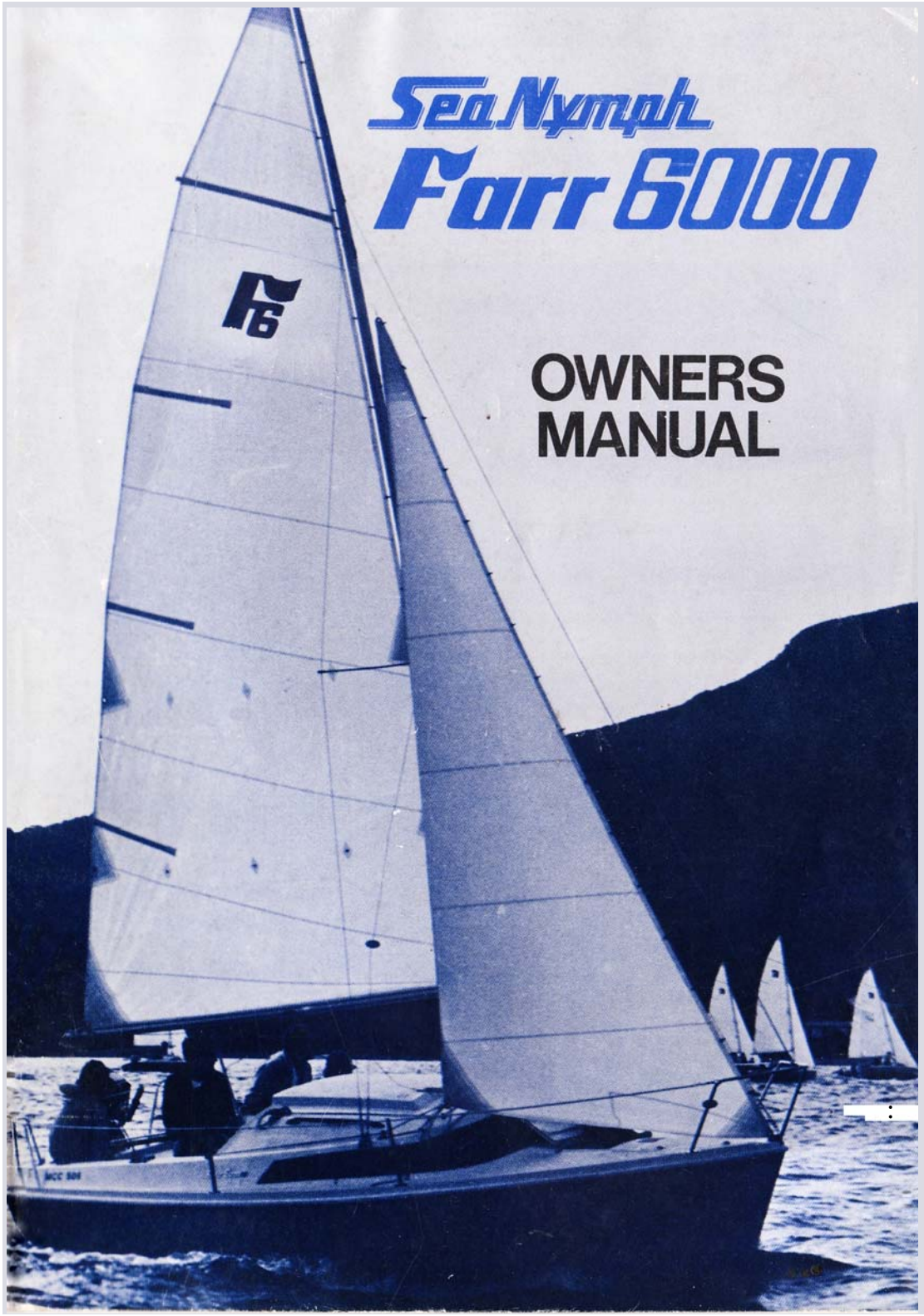
Original Farr 6000 Owners Manual

This edition produced by the Farr Trailer Yacht Association for use by its members

www.farrtraileryachts.org
2009



Important

For your own protection we recommend that you accurately record this information so that should your boat be lost or stolen you have a complete personal record of all relevant details.

This manual is the property of:-

Name _____

Address _____

Boat Model _____ Boat Serial No.

Hull Colour _____ Deck Colour _____

Sail Registration No. _____

_____ Upholstery Colour

Trailer Registration No. _____ W.O.F. Expiry Date _____

Purchased from _____

Date _____ Address _____

Phone _____ Auxiliary Outboard Serial No. _____

Insurance Company _____

Policy Number _____ Renewal Date _____

_____

Thank you

For displaying your confidence in us by selecting a Sea Nymph Farr 6000 boat. The designer Bruce Farr and the staff of Sea Nymph Boats Ltd have utilised their skills to ensure that your new Farr 6000 excels all other boats in its class in safety, comfort, performance and workmanship. In the following sections you will find much information and many hints that will help you to become more familiar with your Farr 6000. The purpose of this manual is to inform and familiarise both the novice and the seasoned skipper with his new equipment. It will not tell you everything there is to know about trailer yachting but the information in this manual combined with a little common sense will enable you to have many seasons of maximum pleasure with minimum effort. You have chosen your craft wisely and we wish you many years of boating pleasure.

Sea Nymph Boats Limited

Who are Sea Nymph Boats Ltd

In early 1964 Sea Nymph was created as a manufacturer of fibreglass dinghies in a small Glen Eden factory. By 1978 over 6500 Sea Nymph boats have been constructed and the Company operates from a 36,000 square foot factory producing a range of 17 different models. The factory boasts a 12,000 square foot temperature controlled laminating shop, a separate joinery and woodshop, an upholstery shop and an assembly floor of some 24,000 square feet total. Sea Nymph have achieved their position as leaders in the industry by a steady but planned growth and their insistence on top quality. Their aims are simple — to built top quality boats designed by top designers. These boats must stand the tests of quality, durability and price comparison. All Sea Nymph boats are sold with a two year warranty — the most comprehensive in the business — a reflection of Sea Nymph's confidence in their product.

How was your Farr 6000 Built ?

For a better understanding of your new Farr 6000 we would like to describe, briefly, Sea Nymphs construction methods. The Farr 6000 is manufactured on a station to station assembly line method (the boat moves to the worker) to increase efficiency and assure top quality control. Component parts are pre-assembled in Sea Nymph's own fibreglass, upholstery, engineering, spar and woodshops, then installed on the assembly line. This allows maximum quality control over component items as well. Sea Nymph use only first quality fibreglass strand, woven roving and resins to ensure superior strength, safety and maximum finish. Only marine quality plywood is used for reinforcement and all structural wood components are completely sealed in fibreglass resins. All rigging, deckhardware, sails and equipment are of top quality and have been selected for strength and durability. Every Farr 6000 is subject to the same strict quality control and each boat is weighed on removal from the mould to ensure it complies with the weight tolerances allowed.

