Farr Open 60s Top Calais Round Britain Race

We are proud to congratulate Vincent Riou, Sebastian Josse, and the rest of the PRB team on their fantastic victory in the 2007 Calais Round Britain Race. PRB grabbed the race lead shortly after the start in dense fog and took the controlling position for good in the afternoon of day 3 of this 1850 mile non stop race around the British and Shetland Isles.

Once establishing herself in command of the fleet PRB was able to post gains at each position report relative to her nearby competitors with consistently better boat speed. Clean and smart tactics combined with her boat speed advantage allowed the team on board PRB to add to their

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Southern Wind 107
High Performance Cruising

For over 15 years, Farr Yacht Design, Southern Wind Shipyard and Nauta Yachts have worked together to produce some of the most contemporary and innovated sailing yachts seen around the world. This undeniably successful collaboration began over 15 years ago when Guerillmo “Willy” Persico, founder of Southern Wind Shipyard, came to us seeking a 72‘ cruising yacht for his client. This design which was elegant and innovative for its time became the Southern Wind flagship of many designs to come.

Following the success of newly launched Southern Wind 100‘, Willy commissioned our office to provide the naval architecture details for a sistership yacht of 110 feet. Nauta Yachts will be responsible for the concept and styling.

The new 110‘ cruising yacht will be built in a lightweight carbon foam construction and will feature a lifting or fixed keel. Anticipated launching will be mid 2009.

Finngulf 43
43 Ft IRC Cruiser/Racer

Since 1981, Finngulf Yachts of Finland have been producing hand crafted, classic sailing yachts for owners who demand quality without sacrificing performance. Desiring to extract more performance without compromising their classic style, Finngulf turned to Farr Yacht Design to develop a new 43‘ cruiser/racer.

Our team has begun design work on the new Finngulf 43. All elements of the design must maintain the “Finngulf” look and be competitive in IRC and IMS racing venues. Lightweight structures and optimum hull and appendage shapes will be the foundation for the new Finngulf 43.

Finngulf Yachts anticipates a launch date of hull #1 in the spring of 2008. For more information, please email Finngulf Yachts at info@finngulf.com.
Farr Yacht Design has developed the first design of the new Storm Trysail-Transpac 65 (our design #604) for ROSEBUD owner, Roger Sturgeon. The Storm Trysail–Transpac 65 (STP 65) is a high performance, light displacement, fixed keel box-rule class announced in August 2005. In the months following, our team worked closely with the class organizers, Roger Sturgeon and his project manager, Malcolm Park to develop the new Box Rule.

The goal of the Storm Trysail Club and Transpacific Yacht Club was to create a boat that could compete as a Box Rule as well as an IRC or ORR performer. The benefit of a Box Rule limits factors such as length, minimum displacement, draft and sail area. The STP 65 rule promotes a high-performance boat for both inshore and offshore sailing, with tight enough parameters to minimize obsolescence.

The “box” sets an LOA of 20 meters (65.6ft), displacement range of 13,000 kg to 13,400 kg, a lifting keel and healthy sailplan. Displacement/length and sail area/displacement ratios are between the TP52’s and Volvo Open 70’s giving promise that the boat will deliver lively performance in long distance and buoy events. The lifting keel has a draft of approximately 4.8 meters in its down position and 3.0 meters when fully retracted, facilitating entry into shallow harbors or marinas as part of the class rule.

Our studies for ROSEBUD involved gathering weather data and race modeling for the owner’s proposed campaign and investigating rule variables to determine beam waterline, displacement, hull shape choices and appendage sizing that would best fit the schedule. A full program of worldwide events is anticipated which necessitated good all-round performance.

When analyzing the performance versus handicap under IRC against a fully optimized IRC boat of similar size, the key feature to consider is the lifting keel and the 4.8m draft. IRC does not directly measure righting moment so it is advantageous to achieve the highest righting moment (deepest Vertical Center of Gravity) for a given displacement. The weight of the lifting gear and associated extra structure of the keel fin and keel case raise the VCG causing a reduction in performance in all but the lightest winds.

