

The Farr 400 on a hot reach (top); the interior is strictly utilitarian (below left) and the cockpit is all business, with critical control lines led under the deck (below center) and a grinding pedestal for quick line-handling (below right)



PERFORMANCE  
30 FEET AND OVER

## FARR 400 ONE DESIGN

**T**he Farr 400's all-carbon construction, powerful sailplan and excellent deck and cockpit layout make it a convincing successor to the aging Farr 40. The 400's lifting keel and two-part carbon mast (supported by EC6 standing rigging) also allow for cost-effective shipping in a 40-foot container, facilitating international competition.

The 400's unusual and distinctive reverse sheerline gives it a purposeful, aggressive look that's complemented by partial hull chine and a full bow section that'll help the boat pop onto a plane quickly and hold it there longer.

Build quality is immaculate: all running rigging is led belowdecks through dedicated tunnels/apertures, often to cascading tackle systems. A single carbon-fiber grinding pedestal—mechanically linked to carbon-fiber primary winches—punctuates the beautifully designed cockpit, and the dual backstay winches are splayed inwards, allowing for interference-free grinding. Owners can choose either a single tiller or dual wheels; a carbon pushpit, pulpit and stanchions are all standard.

An extendable centerline-fitted bowsprit accommodates a masthead A-sail, and a sliding foredeck hatch (slightly offset to port) allows for silky-smooth sets. Unusually for a big boat, the 400 carries a 49er-style A-Sail retrieval line; just abaft and belowdeck of the hatch is a tapered carbon-fiber roll bar that provides for lightning-fast, snag-free take-downs. A powerful square-headed mainsail provides most of the motive power, balanced by a 105 percent jib. A flush-mounted traveler track controls the mainsail's angle of attack, and athwartship headsail sheeting angles are trimmed via adjustable cars (port/starboard). Together, these features allow for TP52-style racing in a manageable package.

The 400's interior is as Spartan as any dedicated raceboat should be: dual pipe berths (port/starboard) in the stern quarter sections keep crew weight to windward, and a chemical head answers nature's call. Your non-sailing friends will be aghast at the accommodations, but your racing buddies will be queuing up to crew aboard this fine machine. [farr400.com](http://farr400.com)

### THE BOTTOM LINE

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