

### Farr 67' MisterA

Previous Name		LOA	20.300m
Year	2003	LWL	18.240m
Model	Fast Ocean Cruiser	Beam	5.000m
Builder	Marten Marine	Draft	4.000m
Designer	<i>Farr Yacht Design</i>	Displ.	20,500kg
Design #	487	Ballast	9,100kg
Hull Material	Carbon Composite	Bottom	
Rig Material	Carbon Fiber	Type	Wing Spar
Yacht Location	Porto Lotti, Italy	L/A Date	
FYS Broker	Bill O'Malley	Listing Price / Date	



**2,625,000 euro**

Hull Color	Pearl White	Graphics	None	Deck Color	Teak Decks
Engine	Yanmar	Model	4LH3DTE	HP	125hp
Fuel	1,000 Lt	Water	1,000 Lt	Holding	250 Lt Black / 300 Lt Gray
Steering	Twin Wheels	Propeller		Keel	Steel Fin w/Bulb
Hull Identification #					

### Description:

“MisterA” is the result of a team work involving: Vismara Yacht Design as concept, interior and deck designer and in charge for general coordination, Farr Yacht Design for the naval architecture design of the hull, decks and appendages and structures, SP Technology for the structures analysis, Southern Spar for the very innovative wing mast and rigging, studied for the aerodynamics by ICAD (International Consortium for Advanced Design) from Florence University.

It is difficult to locate this project inside a pre-existing category, easier to guess that she will be the first of a new sailing yachts family: **FAST OCEAN CRUISER**.

The soul of “MisterA” is the technology as the way to have a performance Maxi, able to face any kind of navigation, ocean also, with comfort and safety.

**BUYER:** \_\_\_\_\_ **SELLER:** \_\_\_\_\_

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### Hull / Deck Construction Details:

The hull and deck are built in carbon pre-preg vacuum bagged and cured at 80° with Nomex core, in order to develop an extremely rigid yet light and well-insulated structure. The composite material becomes part of the furniture; in fact in order to save weight and give the maximum strength to the boat, many of the furniture's elements, such as the frontals, or the horizontal shelves of the settees are in sandwich of pre-preg carbon with Nomex core.

- Carbon Fiber – Nomex Composite

- Teak Decks

### Interior Layout:

The layout and the general styling of "MisterA" make the boat particularly comfortable and functional. The boat is divided into two areas: the crew cabins aft and the owner/guests area mid-ship forward. This separation assures mutual privacy, but also takes into consideration the differences between the use of the boat during the blue water navigation and casual sailing. For this reason there are two galleys, one close to the crew cabins (very functional in navigation) and a forward galley, mid-ship close to the saloon, more suitable for entertaining.

The master stateroom is located amidship and provided with two separate single berths hull-side divided by the owner desk office. The saloon is very well lit both by natural and artificially lighting, very carefully finished and comfortable for the social life. The two guest cabins located forward of the main saloon provide upper and lower berths.

The furniture design and construction materials play an integral part in the interior styling by alternating exotics materials and traditional shapes. The traditional cherry veneers of the furniture and bulkheads contrast and compliment the high-tech materials of the yacht's structure; the carbon fiber structures of the visible hull surfaces and companionway entrance ladder remind you of the high-tech nature of this luxury yacht.

- Twin Berth Owners Stateroom

- 4 Heads

- 4 Cabins

- 8 Berths total

- Fontana Arte Lighting

- Natural Cherry wood & Carbon Fiber

### Interior Equipment and Electronics:

- Linn Home Theater

- 5 speakers with subwoofer

- 28" Sharp flat screen LCD TV

- 4 Stereo Deck speakers

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### Galley:

MisterA has 2 galleys, one mid-ship near the main saloon for entertaining and a second galley aft in the crew quarters accessible from the aft cockpit, ideal for long passages.

• 2 Refrigerators galley & dinette	• 1 freezer - galley
• Washer	• Hot & Cold Pressure Water

### Electrical:

24 / 220 volt system designed for compliance with Mediterranean ports as well as to be self-sufficient on long passages or on the mooring.

