740 Sport

By GEOFF ADAMS

Latest in the family of Farr-designed trailer yachts from Sea Nymph Boats Ltd is the Farr 740 Sport, a racy-looking speedster which since its introduction last December has made a big impact on the racing scene.

This almost maxi-sized trailer yacht is the result of the shortage of safe sheltered mooring in New Zealand and Australia, and the need for a trailerable lifting keel racing type yacht as opposed to a "floating caravan".

As one would expect, the interior is not crammed with luxurious appointments — but it is adequate. The yacht has four full-sized berths, private toilet and full galley facilities.

An added requirement was for the boat to be able to be safely moored if necessary.

A feature of all Sea Nymph boats is built-in foam buoyancy sufficient to prevent sinking if the boat is holed or swamped.

To those inexperienced with modern fractional rigs, the twin spreader rig with its running backstays may appear complex and difficult to control. Quite the reverse is true. Once set up, which is not difficult, the rig is easily controlled and very efficient.

The 740 Sport's racing record is impressive. The first boat built was shipped to Australia. It convincingly won the Geelong-to-Queenscliff trailer yacht classic on Port Philip Bay from 220 competitors. The same boat also won the Rye Kapel Sound race by 42 minutes and was first home in the Marley Point race ahead of a staggering 600 entries. At the time of writing that boat remains unbeaten in Australia.

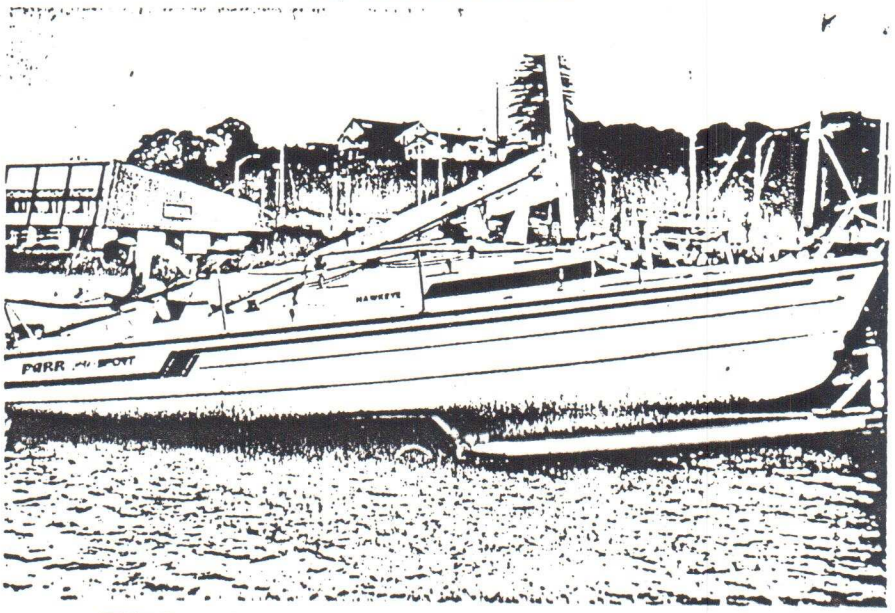
Two other boats, **Hawkeye** and **Assassin**, have been successfully racing in this country since the beginning of the year. Among their successes are Hawkeye's first in the greyhound division of the New Zealand Trailer Yacht Champs; Assassin won the first division on line and came second on handicap. Hawkeye won the Round Waiheke race and the Auckland Trailer Yacht Champs with Assassin in third place.

In addition to the first three boats out of the mould a further seven are in production. Two are bound for the United States, one each for Sydney, Adelaide and Queensland and two for local owners.