Other essential features of our STP 65 design does not compromise its IRC competitiveness. The handicap effects of varying particulars of stern design such as length and slope of the aft overhang are very weak under IRC allowing us to draw the best shape for good all-around performance across the wind range. The rig is sized to give excellent light air performance. The STP 65 class spinnaker size is generous but can be pared down for IRC competitions if desired.

Westerly Marine of California completed the new ROSEBUD early this month. Within days of her launch, ROSEBUD went on to win her class at the First Team Real Estate Regatta in Newport Beach, California. Her next venue will be the 2007 Transpac Race in July.

BMW Oracle Racing

As lead members of the BMW Oracle Racing design team, we were thrilled to see the powerful performance of USA-98 in the Round Robins of the Louis Vuitton Cup. Widely regarded as one of the fastest challengers, USA-98 embodied thousands of hours of research and development by a very talented group of designers brought to life by an incredible group of craftsmen.

Despite the promising indications from the Round Robins we were not as successful in the LVC Semi-Finals and were eliminated at the hands of Italy’s Luna Rossa Challenge; a bitter disappointment for a team that has worked so tirelessly over the last three and a half years.

Although not the outcome we all hoped for, we feel we have advanced the state-of-the-art in America’s Cup Yacht design substantially and are gratified that USA-98 performed so well. We are very proud of our long time association with Larry Ellison and the BMW Oracle Racing team and have no doubt that the next incarnation of BMW Oracle Racing will be a force to be reckoned with in 33rd America’s Cup.
The **Farr 11S**, design #613, was commissioned by Markus Fiala, who previously owned a Farr 36 One Design. The **Farr 11S** has a 45-degree canting keel with twin asymmetric canards and twin retractable rudders on a hull with high form stability. This combination has been explored in our research work for the Open 60s, Volvo Open 70s, Cookson 50 and the 30meter canting-keel Maxi ICAP LEOPARD and presented this project with fertile ground to draw from our experience. The hull shape combines the demands for minimizing light air (low speed) drag with high-speed stability and excellent handling qualities. Twin rudders will help control in extreme conditions while the raked bow offers better wave jumping/piercing control.

The rig is developed from a skiff-rig concept with highly swept spreaders and no backstay allowing easy tacking and jibing of the large square-headed mainsail. The concept should provide some automatic de-powering, and minimize demands on the crew during maneuvers, leaving hands available for keel/canard manipulation and sail handling. The retractable bowsprit stretches the sail plan to allow ample downwind sail area in the form of asymmetric spinnakers.

Construction calls for carbon fiber skins with honeycomb core sandwich. The keel fin is also carbon fiber with a 1,090 kg lead bulb with an overall displacement of 2400 kg. The **Farr 11S** features a retractable 15 HP outboard motor. Keel canting is activated by an electro-hydraulic pump system.

The **Farr 11S** is being built by Premier Composites in Dubai who have received several orders. Boat #1, owned by Dr. Engh, will make its debut on our home waters of the Chesapeake Bay this summer. Boats #2 and #3 will head to Switzerland and Canada respectively. Markus Fiala will take delivery of Boat #4.

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**Farr Maxi LEOPARD3 - A Swift and Stylish Beast**

Farr Yacht Design has been privileged to be involved in the design of Mike Slade’s **ICAP LEOPARD**, the latest in a line of boats bearing the same name. **ICAP LEOPARD** represents a new concept at this size that blends the often-opposing demands of a luxurious charter yacht with a level of performance to contend for passage records and compete on the maxi circuit. In terms of design style, **ICAP LEOPARD** has moderate beam for her length compared to the narrow 30m designs that favor CBTF technology, or the over wide IMOCA Open 60’s. More in the style of a Volvo Open 70, **ICAP LEOPARD** will be at ease among the super fast monohulls while offering sufficient interior volume for comfortable charter accommodations.

The **ICAP LEOPARD** project has attracted much attention in the marine industry by way of its size and pure sailing power. The rig towers 154 feet above the water and can carry up to 15,000 square feet of sail area. The rig design is focused on providing the power and flexibility for the many modes of operation, from competing in offshore races to thrilling charter outings. The right amount of sail area can quickly be set from the 15 foot bowsprit or multiple tack points on the fore deck.

