

Now here's a Farr, Farr better thing

ROUNDING the lee of Green Island the full force of the 30-knot north-easter hit us.

Minutes later with a reef in the main and still carrying the number one genoa, Hlywhacker once more made easy work of a wind-swept Moreton Bay.

What's an Hlywhacker? Well, in this case it's the first of the Australian-built Bruce Farr trailer yachts sold in Queensland.

The yacht, one of the F7500 models (7.5 metres in length), was undergoing its first on-water evaluation for its owner, Mr Ray Croxall, of Kenmore.

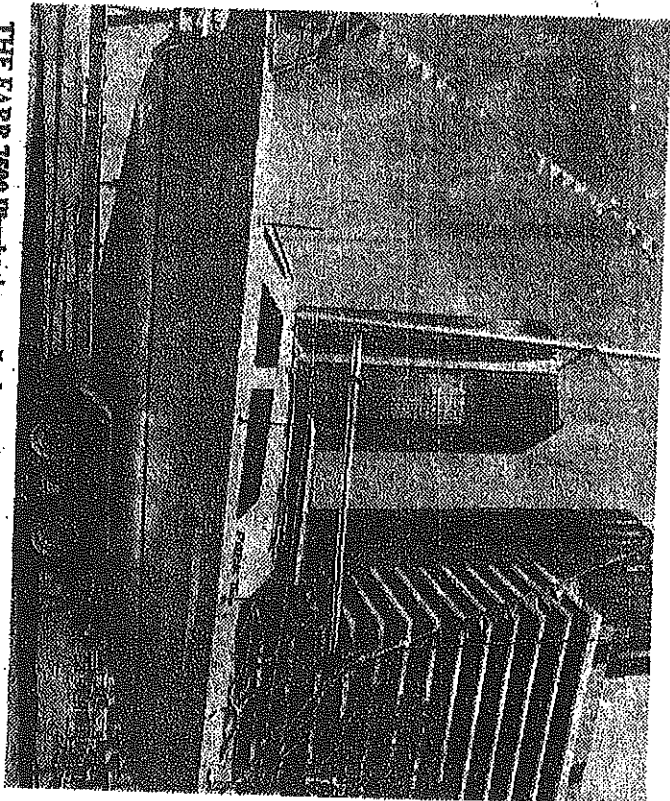
The Bruce Farr range of trailer yachts burst on the world scene in 1980. Initially manufactured by Sea Nymph who now produce the Noler 25 and 30, the Farr boats quickly established something of a reputation, particularly the Farr 740 Sports, a few-frills govt aimed at both class and JOC racing.

And while the Farr 7500, with its fine bow and powerful stern sections, is certainly no plodder, it would never threaten the likes of the newer lightweight designs such as the Brisbane-built MAZRM or the Kiwi Ross range of speedsters. But then again it was never intended to.

The F7500 is being marketed towards another of the sailing species — those that desire the advantages of a trailerable yacht while insisting on a degree of on-board comfort.

When word of the impending sale of the Sea Nymph moulds reached South Australia, Shoal Waters Marine moved quickly to buy them, and then built a modern temperature-controlled factory for their production line.

The Australian product, says Mr John Russell, of John Crawford Marine, Wynnum, the Queensland agents, is easily the equal of the New Zealand boats.



THE FARR 7500 Hlywhacker on display at the BIAO-Courier-Mail Boat Expo at the Riverside Centre last week. Hlywhacker is the first Australian-built Farr to be sold in Queensland.

After spending an hour poking around the latest arrival from Adelaide, I agree — the glass work is first class, and, knock on wood, due to the elaborate production methods — should remain free of the dreaded osmosis.

"The plant in Adelaide is superb," John said. "Every possible way to control the manufacture of fibreglass yachts has been taken."

"There have also been minor improvements to both the interior and exterior of the boat, and the yacht is now available in several stages."

"Ray opted for a fully-fitted yacht which costs around \$40,000, but for those prepared to add the finishing

touches, the sail-away kit version at \$25,800 should appeal."

On the day of the test sail there were six on board, there was no feeling of being overcrowded — the cockpit is huge for a boat of the 25-foot breed.

Self-draining, the cockpit features a mainsail traveller across the entrance to the companionway. If it were my boat I would rather mount it further aft, freeing access to below and acting as a divider between helmsman and crew.

Farr remains the master of "keep it simple". His many successful IOR boats combine lightness of boat with a simplicity of rig — particularly on his smaller designs.



The tapered mast is supported by stainless steel rigging, including adjustable backstay — the main tuner aboard trailer-sailers. The 16.4 metre mainsail has two deep sets of slab reefing. There's the usual tuners, outhaul, boom vang, cunningham and fore and aft adjustable headsail leads.

However, it's down below that the boat is sure to impress potential buyers keen on trailerable living — draught with the board up is under half a metre — that's around knee height for us big kids.

The companionway hatch is large enough to accommodate both comings and goings. The headroom with the pop-top down is just short of full headroom — not bad for a trailerable.

A huge quarter berth moulding runs back beneath the cockpit. The galley with two-burner stove, built-in icebox and sink is to port, the dinette to starboard. A half bulkhead separates the head, and further forward is the standard V-berth configuration. The boat could accommodate six for weekend romps, four if staying aboard for lengthy periods.

The coachhouse, unlike others in the Farr range, does not have the distinctive wrap-around window, rather the more traditional two-a-side arrangement which, when combined with a translucent forward hatch, gives ample natural light below.

The Farr 7500 remains an impressive boat, and while the fully-fitted price tag may deter some, the kit version must be worth considering — little wonder Ron Croxall was heard to mutter: "Tis a Farr, Farr better thing I do."