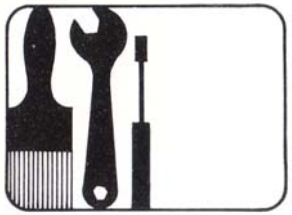
Farr 6000 Owners Association

Why join the Owners Association? You as a Farr 6000 owner bought your boat with one thing in mind — to have fun — and so did every other Farr 6000 owner. Therefore you all have something in common. As you sail your boat more you will discover that you can have a lot of fun sailing with other Farr 6000's whether racing around the bay together or exchanging ideas around the barbeque on the beach. The next natural step is to get together periodically to fully enjoy your Farr 6000. The Owners Association offers you a chance to meet new friends with a common interest and provides the opportunity of periodically participating in organised activities enjoying family outings, exchanges of information, social activities and a chance to compete in races, enhancing your sailing ability and giving you further sailing enjoyment.

The Farr 6000 Owners Association has a basic consideration:- "To extend each owners enjoyment of his Farr 6000 through organised family orientated sailing activities, social activities and exchanges of information".

The Association aims to encourage the establishment of local fleets where possible and will encourage the organisation of regional and National regattas.

The Association is run by the owners for the owners.



General Maintenance

of your Farr 6000 boat and trailer

Your Farr 6000 has been built in top quality materials — so you own a boat requiring a minimum of maintenance — however the future value of your boat will certainly depend a great deal on its appearance. For best results follow these recommendations.

Gelcoat finish maintenance

1. After use in salt water hose your Farr 6000 off with fresh water as soon as possible preferably drying with a chamois leather. This removes salt from the fittings and maintains the high gloss finish of your deck and hull.
2. Periodically polish your Farr 6000 with a good quality marine wax or car polish to protect the gelcoat surface.
3. If you cannot store your boat under permanent cover a loose cover to protect the gelcoat from continuous direct sunlight would be a good long term investment.

Gelcoat staining and discolouration

Any problems of staining or discolouration of gelcoat can generally be removed by one of the fibreglass cleaners available. For best results follow the manufacturers recommendations. If in doubt contact your marine dealer.

Repairing Gelcoat chips, gouges, scratches

It is almost unavoidable that during the life of your boat damage will occur to the gelcoat or coloured surface. This is normally not as serious as you might think. Materials for repair are not costly and the repair can normally be done by the inexperienced.

Scratches

If the scratch does not penetrate deeply into the gelcoat surface use a rubbing compound. Dampen a soft rag or use a power buff. Apply the rubbing compound and a lot of elbow grease. The scratch may not disappear completely but its noticeability will decrease.

Gouges and chips

To repair simply supply your Farr 6000 marine dealer with the serial number of your boat and he will obtain the correct colour of gelcoat patch paste and catalyst for you. Then adopt the following procedure.

1. Clean the area to be repaired of dirt, gelcoat flakes, oil etc.
2. Using a small portion of patch paste on a piece of cardboard or flat wood, mix in thoroughly the recommended proportion of catalyst.
3. Apply the patch paste to the chip or gouge with a razor blade or small putty knife taking care to match the contour of the area being repaired. (It is better to have more than not enough paste on the repair).
4. If the repair is underneath the boat or in an awkward spot a piece of sticky tape may be required to hold the patch paste in position until it hardens.
5. Allow to harden thoroughly. In most climates 1 to 2 hours should be sufficient.
6. Shape the patch using fine wet

sand paper on a sanding block taking care not to rub the surrounding gelcoat areas to any great extent.

7. Finish using automotive rubbing compound in the same manner as for scratches.
8. Restore the shine with a recommended car or marine polish.

NOTE:- IF YOU ARE IN DOUBT as to the extent of gelcoat damage or you suspect that the fibreglass beneath the gouge may be damaged consult your Farr 6000 marine dealer **before** attempting repairs.

Woodwork maintenance

The exterior handrails, hatch covers, tiller and interior ladder are painted with a top quality marine varnish before leaving the factory. They will periodically need recoating and the following procedure should be followed.

1. Wash to remove all salt and dry thoroughly.
2. Sand lightly with a fine grade of dry paper.
3. Apply 2 to 3 coats of any recommended marine varnish with a light sand between coats.

Rigging

It is a natural tendency to forget to look at your rigging until something wears out completely. Make it a habit to check rigging screws, shackles, and mast fittings each time before you sail. A periodic spray with "CRC" or similar lubricant on rigging screws, snap shackles etc. will keep them corrosive free and in top working order.

Silicone spray on the luff groove of the mast will make for easier hoisting of the mainsail.

Sails

If possible fold your sails before bagging them. This minimises wrinkling and helps the set. Try not to bag wet sails. If you cannot find anywhere else to dry them spread them out inside the boat if they are damp and not in use. A periodic hose with fresh water will help to keep your sails in good condition. Have any small rips or tears repaired immediately they are noticed before they become large rips and tears.

Vinyl upholstery

Resistance: All vinyl coated fabrics are remarkably resistant to most stains. A sponge dipped in warm, soapy water and wiped over lightly will remove most marks easily. However, a few substances when spilt or smeared on vinyl coatea fabrics will stain unless care is taken promptly. In all cases, the faster the stain is attacked, the easier it will be to remove. Whenever removing any stain or mark, always wipe from the outside of the stain towards its centre to avoid spreading it.

Ballpoint Pen Ink: Method A. Make a paste with Fuller's Earth (Available from local Chemists) and a household bleach, mixed with a few drops of methylated spirits. Apply to the surface of the stain and allow the paste to dry for 3 hours. Remove with soap and water. More than one application may be needed if the

stain has been present for some time.

Method B. Apply methylated spirits alone, by swabbing with cotton wool (do not rub too severely or the print may be removed). Follow by washing with soap and water if the stain is seen to within one hour of occurrence. After one hour Method A is recommended as the surface of the stain is removed using methylated spirits.

Lipstick, Shoe Polish: With a dry rag carefully remove as much of the stain as possible. Gently wipe the affected area with a cotton cloth moistened with methylated spirits. Follow by washing over with warm soapy water. Prompt attention will minimise any discolouration.

Butter: Easily removed by warm soapy water. If left longer than a couple of days severe stiffening of the vinyl occurs.

Tomato Sauce: A mild staining agent, easily removed by warm soapy water up to one week after occurrence.

Chewing Gum: Set the gum hard with ice then scrape clean. Wipe with methylated spirits, then with warm soapy water.

Blood: Cold water will remove blood stains if applied immediately. If marks persist, use ammonia. Then wash with warm, soapy water.

Chocolate: Remove excess chocolate and wipe over with a cloth moistened with methylated spirits. Wash with warm, soapy water.

Toffee: Scrape the stained surface clean and wash with very hot water. Wipe with a cloth moistened with methylated spirits, then with warm soapy water.

Battery acid: Battery acid is a severe corrosive agent which may destroy the surface of your fabric or permanently stain it. Apply ammonia quickly to the acid to neutralise it. Wash with warm, soapy water. Always dilute the acid quickly.

Liquor and Fruit Stains: Wash stained area with very hot water and allow to dry thoroughly. Wipe with clean cloth moistened with methylated spirits. Do not use warm, soapy water as this sets the stain.

Ice Cream: Try warm, soapy water. If not successful, wash repeatedly with very hot soapy water, then cold water. Wipe with a cloth moistened with methylated spirits, then warm, soapy water again. Stain may become permanent unless removed quickly.

Tar: Tar is virtually impossible to remove if left for any length of time. Quick action with a little kerosene or mineral turpentine on a clean cloth is recommended. Then wash with warm, soapy water.