Development of the rig and sail plan has benefited from experience in the Volvo Ocean Race and included testing of modeled sails in the wind tunnel at the University of Auckland. Handling of these massive sails will be a challenge for the crew but some exhilarating sailing will reward the effort.

The stability for this powerhouse rig comes from a canting keel and a sleek powerful hull. Asymmetric foils that are deployed through cases port and starboard by a series of hydraulically powered pinch rollers provide side forces. The wider hull is especially suited for high-speed sailing offshore and is enhanced by the presence of a chine that improves water flow off the hull.

Farr Yacht Design provided the basic naval architecture and construction engineering which was combined with styling and interior design by Ken Freivokh, project management by John Bremner and Chris Sherlock, building by McConaghy Boats and efforts of many others to meet Mike’s demanding brief for the project.

We look forward to sailing on **ICAP LEOPARD** and seeing her fulfill the demanding and varied roles. We offer Mike and the crew best wishes for the launch and many seasons of thoroughly enthralling sailing.

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**Michael Slade’s new Farr Maxi, ICAP LEOPARD, on her maiden voyage**
Farr Yacht Design has been commissioned to research, design and support two Volvo Open 70’s for a Spanish entry in the 2008/2009 Volvo Ocean Race. The Volvo Ocean Race starts in Alicante, Spain, October 2008 and involves 9 months of racing on 11 legs that will take competitors to stopovers in South Africa, Dubai, India, China, Brasil, USA, Ireland and Europe.

This is the first time that FYD has elected to work for a single program for the Volvo Ocean Race. “This arrangement permits greater involvement of our design team with the project management, builders and crew,” said Patrick Shaughnessy, Vice President of FYD. “We will be making a much bigger contribution to strategic planning, construction supervision, boat optimization and tuning assistance during the race than ever before.”

Research work at FYD commenced in November 2006 and involves a team comprised of FYD designers and outside consultants. Tank testing is currently underway at the Davidson Laboratory at Stevens Institute of Technology in New Jersey. Having recently undergone renovations and upgrades, the facility is very attractive for this program. Frank DeBord of Chesapeake Marine Technology is managing the tank-testing program.

The Spanish entry has acquired an existing VO70 and FYD has designed modifications which will be tested over the next few months. Sails, appendages, hull shapes and canting systems are all part of the full-scale testing program. FYD staff members have been sailing on the boat and will be testing the modifications to obtain first hand knowledge to use in our research and design work.

“This exclusive arrangement with a well-funded, early start program has allowed research and planning to proceed promptly enhancing the prospect of success. We are thrilled to be researching these exciting boats once again and looking forward to launching the next generation of VO70’s in 2008,” said Russ Bowler, President of FYD.

Beneteau First 34.7 - A Fun Club Racer

Beneteau have enjoyed considerable success providing sailing enthusiasts with boats that merge racing and cruising needs in one tidy economic package. The First 34.7 (our design #543) was conceived to provide that product in an updated and advanced form for a worldwide market place.

The continuing expansion of IRC for club level racing and its adoption by some of the more legendary offshore events has sparked strong interest in boats that fair well under this rating system.

Farr Yacht Design embarked on an investigation to find characteristics IRC favored at this size range and to determine a sensible balance between interior accommodation requirements and the desire to keep the center of gravity as low as possible. A lead bulb, T-keel arrangement, carbon spar and careful weight control of other elements were combined to provide the best possible stability for the chosen displacement.

IRC permits the designer to create a wholesome set of hull lines without the distortions associated with the measurement methods of other rating systems. Overhang proportions both forward and aft are set to provide the longest effective sailing length while minimizing the IRC measured length. The result is a hull geometry with minimized drag from low wetted area and favorable displacement distribution for excellent performance versus handicap throughout the range of speed and heel.

Appendage development at Farr Yacht Design is a continuing program using tools developed in our America’s Cup and Volvo programs. Fin and bulb shapes and their intersecting geometry have been developed using these tools which represents a very effective way of increasing performance with no rating change.