HULL

Hull lay-up is a combination of chopped strand mat, 'Firet' coremat and woven rovings with undirectional rovings used in some areas. The sophisticated lay-up design results in a light strong boat with a hull

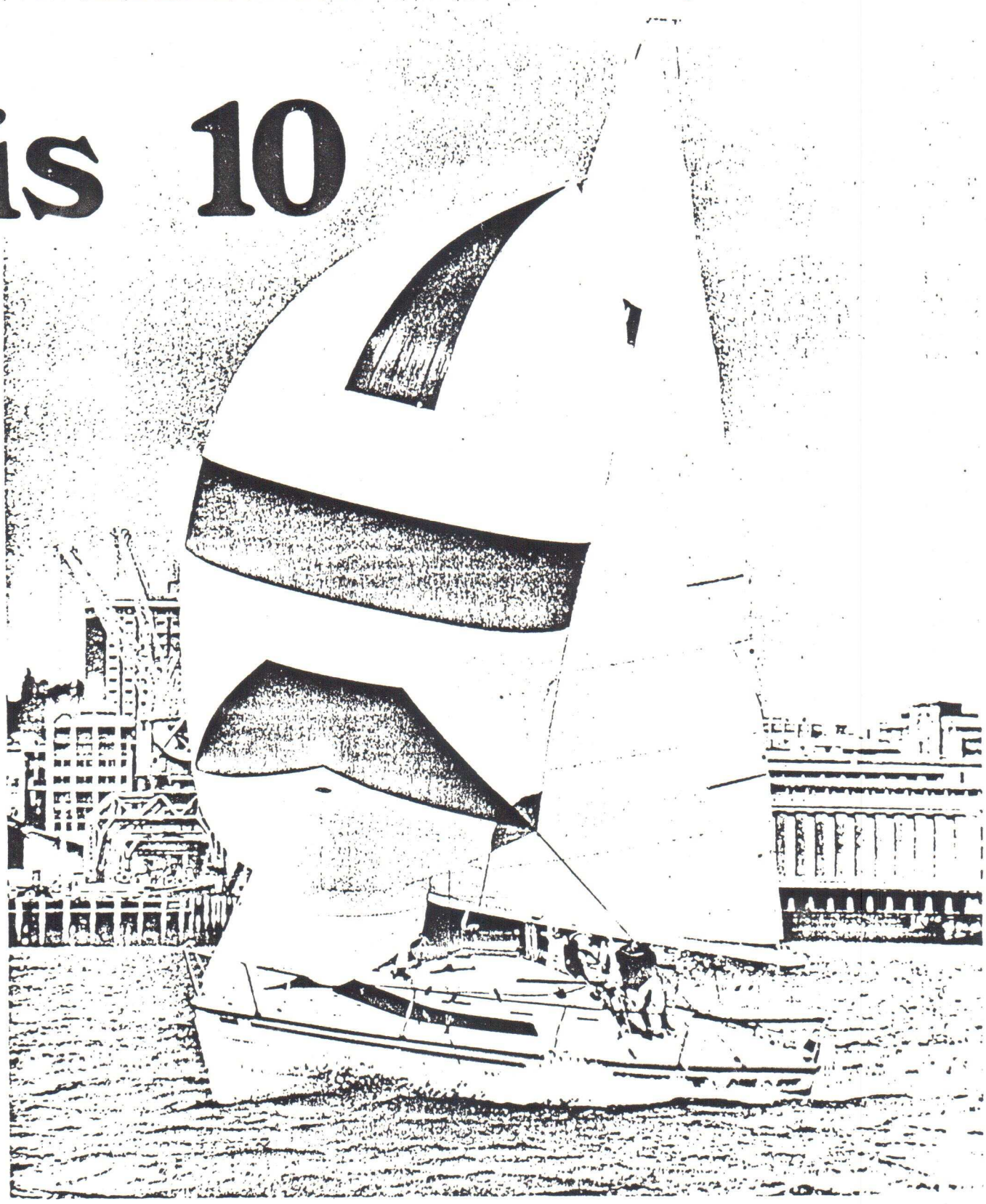
Easy to launch and retrieve.



SPECIFICATIONS		
L.O.A.	7.370m	24'2"
L.W.L.	6.64m	21'9"
Beam	2.500m	8'2"
Draft — keel up	0.277m	0'11"
— Keel down	1.700m	5'7"
Weight (without crew)	1136kg	2503lb
Displacement	1416kg	3120lb
Ballast	376kg	827lb

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weight normally associated with "exotic" materials.

The interior fibreglass liner which forms the bunks and lockers is fibreglassed and glued to the hull while the hull is still in the mould. This liner/hull structure with foam between combines to make a very strong and stiff hull.