Paint: While the paint is still wet or tacky, apply mineral turpentine with a clean cloth. Wash with warm, soapy water. Again, immediate action is essential as dry paint cannot be removed without damaging the fabric.

It is important to note that no abrasive cleaners or cleaning agents containing solvents other than those

recommended should ever be used on vinyl coated fabrics. Misuse of solvents can permanently damage the fabric's finish. Brand-name cleaners are effective only if used strictly in accordance with their instructions.

Trailer

A. Trailer maintenance:- Your Farr 6000 trailer is either of modern aluminium construction or galvanised steel. In either case the following check list should be followed to maintain your trailer in top condition.

2. It is essential that the wheel bearings are kept well greased at all times.
3. Hose your trailer down with fresh water after salt water use.
4. Before towing check tyre pressures and tread, lights and warrant of fitness, and registration.
5. Periodically check that the side supporting pads are correctly adjusted. **NOTE** The total weight of the boat must be supported by the centre rollers of the trailer under the keel and **not** the side support pads which are for stabilising the boat only and should be set approximately 1/4" from the hull to allow for easy launching.
1. Periodically check that your wheel studs are tight. **Remember —** It is human nature to overlook a trailer which is out of sight beneath your boat. Your boat and trailer weigh almost one ton when towed behind your vehicle. For your own and everyone elses safety a roadworthy trailer is essential.

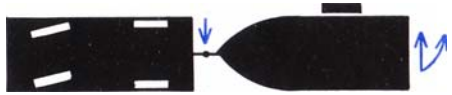
B. Trailer use

1. When towing your Farr 6000 long distances remember to ease the keel winch off so that the weight of the keel rests on the trailer and is not suspended by the wire only.
2. Check that the trailer safety chain is connected and that the rudder, outboard motor, fuel tank and pop top are securely fastened.
3. Always use a safety line from the boat to the trailer when trailering the boat or launching or retrieving.

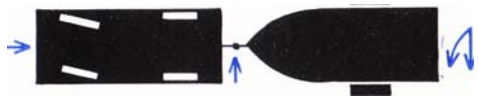
How to back up a trailer:- We will attempt to show you how it is done in pictures. However, practice makes perfect, so we suggest an empty supermarket parking lot can be the biggest benefit.

Note: When backing, be sure to have a lookout — your visibility may be severely impaired.

1. Turn the front wheels of the car the opposite direction from which you want to go.
2. Once turn is started, follow the trailer as you would normally backing the car.
3. When rounding turns on highways or streets, do not cut corners.
4. Equip your vehicle with a left hand mirror — a real benefit when passing and parking.



Backing to right



Backing to left



Following thru turn



Safety features of the Farr 6000

From conception safety was the top priority in the design brief for the Farr 6000. As a result the design incorporates the following built in features which make for an extremely safe yacht.

Hull stability

The hull form is beamy with powerful stern sections which give excellent stability both when the boat is at rest and under sail or power.

Self righting capabilities

The self righting capability of the Farr 6000 is very high compared to other trailer yachts. The hull design together with the ballast ratio (Cast iron aerofoiled plate 95.25 kgs (210 lbs) and internal lead ballast 147.42 kgs (325 lbs) total ballast 242.67 kgs (535 lbs) gives the following self righting moment.

with plate up 35.83 kg (79 lbs)
with plate down 47.62 kg (105 lbs)

Note:- The self righting test is done by measuring the amount of upward pull when the boat is in a horizontal position. The measurement is taken on the mast at a point 7.01 metres (23 feet) up from a point halfway between the cabin sole (floor) and cabin top.

Built in Buoyancy:- The hull contains 3 separate areas of built in closed cell foam buoyancy totalling 20.16 cubic feet which makes the Farr 6000 unsinkable.

Non Skid Deck:- Ample non skid areas on the decks provide safe surface for moving about the boat.

Wrap around externally mounted windscreen

The screen is amply supported behind with fibreglass pillars and is mounted on the exterior face of the cabin sides so that it cannot be driven into the boat in adverse conditions.

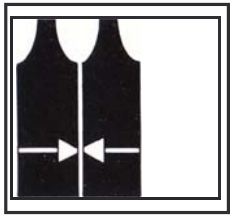
Self draining external anchor locker

The anchor locker is situated externally for easy access and has a self drainer to remove excess water. (Always secure the end of the warp on the bollard).

Self draining cockpit

The cockpit floor has two separate self drainers through the transom. Be sure that they are kept clear at all times.

The Farr 6000 has been classified by the New Zealand Trailer Yacht Association as an Approved Trailer Yacht. It has been approved for categories 4, 5, & 6 of the NZ Trailer Yacht Association Safety Standards and with the additional of the appropriate safety equipment it can comply with Category 3.



Safety at sea

While sailing is generally a safe sport, like any other activity carelessness or lack of knowledge can be dangerous. A little common sense and attention to a few precautions go a long way towards protecting your safety in anything you do, including sailing.

New Zealand and Australian waters provide you with some of the best boating playgrounds in the world. So that you may obtain the maximum pleasure from them and keep your boating as it should be — trouble free — we would strongly recommend that you use the following check list **BEFORE** you launch your boat.

HAVE you?

1. Checked the weather forecast and tides?
2. Advised somebody ashore of your intentions?
3. Sufficient life jackets of the correct size for all aboard?
4. First Aid Kit and knowledge of how to use it?
5. Anchor/Chain and sufficient warp?
6. Correct clothing and protective gear for all weather?
7. Ensured that your boat is not overloaded with people or unnecessary gear?
8. Suitable Fire Extinguishers?
9. Radio Transmitter, or Flares or Flag to attract attention should assistance be required?
10. Secured the bung?
11. Bucket, pump or bailing device?
12. Tool Kit?
13. Some form of auxilliary power. (Outboard, paddles, oars)?
14. Sufficient tools to carry out minor repairs to rigging and motor?
15. Complied with all relevant regulations and recommendations of Harbour and Coastguard authorities?
16. Familiarised you and your crew with the area where you intend sailing (and checked charts)?

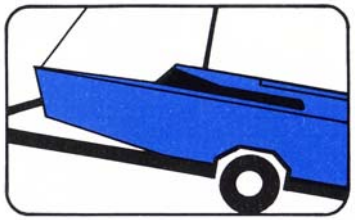
When At Sea Remember —

1. To know and obey the rules of the sea and local bylaws
2. To keep a good lookout
3. To know the distress signals
4. Do not mix alcohol and boating

If in rough or open sea fix the sideboards in place, secure the forward hatch and tie down the poptop. If conditions are worsening always reef early. The reef can always be removed again. Do not hesitate to wear a lifejacket if conditions are rough or if non-swimmers are aboard. Safety harnesses are an excellent additional safeguard. Learn to manoeuvre your boat under sail, rather than rely on the motor.

Should you be unfortunate enough to suffer a mishap whilst at sea always follow the cardinal rule of the sea — **STAY WITH THE BOAT.** It is easy to see and it will not sink. Do **not** try to swim for safety.

For a detailed summary of safety equipment required to meet the various categories under the New Zealand Trailer Yacht Association SAFETY STANDARDS we refer you to these regulations a copy of which are supplied with each boat.



Launching and retrieving your Farr

One of the most important factors contributing to an enjoyable outing in any trailer borne craft is a quick trouble free launching and retrieving. With a little planning, preparation, and practice the exercise can be made simple and efficient.