Sail area is generous to provide exceptionally good performance in light and moderate airs that dominate club racing. Sprit or pole options can be considered and are dictated more by venue and race style than pure performance for rating optimization.

The new Beneteau First 34.7 will provide club racers with competitive performance in mixed fleets, great one design fleet racing and cruising comfort at an aggressive price.
buffer with substantial gains as PRB reached race milestones before the chasing pack. Although the 2007 Calais Race will be remembered as one of the slower versions of this race, PRB’s victory is an impressive one when considering the large amount of experience in the fleet. A welcome end to the race was a high speed sail across the channel which saw PRB break the existing Dover to Calais record.

We are also proud to congratulate Jeremie Beyou, Sydney Gavignet, and the rest of the DELTA DORE team on their hard earned 2nd place finish. The DELTA DORE team found themselves as low as 10th position on day two of the race as they fought through a difficult weather pattern. Their steady comeback built on superior boat speed and decisive tactics allowed them to slowly pick away at the competitors as they approached the race finish.

This success for PRB (our design #602) and for DELTA DORE (our design #609) is the first of what we hope will be many successful races for our new crop of IMOCA Open 60 designs which includes; FONCIA (#602), PAPREC-VIRBAC (#603), and two other as of yet unnamed boats remaining to launch. These boats are the product of an intense research and design effort undertaken by our team in order to place rational analysis along side the many design choices available under the IMOCA 60 rule.

We are privileged to work with some of the best single handed sailors in the game and have been able to provide a continuing research program working closely with these sailors and absorbing the wisdom of their knowledge from multiple single handed circumnavigations, and many 100,000’s of miles on the water under racing conditions.

Development of the IMOCA Open 60 class has an interesting history. In the early days a lot of know how accumulated through some wonderful efforts by the French “pioneers” of single-handed racing. These efforts were accomplished on minimum of financial resources trying fairly radical solutions by building and sailing. However, as the races become more competitive and sponsors provide more funding and additional pressure to win, the sailors are seeking solid scientific research and analyses to provide guidance on the many choices within the IMOCA Open 60 class rules.

Long distance single or double handed sailing requires the competitors to battle physical and mental demands over long periods of time with limited rest. Each sailor (or pair) will be unable to drive the boat to 100% of its potential for any significant length of time. Any breakage, crew injury or illness can be devastating to a competitor’s prospects. It is imperative that the designer recognizes the capacity and vulnerability of short handed sailing crews and prepare designs that are not too demanding of crew work, provide some level of creature comfort but at the same time return good speed in changing conditions with limited sail trimming and sail handling demands.

The fleet of Farr Open 60s will participate in various IMOCA events, including the ultimate venue, the Vendee Globe 2008.

Out and About

For the past year, our team has spent much time sailing our designs and observing the competition around the world. This type activity is crucial to our business as feedback and ideas obtained can be tested, analyzed and applied if appropriate thereby constantly improving our designs. Our depth of experience in the field of performance sailing spans over a quarter century and is unparalleled in this industry.

Patrick Shaughnessy, Vice President of FYD, had a busy season sailing aboard the Farr TP52 RUSH (design #585) during the 2006 MedCup Series. Patrick participated in the six series event which included Punta Ala, Castellon, Brietling, Copa del Rey, Athens and Ibiza. After a short hiatus, Patrick headed to the 2007 Key West Race Week to take a spot on Ger O’Rourke’s CHIEFTAIN, a canting keel Cookson 50 (our design #541). Now that spring has arrived in the Annapolis area, Patrick has been taking part in the local Wednesday night round the buoys races.

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Luke joined FYD as a full-time employee in the summer of 2000, after having served as a design intern for FYD the previous winter. Luke was originally hired to assist with design related research and consulting tasks but his experience has also included detail drawing production and appendage design on a wide variety of projects. His current responsibilities include preliminary and concept design, sailplan development, and design research as well as rating analysis and optimization.

Luke is involved from the start of a project in the initial review and concept design. He develops basic parameters from initial ideas to project commencement to final design.