• 2 – Mastervolt 100 battery chargers	• Mastervolt 3500w Inverter
• Electronics Chargers – Mastervolt 40 & Mastervolt ch. 2020	
• Service Batteries 12 – gel cells 1200amp 24 volt	
• 1 – 12v Engine Battery	• 1 – 12v Generator Battery
• 2 – 24v Electronics Batteries	•

### Mechanical Systems:

• Air Conditioning – Condaira 36000 btu	• Generator – Mastervolt 8000 Whisper
• Watermaker – Spectra 70 Lt Zbrain	• Windlass – Lofrans with Delta Inox Anchor & 12mm chain
• Bow Thruster	• 60 Lt Water Heater

### Navigation and Electronics:

B&G Performance Instrument package

• 4 B&G FFD displays in the cockpit	• 1 B&G FFD display at the Nav Station
• Furuno 10.4 Radar	• VHF radio at the Nav STation
• Weather Fax	• VHF radio in Cockpit
• Inmarsat Sat C	• 15' Deck Screen Monitor
• B&G Auto Pilot	• Iridium / GSM Sat Phone
• Sony 15' Nav Station Monitor	• 2 – Suunto Compasses

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### Deck Gear:

The teak deck shows the typical Vismara design: smooth cabin with ample living space and coamings together with the double cockpit. The aft cockpit, for the helmsman, with two wheels and a central cockpit for guest and entertaining. The stern is equipped with a garage for the dinghy and for general storage use and the bow operates hydraulically to access the anchor and windlass.

• Fredriksen deck hardware	• Spinlock rope clutches
• Titanium Pulpits	• Custom Hydraulics
• Harken Electric Winches	• Powered Main Traveler

### Rig & Rigging:

The rotating wing mast project was a cooperation of Vismara Yacht Design, ICAD, Florence, Italy and Farr Design with the goal to reach the best section for efficient driving force at minimum heel angles in upwind conditions capable with the rotation of the mast.

The mast section has a profile with a chord length of 650 mm on a fractional mast and the sail plan includes a fractional cruising spinnaker as well as a very powerful masthead spinnaker for use in the Maxi-yacht circuit races. The mast is laminated with a mixture of pre.preg Carbon of standard and hi-modulus with autoclave at 3 bar pressure and cured under 120°C. The mast structure has been designed for use without a backstay up to 22 knots of true wind. The backstay is recommended in extreme weather conditions or for long navigations to depower the Mainsail or during the races in order to compensate the bending of the mast due to the spinnaker loads.

The engineering of the mast and rigging incorporates solutions normally utilized on Open-class yachts and includes composite PBO rigging, including the headstay. The hydraulic furler for the Genoa is recessed under deck and equipped with a carbon-foil aerodynamic profile forestay.

The hydraulic mast controls for rotating the wing mast are led to the wheel steering pedestals, as are the furling controls for the Genoa.

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**Sail Inventory:**

Sailing inventory has been developed through North Sails – NZL  
Full inventory of additional sails to come.

Year	Sail	Year	Sail
2003	Spectra Delivery Mainsail	2003	Spectra Furling Genoa
2003	3DL AC-type Carbon Racing Mainsail	2003	3DL Carbon/Kevlar Cruising Mainsail
2003	3DL Carbon Genoa	2003	Spectra Carbon Inner Staysail
2003	3DL Kevlar Code Zero	2003	3DL Carbon Genoa
2003	.5oz Masthead Asymmetrical Spinn	2003	1.5oz Asymmetrical Cruising Spinn

**Spares & Other Features:**

MisterA equipment inventory includes a 20' mobile container with shelving for storage.

Safety Equipment	
• 2 – 406 Epirbs	• Avon RIB 315
• 2 Jon-Buoys	• Yamaha 15 Hp
• 2 - 6 person lift rafts	• Gang-way
• 12 Avon safety harnesses	• Carbon Fiber Cockpit Table
• Ditch Bag	• Titanium swim ladder
• 15 Kg Aluminum spade anchor	• Spray Hood
• 2 Sea anchors	• Sun Shade
	• Cockpit & deck cushions

**Race Results:**

MM / YY	Event
September 2004	1 <sup>st</sup> place Maxi-Yacht Rolex Cup, Porto Cervo
June 2004	2 <sup>nd</sup> place cruising division, 9 <sup>th</sup> place overall Giraglia Rolex Cup
May 2004	1 <sup>st</sup> place cruising division, 4 <sup>th</sup> place overall, Tre Golfi, Capri

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### **Additional Comments:**

As far as performance is concerned, the waterlines and the appendages of "MisterA" are oriented to the maximum sailing efficiency, further increased by the carbon fiber powerful rotating wing mast.

**Concept /styling deck/interior design:** VISMARA YACHT DESIGN, Viareggio, Italy.

**Waterlines:** FARR YACHT DESIGN, Annapolis, USA

**Shipyard:** MARTEN YACHTS – Auckland, NZ

**Mast Builder:** SOUTHERN SPAR, Auckland, NZ

**Aerodynamic Study:** ICAD, Florence, Italy

**Structures Engineering:** SP Technologies, UK

**Sailmaker:** North Sails - NZL

### **Farr Yacht Sales Disclaimer:**

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