We list below some hints which will help towards a trouble free launching or retrieving.

Launching:-

1. Check the weather forecast and wind direction.

2. Check the tide.

3. If possible select a launching ramp which is sheltered from the prevailing wind and has ample water. It is obviously easier to launch and retrieve when the wind is blowing offshore.

4. If you have no alternative but to launch into an on shore wind the following hints could be of use.
   a. If you have an auxiliary motor load your passengers aboard and motor off the ramp prior to hoisting sails.
   b. If you have a dinghy and there is a pile offshore a line rowed out around the pile will enable you to pull the boat into deeper water prior to hoisting sails. Alternatively an anchor can be rowed out and used in a similar manner.

5. Launching procedure. For a trouble free launching ensure that everything possible is readied on the boat before commencing to launch.
   a. Locate and park in the correct rigging area.

DANGER:- BEWARE OF OVERHEAD WIRES!

a. Raise the mast and rig the boat (Refer to page 16 for detailed rigging instructions).
b. Check that the rudder is in place.
c. Rig mainsail and jib and attach halyards and sheets so that these sails are ready for immediate hoisting (Refer to page 23 for detailed instructions).Lash them down with easily released ties.
d. Take weight of keel on the winch again (but remember never to overwind winch or you may break the hoist wire).
e. Remove numberplate and lights from the trailer.
f. Undo trailer tiedown straps.
g. Stow all personal gear in the boat in its proper place so that you do not have loose gear lying about after launching.
h. Attach a launching line to the forward cleat (approximately 6 to 8 metres) so that the boat can be controlled from the shore after launching.
i. Check the bung.
j. Posting one of your crew as a lookout back the boat down the ramp and as far into the water as possible without endangering car. Before leaving the vehicle make sure the hand

brake is on securely and the vehicle is in first gear.

k. While one person holds the launching line disconnect the safety rope on your boat and the winch hook from the towing eye.

l. Push the boat off the trailer. At most ramps the boat will roll off the trailer very easily. If necessary use the tiltboom mechanism on the trailer to give a higher launch angle.

m. Leaving a crew member to hold the boat off the ramp park your car and trailer in the authorised parking area. Think of your fellow boaties and Do Not leave your vehicle in a position which will hinder others launching.

n. At this point you are ready to depart. If you are on a busy ramp get clear as soon as possible to allow others to launch.

p. Hoist your mainsail first. Your Farr 6000 will sail well under main alone and you can hoist the jib in your own time.

q. Lower the keel and rudder blade when water depth permits and secure rudder clamp and holding down lines.

Retrieving

This is largely common sense but once again the method of approach is effected by the wind direction. Whatever the wind direction if you use an auxiliary motor it is obviously easiest to approach the ramp under motor power only. The correct procedure for this is as follows.

1. While still sailing lower the outboard bracket and start the auxiliary motor.
2. Allow the boat to come bow to wind and lower and furl securely the main and jib.
4. Wind up the keel. The winch is powerful and overwinding when the keel is fully up can damage your wire. Tighten up only finger tight on the handle.
5. Release the rudder clamp and rudder tiedown cord so that the rudder can be raised when required.
6. Approach the ramp **slowly** under motor with a crew member stationed on the bow to fend off.
7. Raise the rudder blade clear of the water in adequate time to prevent it hitting the bottom and cleat the holding cord on the tiller.

Note: When approaching a ramp, wharf or other boat it is always wise to approach **SLOWLY** and under control, but always keep enough way on for manoeuvering.

Approach Under Sail

If you choose to approach under sail with an on shore wind it is recommended to drop and furl the mainsail prior to approach. The run in can then be made under jib only, following a similar procedure as that recommended for a motor approach except that care should be taken to see that the jib halyard and sheet are clear so that the sail can be dropped quickly and efficiently when required. Remember that a moving boat has some considerable momentum after the sails have been dropped so do not leave the jib hoisted too long. For an offshore wind the keel and rudder must obviously be left down until the last moment and the sails eased and the boat brought head to wind right on the ramp. For the beginner we would recommend that you practice this manoeuvre on an empty ramp on a light day until you have perfected the timing.

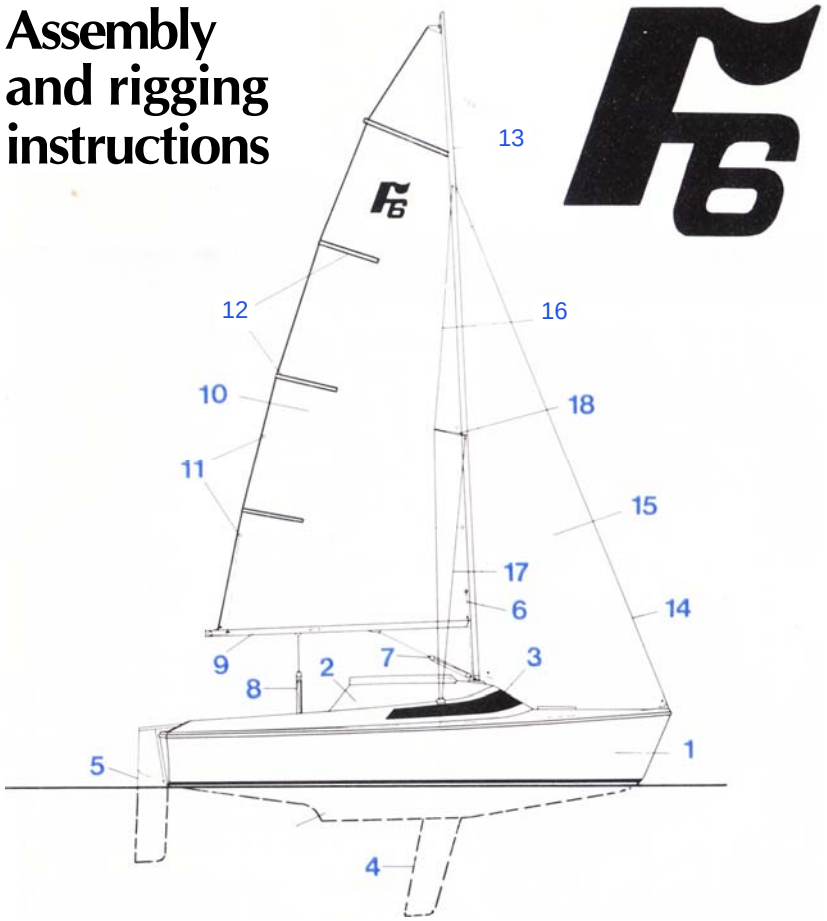
Retrieving on to trailer:-

1. Back the trailer into the water leaving vehicle in gear and handbrake securely fastened.
2. Release winch wire until it can be hooked through the towing eye and wind the boat on to the trailer.
   If necessary use the tilt on the trailer for ease of retrieving.
3. **IMPORTANT** Attach a safety line from the boat to the trailer before pulling up the ramp. Otherwise should your winch, wire, or hook break half way up the ramp you could quite easily end up with the boat falling on to the ramp. It is a recommended practice to always use a safety line from the boat to the trailer when trailering the boat.
4. When trailering always ease off the keel winch so that the weight of the keel rests on the trailer and is not wholly taken by the wire.