Luke works closely with rule makers and has been involved with the development of the IMOCA Open 60 rule as well as the Volvo Open 70 rule. Luke assists rule makers and rule interpreters as well as corresponds with measurers. Luke also works with other handicap rules and is FYD’s go to guy when it comes to rules. He is responsible for reviewing MCA and ISO stability requirements, compliance review and for completing stability calculations.

Luke also conducts race modeling research including weather routing and VPP analysis for the Open 60 and Volvo 70 courses.

Graduating from the Webb Institute with a Bachelor of Science in Naval Architecture and Marine Engineering, Luke came to FYD one month after graduation. During his time at Webb, Luke had the opportunity to intern at Sparkman & Stephens in New York City and Kvaerner Masa Marine in Annapolis.

A native of Dayton, Ohio, Luke spent many years sailing on lakes in the region. In Annapolis, Luke is an avid Laser sailor and crews on a variety of area keelboats. He is currently the Vice Commodore of the Severn Sailing Association.

**Out and About (continued)**

As head of BMW Oracle Racing’s hull design team, Bruce Farr spent much time in Valencia, Spain taking part in two-boat full scale testing of the America’s Cup Challenger, BMW Oracle Racing. Bruce has enjoyed watching the exciting Acts and Louis Vuitton Cup racing and had the opportunity to sail as 18th man aboard USA 98.

The America’s Cup has also kept Senior Naval Architect Britton Ward busy. As a key member of the BMW Oracle Racing Hull Design Team, Britt logged many hours in Valencia watching the racing. When he is back home in Annapolis, Britt sails his Vanguard 15 in local Tuesday night races.

President Russell Bowler enjoys taking part in the local Wednesday night racing aboard Geoff Stagg’s Mumm 30 WHISPERS. When Russ has some free time, he takes his Megabyte out for a sail.

In between his duties as Sales and Marketing Manager of Farr Yacht Sales, Bill O’Malley spends much time sailing. Over the past year, Bill joined Jim Moller in Chicago for the launch & sea trials of his new Farr 42 SUE (D. 588M). Bill sailed on the luxurious Farr 115’ SOJANA in Palma de Mallorca in the Superyacht Regatta.

Bill joined the Farr 40 YELLOW JACKET team in January for the Ft. Lauderdale to Key West Race as well as Key West Race Week. In February he was off to Ft. Lauderdale to race in the Montego Bay Race on HARRIERS. Two months later he was back on YELLOW JACKET to sail at Charleston Race Week.

Senior Naval Architect Jim Schmicker traveled to Porto Cervo, Italy for the Maxi Yacht Rolex Cup on board SOJANA last September. The warm waters of St. Maarten enticed Jim to travel to the Heineken Regatta in February to continue his role aboard the Farr 115 SOJANA (D. 442).

FYD sailors aren’t limited to monohull racing. Design Engineer Dave Fornaro enjoys racing on an A class catamaran whenever possible. Dave also has a regular ride on Geoff Stagg’s Mumm 30 WHISPERS (D. 338) in the Wednesday night races. Just recently, Dave and Bryan Baker flew to Spain to take part in test sailing of a modified VO70 for a Spanish VOR2008 syndicate.


Design Engineer Alon Finkelstein First 34.7, in Cherbourg, France. Alon’s regular ride is his J22 INDEC...
**Out and About (cont.)**

**Dave Fornaro takes the helm of a VO70**

Team sailing is Pete’s true passion and his adventures with the **SILVER PANDA** team have lead to many 1st place victories. **SILVER PANDA**’s most prestigious win so far has been the Hinman Trophy at the US Sailing Team Race Championship in September. As part of Pete’s commitment to give back to the community, he often gives informal talks to local high school sailors about team racing. In his spare time Pete also enjoys practicing with local high school and college teams as well as umpiring for college sailing.

Much of Design Engineer **Chris Cochran**’s racing this year was spent trimming jib/spinnaker on **SPICE**, a Farr 31 (D.321) owned by Brad Parker. **SPICE** finished a 1-1-2 in the three Wednesday night series, and a 2nd in the Fall Series. Chris also went down to Solomon’s Island for the 2006 Screwpile, finishing 5th in PHRF 3. When not racing on the Farr 31, Chris is usually doing bow on Alon’s J22 **INDECISION**.