DECK

Deck lay-up is a combination of chopped strand mat, woven roving and undirectional rovings with a klegecel core. Features include:

- Self-draining anchor locker with hinged lid.
- Pop top with integral sliding hatch, giving headroom in main cabin area.

- Wide side decks with ample anti-skid area.
- Large cockpit designed for comfortable crew positioning and efficient gear handling.
- Recessed mooring bollard.
- Stainless steel forestay fitting incorporating jib cunningham sheave and hooks for headsail rack.
- Tinted wrap-around widescreen.
- Two cabin top winches and two coaming winches with two handles and pocket.

INTERIOR

The fibreglass interior liner forms berths and incorporates lockers. There are two berths forward with insert squabs available as an extra to make a double berth. The main cabin has two berths with room for an additional quarter berth. Storage bags are on both sides of main cabin, as are storage shelves.

Added interior features are private location for toilet forward of the starboard bulkhead; huge under-cockpit storage area; plywood locker lids with hinges; fabric-covered cabin side and centrecase; gelcoat speckled finish to cabin top; fabric-covered cushions.

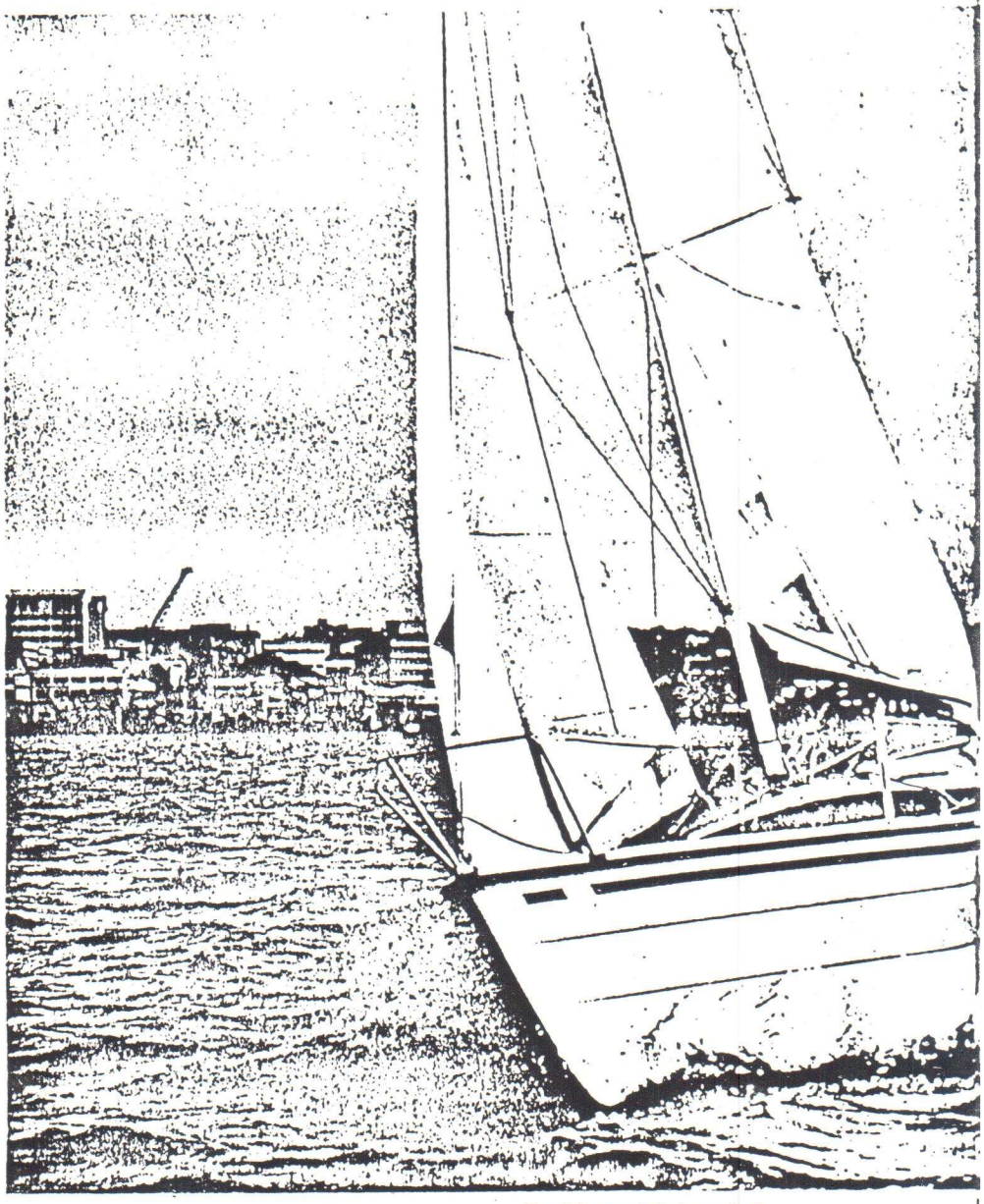
KEEL AND BALLAST