Recommended on board tool kit and spares

1. Spare shackles
2. Spare lengths of cord and ropes
3. Spare navigation light bulbs
4. Torch and spare batteries
5. Pliers, spanners, screwdriver, vicegrips, hacksaw
6. Outboard tools e.g. sparkplug, plug spanner
7. Spare keel winch wire
8. Lubricating oil
9. Insulation tape
10. Spare sail battens
11. Tube of sealant
12. Spare rigging screw barrel
13. Spare anchor and warp

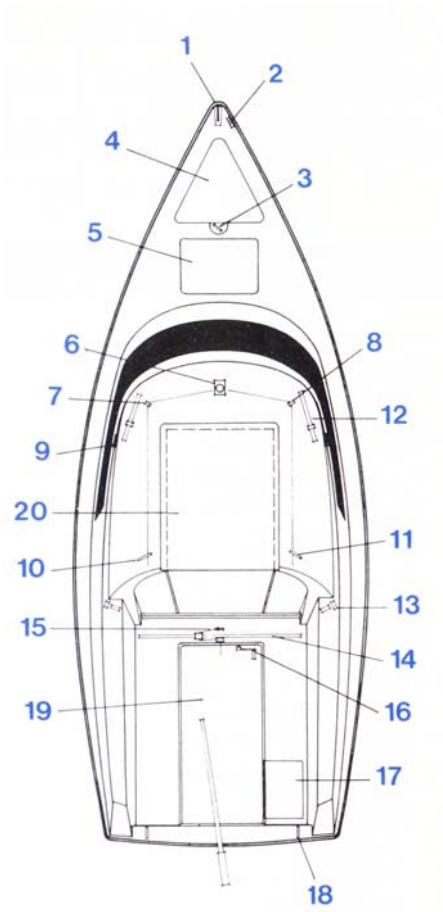
Assembly and rigging instructions



Hull, Deck and Rig details are as follows:

(1) Hull
(2) Deck
(3) Window
(4) Keel
(5) Rudder
(6) Mainsail cunningham
(7) Boom yang
(8) Mainsheet
(9) Main Boom
(10) Mainsail
(11) Reef points
(12) Battens
(13) Mast
(14) Forestay
(15) Jib
(16) Side stays
(17) Lower stays
(18) Spreaders

Deck Layout

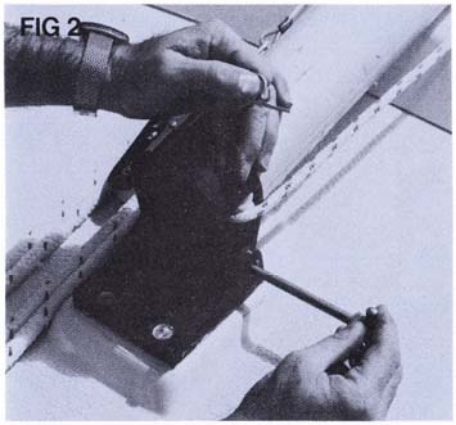


(1) Forestay fitting
(2) Fairlead
(3) Mooring cleat
(4) Self draining anchor locker
(5) Forward hatch
(6) Mast step
(7) Jib halyard fairlead
(8) Main (or spinnaker) halyard fairlead.
(9) Chain plates
(10) Halyard cleat — cleat for jib halyard
(11) Halyard cleat — cleat for main (or spinnaker) halyard
(12) Jib sheet slide & track
(13) Jib sheet, fairlead & cleat
(14) Mainsheet traveller
(15) Traveller adjustment line & cleat
(16) Keel winch
(17) Locker
(18) Aft mooring cleat
(19) Self draining cockpit
(20) Pop top

Your Farr 6000 comes as a complete rig with all fittings, halyards and sheets necessary to commence sailing as soon as assembly and rigging is completed.
As delivered from the factory your Farr 6000 comprises the following items:

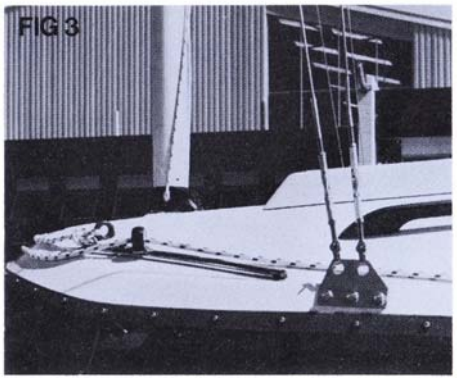
1. The boat complete with all internal mouldings, foam buoyancy, interior squabs, bulkheads, hatches, and deck fittings for mainsail and jib.
2. Aluminium tapered mast fully rigged for mainsail and jib.
3. Aluminium boom full rigged
4. Mainsail and battens in sail bag
5. Jib in sail bag
6. Complete rudder assembly and tiller
7. Jibsheets, mainsheet, shackles, etc. in main sail bag.


FIG 1


FIG 2

Rigging Instructions

1. Shift the mast aft from trailering position, so that the base of the mast fits into the mast step. (Fig. 1) Place the pin through the holes provided and put the locking pin in. (Fig. 2). **Note:** Leave the aft mast support in place to rest the mast on until it is raised.
2. Clear the upper side stays and attach to the aft hole in the


FIG 3

chainplates with the 6 mm shackles provided. Tighten up the rigging screws so that there is approximately 12 mm of thread in each end of the barrel. (Fig 3)

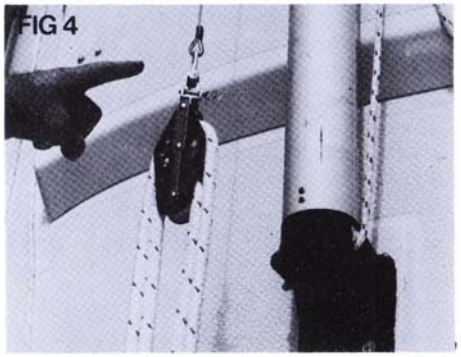
Note: Leave the lower stays off until the mast is raised and the forestay adjusted to the right tension. After the initial set up the lower stays can be left attached to the forward holes in the chainplates. (Fig. 3).

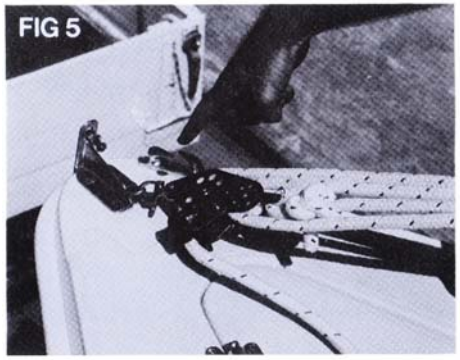
3. Place side stay wires through the grooves in the end of the spreaders and tape into place.

Note: Refer to note 13 for instructions on the angle of the spreaders.

