled by a single line through a cam cleat with rope guide, with the tail falling into the cockpit. This is a convenient arrangement and keeps the cockpit tidy. Real racing enthusiasts might consider fitting a double-tackle system that can be played from the windward gunwale. The cockpit coaming is wide enough to form a comfortable base for those who really want to sit out and race.

The standard boat, ready sail with transom step, carrying crutch, lock-down on centreboard and viewer for centreboard calibration included, is priced at \$8000.

The boat I tested, including pushpit, pulpits, stanchions and life lines, stove, toilet, and single-axle tilt trailer costs \$9620. The outboard motor, a 6hp Johnson long shaft, is an extra \$566. —

Bob Ross.

The graduate. Top of its class by Farr

Farr 6000. The thoroughbred one design trailerable Saturday. The class of almost 400. racing machine. On Sunday. Australasia's roomiest 6 metre sail boat.

Acknowledged with the New Zealand Designmark. Supported by an active owners association. "One of the fastest trailer yachts on the market, and one of the most comfortable, too"

Australian Boating Magazine. Light yet immensely strong and exceptionally stable. Self-righting and made unsinkable with built-in positive foam buoyancy. Easily handled single spreader rig and tapered aluminium mast. Available as finish-yourself kits.

Farr 6000. The exciting cruiser/racer featuring full length berths for five, large galley, private forward cabin, separate toilet area, full headroom 'pop-top' main hatch and unique 'open ended' cabin. Farr 6000. Quality made in New Zealand by Sea Nymph. Full two year warranty. The graduate of trailerable sail boats.

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