Total ballast is 376kg comprising 280kg of lead contained in a computer-designed fibreglass keel and 96kg of internal ballast underneath mast step and centre floors. The keel is operated by a six-to-one lifting assembly with 8mm lifting line and a 12mm stainless steel locking bolt with chain and pin.

MAST BOOM AND RIGGING

The mast is a one-piece elliptical section with an integral track. The mast is tapered and the one-weld taper means the maximum amount of welding and the minimum amount of annealing of the mast metal.

The mast and boom are sprayed with a hard-wearing white lacquer after being degreased and etch primed. Spreaders are aerofoiled, tapered and angled for a minimum windage. All rigging is stainless steel 1/19 wire with T-bar terminals and seafast rigging screws.



Sensitive and fast upwind.

SAILS

Standard sails include mainsail, No. 1 and 2 and 3 headsails, and storm jib.

On the day of our test sail the north-east wind was very puffy, up to 12 knots. After leaving the shelter of Westhaven the main was hoisted with a minimum of fuss. Halyard winches are conveniently placed on the cabin top either side of the hatchway making sail-hoisting a breeze.

It was good to see strong side-mounted jammers for the halyards — the kind that never slip.

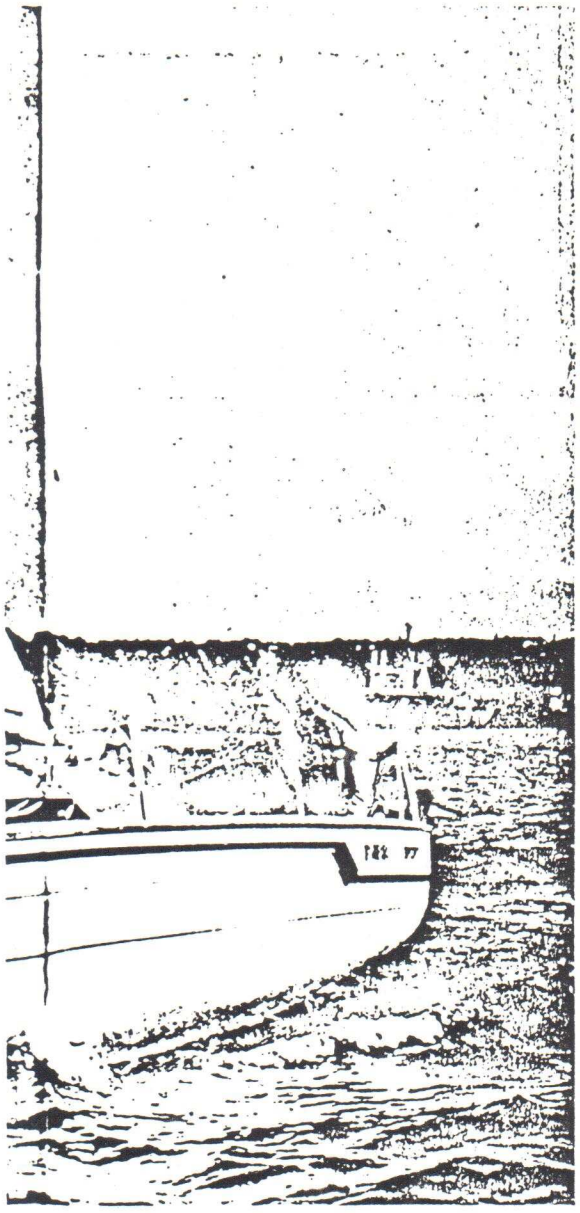
With number one jib and full main we settled down on a slog. The 740 Sport loved it. She accelerated quickly and was fast and responsive. It was easy to visualise her carving through a fleet with her windward speed.