4. Pull the wire jib halyard out to maximum and cleat off the rope end of the halyard.

5. Attach the mainsheet assembly between the wire jib halyard and the forestay fitting. (Figs. 4 & 5)


FIG 4


FIG 5

Danger

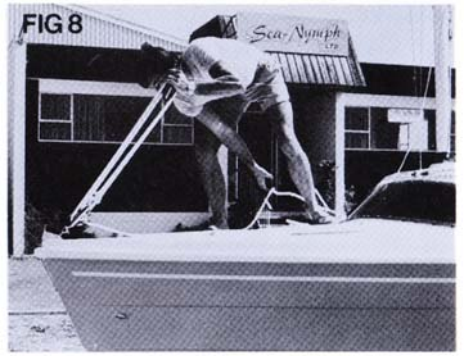
Extreme caution **must** be observed when erecting your mast or launching or sailing near overhead wires. A mast near wires could be **fatal.**

6. Making sure the forestay is clear, lift the mast into position. (Figs. 6, 7 & 8)

7. When lifting the mast to the upright position, make sure that the side stay shackles are lying correctly and are not twisted.


FIG 6

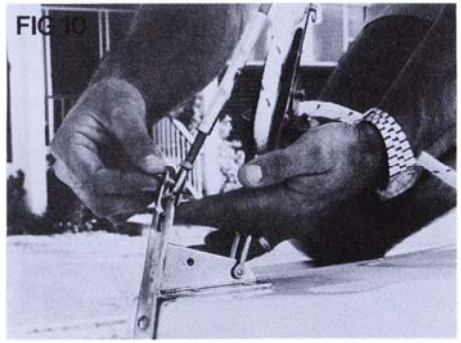

FIG 7

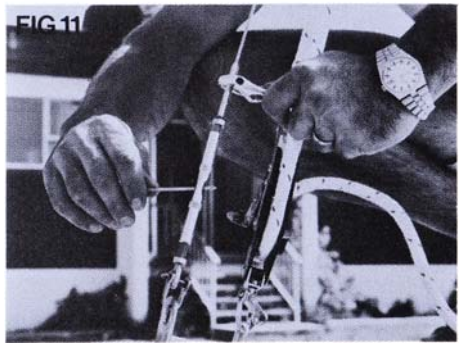

FIG 8

8. Take up tension on the mainsheet (Fig. 9) and pull the mast forward until the forestay rigging screw can be shackled onto the forestay fitting. (Fig. 10). Then tighten up the rigging screw (Fig. ll) and remove the mainsheet.
9. The mast should be set up so that it is nearly upright, i.e. with very little rake aft. A method of checking this rake is to level the boat trailer with a spirit level, and then use the spirit level to ensure the mast is approximately vertical.
10. Similarly, check the mast athwartships by measuring that the distance from the top of the mast to the top of the chainplates is the same on both sides, or use jib halyard.
11. Stay Tension — When the mast is in the correct upright position, the forestay and upper sidestays should be tensioned to an extent where they are quite firm, i.e. The forestay should be capable of sagging only about 50 mm (2 inches) with a reasonable load on it.

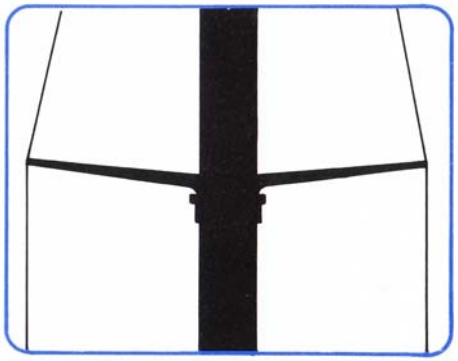


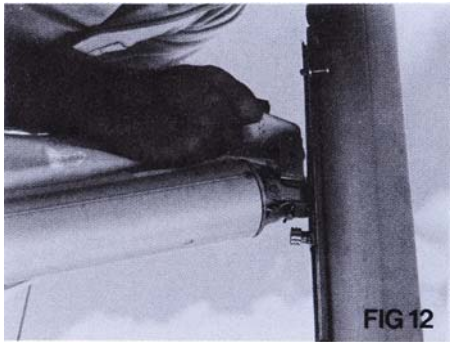
FIG 9


FIG 10

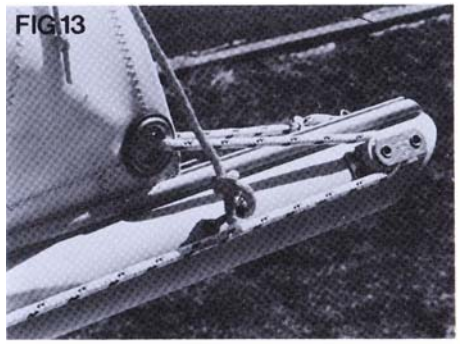

FIG 11

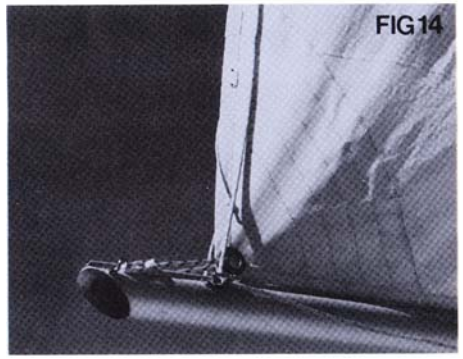
12. Lower stays. Now that the mast is set up correctly, attach the lower stays to the forward hole in the chainplates with the 6 mm stainless steel shackles provided. The tension on these stays can be varied, but for normal sailing or cruising, they should be done up so that they are just tight then backed off three turns.
13. At this point check that the horizontal angle of the spreaders is correct. If they are not locked onto the stay by some method, they could drop below their correct position especially when the mast is being raised.
The correct position is tilted upwards at the stay as shown.
When the correct position is obtained the spreaders should be locked permanently onto the stays by bending the V ends of the spreader together. Once this is done, the end of the spreader should be taped to prevent wear on the sails.
14. Lay out mainsail, and thread the boom onto the foot of the sail using the track opening at the front of the boom.
15. Attach the sail to the gooseneck by screwing in pin supplied. (Fig. 12)

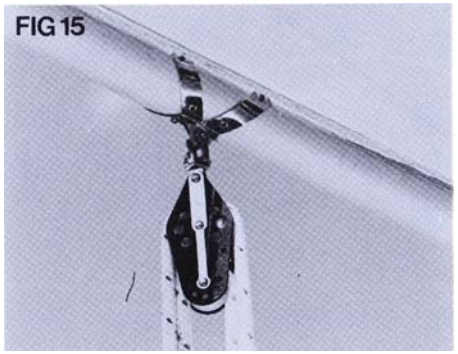



FIG 12

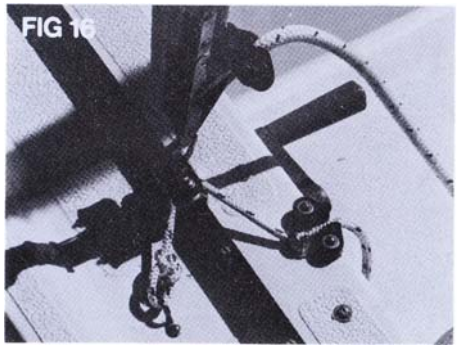
16. Insert the four battens into the sail, making sure that the battens seat all the way into the batten pocket. **Note:** the top batten should be tight enough to take the wrinkles out of the sail. If it is pulled firm against the cloth it will be correct. Be sure to tie a reef knot.
17. Tie mainsail outhaul line to the outer saddle on the boom and thread it through the outer end of the sail, back through the cheek block on the side of the boom and back to the clam cleat half way down the boom and tie a figure 8 knot in the end of the line. (Fig. 13)
18. Similarly thread the reefing line from the inner saddle on the boom through the eye of the leech of the sail and through the forward cheek block then to the clam cleat at the forward end of the boom. We recommend that the reefing line should be in position all the time to allow instant reefing when required. (Fig. 14)

