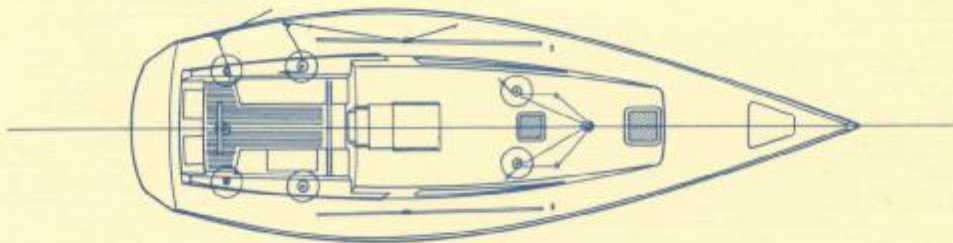
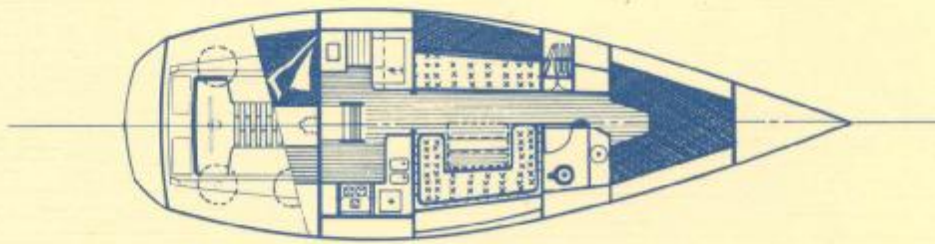
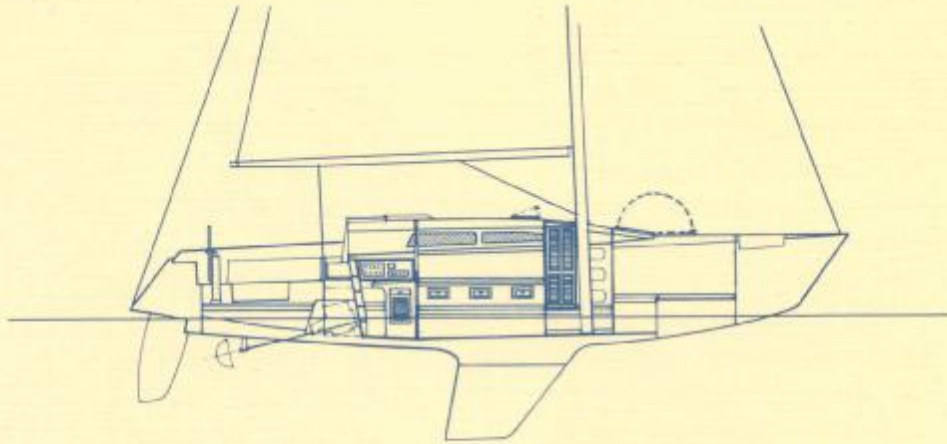


# FAIRBANKS 38

A Very Fast Cruising Yacht





LOA	38'3"
LWL	31'2"
Beam	12'0"
Draft	6'4"
Displacement	10,600
Ballast	4,100
Sail Area	685

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# Farr 38

This trend setting cruising yacht is a proven design, with over 90 built, offering full comfort and spacious accommodations in a 38 footer that can sail away from similar sized IOR racing boats. This is a pleasant bonus — to be savored without the usual high effort demands and apprehension associated with the current cruiser racer — a polite experience that is sorely lacking in today's high performance boats. She reacts to the weather's whim without the quick, uncomfortable motion and sudden handling surprises so often associated with lightness. In short, this is a yacht that deftly executes breakaway speed yet retains the solid feel and unparalleled ease of handling required of a seaworthy cruiser. We believe the designer has fulfilled this concept admirably. It is an ideal that is promised by many builders with great enthusiasm but generally delivered with great compromise. The Farr 38 is a refreshing experience — the Farr Experience.

## Design Concept

Changes to the IOR rule in 1977 and 78 were obsoleting yachts the year following their launching, and producing distorted hull shapes. The Farr 38, inspired by the trend away from IOR, was conceived as a pure cruising design, free of the restrictions and torments of IOR but incorporating the years of experience Farr gained in highly successful development of ocean racing and cruising yachts. The result is a spacious, comfortable, safe, easily handled (even short crewed), extremely fast and economical yacht that offers security of investment and pleasurable, high performance sailing.

In general terms, the style is for moderately light displacement hull form, moderate beam by modern standards with powerful aft sections and fine bow. The powerful hull coupled with a good percentage of ballast set very low in a high aspect keel makes the boat stiff and ensures excellent performance to windward, particularly in rough water.

The rig is a fractional swept spreader arrangement eliminating complicated running back stays. She has easy-to-handle headsails and a mainsail large enough to drive the boat by itself for tranquil cruising. Free of rule restrictions, the spinnaker pole is designed longer than J to improve balance and speed downwind. Fore triangle height is slightly higher in relation to mainsail luff than most fractional rigs to give better control of fore stay sag and make back stay adjustments less critical.

## **Racing or Cruising**

The Farr 38, specifically conceived for one-design or performance handicap racing, has no regard for IOR rating. She just sails a whole lot faster than considerably longer and more expensive IOR racing machines — racing happily boat for boat with the best 2 Tonners with the ease of handling of a 1 Toner. One-design fleets are established in several countries.

Several Farr 38's cruise the South Pacific Islands, and others have made ocean passage — from New Zealand to Hong Kong, Hawaii and Vancouver, from Cape Town to Uruguay. If cruising is your pleasure, you will be in good company. It's fun to go fast if you don't have to work hard at it, and on the Farr 38 you don't. Experience it.

# The Farr Experience

Bruce Farr, designer of the FARR 38, has now established his design office in Annapolis, Maryland. He designed and built his first boat aged 12. At 21 he opened his design office in Auckland, New Zealand and entered the 18 Footer scene. He emerged as one of the most successful designers in the world - four World titles were taken in 18 Footer of his design. He also designed cruising boats, and added 1/4, 1/2, 3/4 and 1 Ton IOR boats to his folio and World Championships in each of those classes. In the late 1970's he developed a range of cruising yachts, among them the FARR 38, and brought to them the same expertise given to leading edge race yachts.

The Farr concepts of design give firm bilged hull forms with wide aft sections for power, speed and interior volume, and fine "U" shaped sections forward give good performance and an easy motion sailing to windward in a sea. This approach gives maximum all round performance, room and ease of handling for a given dollar expenditure.

A yacht designer's efforts being put into production reflects not only the continued interest of the sailing public in his design, but also a high degree of confidence by the boatbuilder who is investing capital and staking his reputation on success.

The worldwide success of the FARR 38, now in production in six countries, is an indication of such respect for the Farr name and this Farr design.

"A lot of cruising sailors have the ideas that heavy equals safe, (it doesn't, it just costs more) and that if it's a cruising boat it must be slow. We believe that speed is important for a cruising sailor because he wants to get somewhere. The faster he does it the happier he will be, and the safer he's going to be because he can pick his weather conditions."

The FARR 38 is a very fast cruising yacht. - Experience it!

Bruce Farr