By playing the traveller in the puffs we maintained excellent boat speed. Under these conditions the extra wind strength created boat speed rather than additional heeling moment.

Reaching and running under spinnaker, the 740 Sport really showed her pedigree. Response was immediate, acceleration swift and the thrill from planing akin to that of a sailing dinghy.

We sailed with a crew of three. Two would be adequate for cruising. Four would be required for racing.

Though our test sail was not as long as we would have liked, it was enough for us to gain a good idea of the boat's potential and her handling characteristics. We came away impressed. Here is a boat capable of footing it with the best of the maxi trailer

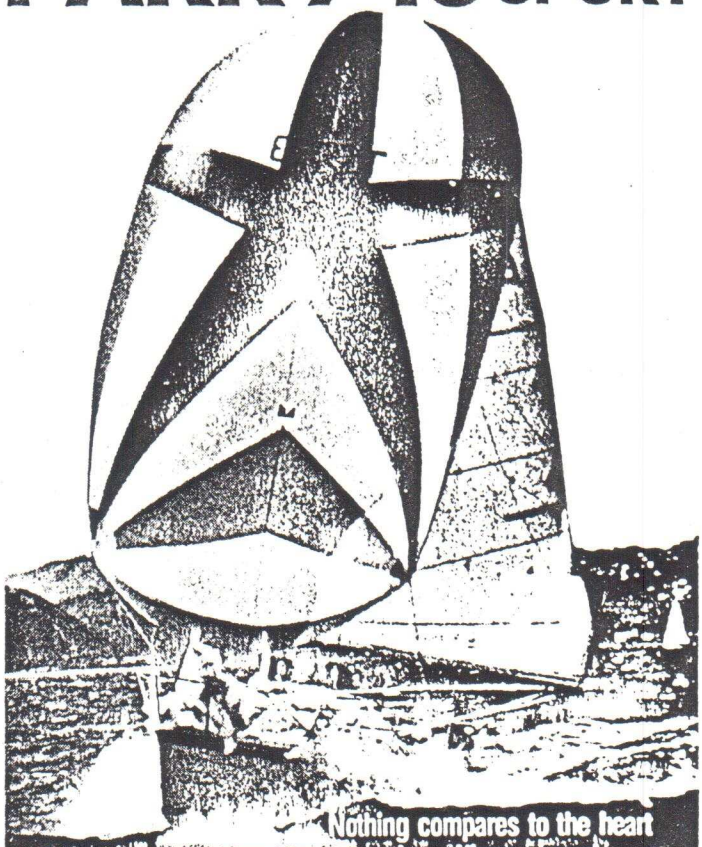


sailers in spite of being shorter and having a lot less waterline length. Accommodation is better than many other 24-footers though not up to the "caravan" standard of some maxi trailer yachts.

An added bonus is that she rates as a JOG boat — not that important here but a definite plus on overseas markets. To top it all, owners of the Sport can expect to embarrass their friends who own expensive half tonners by finishing in their midst in mixed racing.

heart stopper

FARR 740 SPORT



Nothing compares to the heart stopping thrill of one design racing. Where seconds separate first and last. But the Farr 740 Sport is not just the most advanced lift keel trailerable one design yacht in Australasia. This Bruce Farr designed racer has been built and set up by Sea Nymph to successfully compete in mixed fleets. Over 600 boats took part in this year's Marley Points Race. Line honours went to a Farr 740 Sport. Though a racing machine, the Farr 740 Sport has accommodation and facilities for four.

1st New Zealand Champs, 1st Auckland Champs,
1st Marley Points Race, 600 entries,
1st Geelong — Queenscliff Race, 200 entries,
1st Rye Capel Sound Race.

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