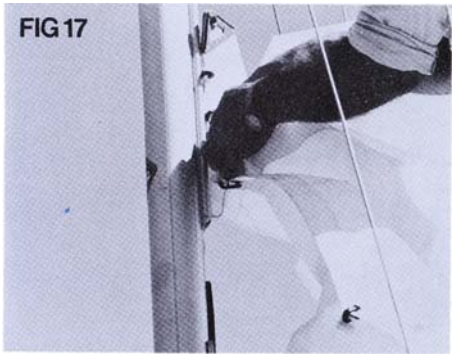

FIG 13

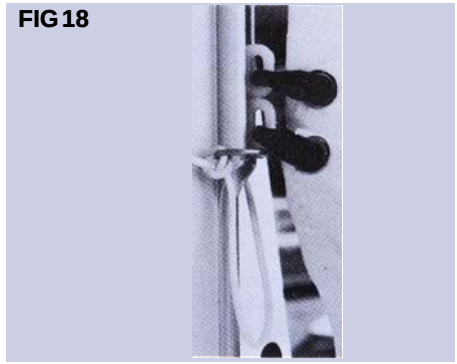

FIG 14


FIG 15

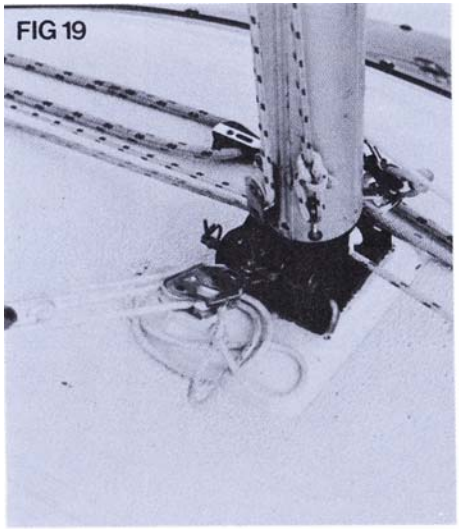
20. Attach the mainsheet assembly to the block hanger on the boom and attach to traveller by using snap shackles on lower block. **Note:** This snap shackle allows the mainsheet assembly to be removed when at anchor to allow a clear area through the cockpit. (Figs. 15 & 16)
21. Place the gooseneck on to the mast track with the boom. (Fig. 12)
22. Feed the mainsail slides into the mast track making sure none are twisted. When all are in, place the pin in bottom of track to prevent slides from falling out. (Figs. 17 & 18)

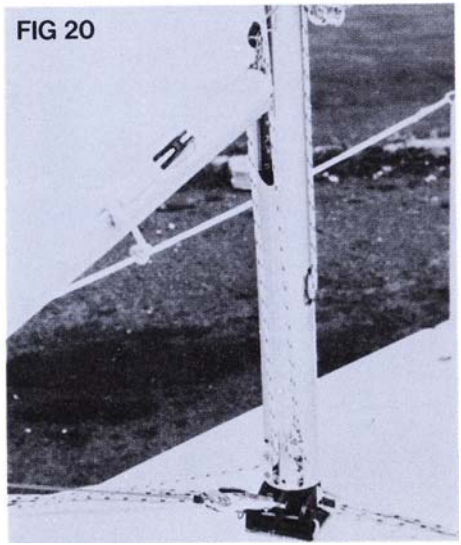

FIG 16


FIG 17


FIG 18

22. Shackle the main halyard to the head of the mainsail, making sure that the halyard is clear up the mast.
23. Furl and fold up the mainsail and tie around the boom.
24. Attach boom ʸang to mast step. (Fig. 19)
25. Attach one end of the main Cunningham to the saddle on the mast. Run the Cunningham up through the eye in the sail and down through the cheek block on lower mast out through the jib fairlead eye and aft to clam cleat on port side cabin top. Make sure there is enough slack to allow the main sail to be pulled right up when required. At this point the main sail is ready to hoist. We recommend that sails should be bent on i.e. rigged up, before launching your boat. (Fig. 20)


FIG 19


FIG 20

26. Topping Lift - The Farr 6000 is not equipped with a main boom topping lift as standard, but should you require one, we suggest you use your spinnaker halyard if you have one. Otherwise, a line can be run through the sheave boxes provided for the spinnaker halyard. **Note:** All masts are fitted with upper and lower exit boxes for Spinnaker whether or not a complete spinnaker kit is fitted.

28. Jib - attach the tack of jib to forestay fitting with 4 mm long D Shackle provided, and hank the sail onto the forestay without twists. (Fig. 21)
Attach the halyard to the head of the jib and attach twin blocks to clew of jib for sheets to run through. The jib sheet system is a double purchase system which eliminates the necessity for winches. Each jib sheet leads from the saddle on the forward end of the track on the deck, through the block on the clew of the jib back through the lead on the track, then back to the lead on the forward end of the coaming. (Fig. 22)

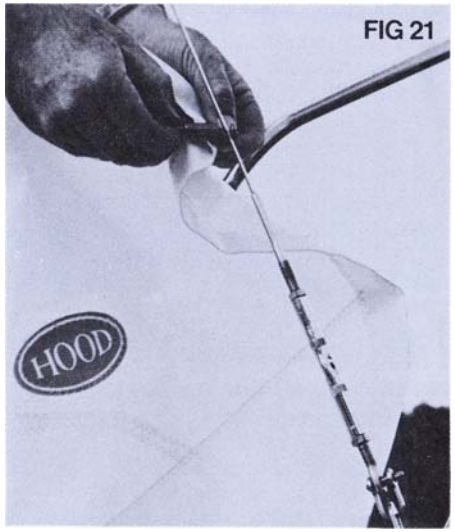
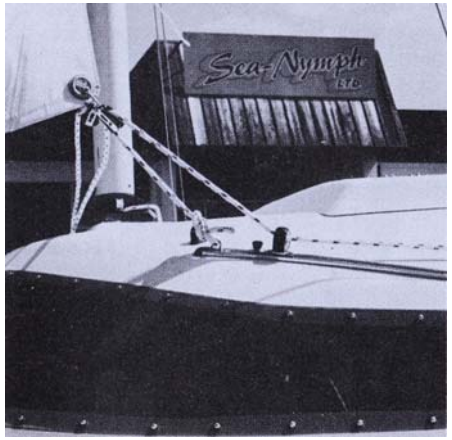


FIG 21

29. Halyards
Main - leads from the starboard base of the mast and is cleated off on the cleat provided on the mast. This allows you to get good purchase while tensioning up the main sail.
Jib - leads from the port base of the mast through the lead on the deck then back through the cleat on the port cabin top aft.
Spinnaker - If a spinnaker is fitted, we recommend the spinnaker halyard be lead through the starboard block at the base of the mast (mast step) and the main halyard be changed to the other spare exit box immediately above. Then lead the spinnaker halyard aft through the lead on the starboard deck through the cleat on starboard cabin top aft.