In September, Chris sailed the Mumm 30 (D.338) North Americans in Holland, MI, trimming the mainsail on board Dave Irish’s **SURPRISE**. Although they only finished 12th, it was a great time with plenty of breeze most races.

Chris also joined Patrick & Bill at Key West Race Week in January. He sailed on the Farr 40 **YELLOW JACKET** (D. 374).

Naval Architect **Bryan Baker** enjoys racing his Vanguard 15 against Britton Ward and the local Annapolis fleet. Bryan is also a regular aboard Alon’s J22. Bryan recently traveled to Charleston for Charleston Race Week. He joined the First 10R **NKE** (D. 543) team and now sails with them regularly.

Another crew member aboard the Farr 31 **SPICE** is Designer **Alan Salisch**. Alan participates in many local regattas and Wednesday night races aboard **SPICE**. He also occasionally sails 505s and enjoys sailing on Britt Ward’s Vanguard 15 on Tuesday nights.

In addition to sailing, the team also attends various boat shows around the globe. In September **Bill O’Malley** visited the Newport Boat Show. Later that same month **Jim Schmicker** traveled to the beautiful Cote d’Azur for the Monaco Yacht Show. While in Monaco Jim got a chance to see the new Southern Wind 100’ **FAREWELL** (D. 542). FYD President **Russell Bowler** braved the cold and visited the Helsinki Boat Show in February.

As always keep on the lookout for FYD team members at your next regatta!

**Farewell Dear Friend**

Francois Chalain, long time Director of Product Development for Beneteau’s line of sailboats, passed away April 28 at age of 60. Francois combined his love of sailing with a creative flair and an uncanny understanding of the market place to give Beneteau their leadership position in the production sailboat market. Francois brought designer names such as Pininfarina and Philippe Starck, into styling their product and worked with renowned Naval Architects to create products that set the standard. Bruce, Russ and the team at Farr Yacht Design bid adieu to our friend and fellow collaborator for many successful projects. He will be missed but not forgotten.

**SION**. Alon sails his J22 with several FYD crew members in a variety of local racing. **INDECISION** finished 3rd in the Thursday night series, 3rd in the Mid-Atlantic & 5th in the East Coast Championships.

In April a few FYD team members had the opportunity to sail on a Volvo 70. Design Engineer **Mark Bishop** as well as **Pete Levesque** and **Chris Cochran** joined a Spanish team to sail from the UK to Spain. The short trip was a thrilling ride for the FYD sailors. Many more team members will participate in VO70 sailing leading up to the 2008-09 Volvo Ocean Race.

Design Engineer **Pete Levesque** spends his spare time sailing on a variety of boats. He has logged many hours of experience sailing on a Mumm 30 this past year which included the Mumm 30 North Americans and Mumm 30 Worlds.

The warm winds of the Caribbean summoned Pete to Antigua Sailing Week. Pete joined the **CHIEFTAIN** team and helped sail the Cookson 50 (D. 541) to 2nd place.

While in Annapolis Pete sails aboard a J22 in the AYC Summer Series Wednesday Night racing. Pete also participated in the NYYC Annual Regatta as Middle/Pit aboard a Swan 45. As helmsman aboard a 505 Pete placed 2nd in the 505 Mid Atlantics in October.
FYD is proud to announce our new affiliation with Henri Lloyd Online Sailing Shop. Recognizing HL is at the high end of marine clothing spectrum, we wanted to provide Farr owners with an avenue to obtain quality marine clothing and gear with ease.

Our association with HL will provide customers the opportunity to work directly with HL to customize a clothing wardrobe for their team. HL offers ranges of branding services in order to apply logos in the most effective way and to ensure the technical properties and performance of the garment are not compromised.

The HL Online sailing store offers a variety of clothing options for offshore, coastal, inshore and dinghy sailing for men, women and kids. Customers may access the HL online store while visiting our website at www.farrdesign.com.