FIG 22



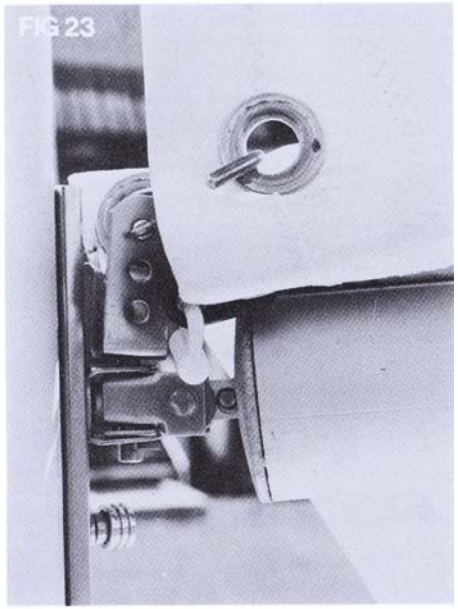
29. **Reefing –** The slab reefing system is simple and efficient. To reduce sail, carry out the following procedure:

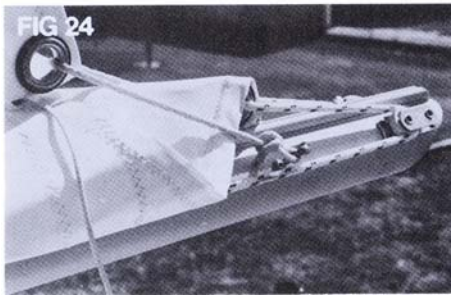
a. Ease the boom ˣang and sheet
b. Slacken off the main halyard and lower the mainsail until the reefing eye on the luff of the sail can be hooked on to the stainless steel S hook on the gooseneck (Fig. 23)
c. Pull the slabline half way in and cleat it
d. Retension the main halyard
e. Pull the slab line on the leech of the mainsail tight (Fig. 24) and cleat off

– Don't be afraid to reef – practice in calm weather.

30. **Keel –** The keel is aerofoiled in shape and is made out of cast iron. It is surfaced with Epiglass Neoseal (a rubberised anti-corrosive paint). It is pivoted at the forward end and is raised and lowered by a self sustaining winch, operated from the cockpit. The wire leads from the bottom aft end of the keel through a fitting fastened to the top of the case, then to the winch drum. The keel is also fitted with a locking line which leads through the same fitting on the top of the case then along to the top of the plate. This line is tensioned with shock cord so that it is always held tight. Unless it is necessary to positively lock the plate in a downward position, the locking line can be ignored,

otherwise it can be fastened around the cleat under the deck, to lock the keel in desired position.


FIG 23


FIG 24

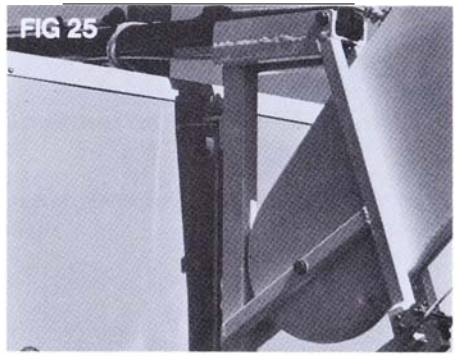
IMPORTANT

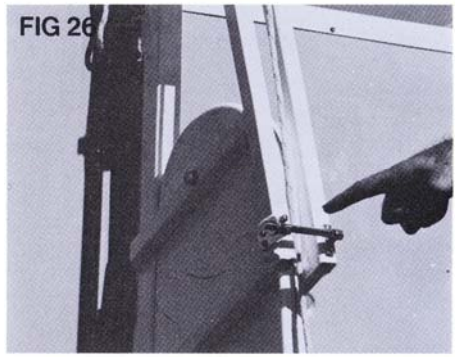
a. Remember to unlock the keel before lifting it up on the winch.
b. Do not overwind winch. We suggest you mark the wire at full up position.
c. When trailering long distances, especially on bumpy roads take the tension off keel wire, so that the weight of the keel is resting on the trailer.

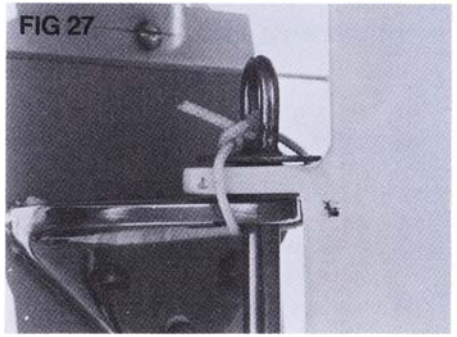
31. **Rudder –** The sophisticated rudder assembly is designed to make raising and lowering as simple as possible. The rudder includes the following features:

a. Aluminium stock
b. Fibreglass blade
c. Lock down line with cleat
d. Lift up line with cleat
e. Toggle pin to clamp stock and serve as a safeguard when trailing with the rudder in position
f. Mahogany lift up tiller
g. Tiller extension

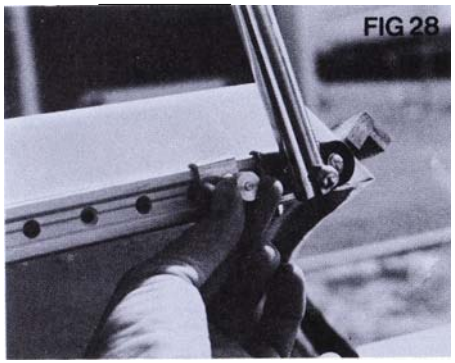
In most circumstances when trailering the rudder can be left on the boat in its' UP position. When travelling, it is important to tie the lifting line securely and to fasten the clamp on the stock securely and secure the tiller on the mast support. When sailing, it is important that the rudder blade be pulled right down and the locking line cleated securely. Once the blade is down, fasten the toggle clamp. Before launching tie the pin down.

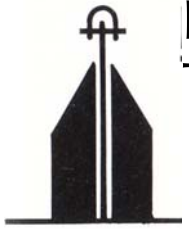

FIG 25


FIG 26


FIG 27

32. **Pop Top –** When erecting the Pop-Top, lift the aft end first, slide the stoppers into position (Fig. 28), then lift the forward end and lock with stoppers.
When lowering, reverse the procedure (i.e. forward end down first) and keep fingers clear. Always secure the pop top down when sailing.


FIG 28



Nautical Terms

Abeam:	90 degrees from dead ahead on either side.
Aft:	At the rear or nearest the stern
Beam:	The width of the hull
Bilge:	The lowest portion inside a boat
Bow:	The forward section of the boat
Clew (of sail)	After corner
Gunwale:	Where side of hull and deck meet
Hatch:	Opening for access, such as forward hatch
Head:	Toilet or toilet room
Head (of sail)	Top of sail
Helm:	Tiller or steering wheel
Keel:	The lowest external portion of the boat
Lee:	Side away from wind To the left or left side of the boat
Port:	(when facing forward)
Starboard:	To the right or right side of the boat (when facing forward)
Stern:	To the rear of the boat
Transom:	The vertical part of the stern
Tack (of sail)	Forward Corner

Useful references:-
Sailing for beginners - Jeff Toghill
Coastal Cruising Handbook - Royal Akarana Yacht Club NZYF Handbook
NZ Sea Spray Annual (launching ramps etc.)
IYRU Rule Book