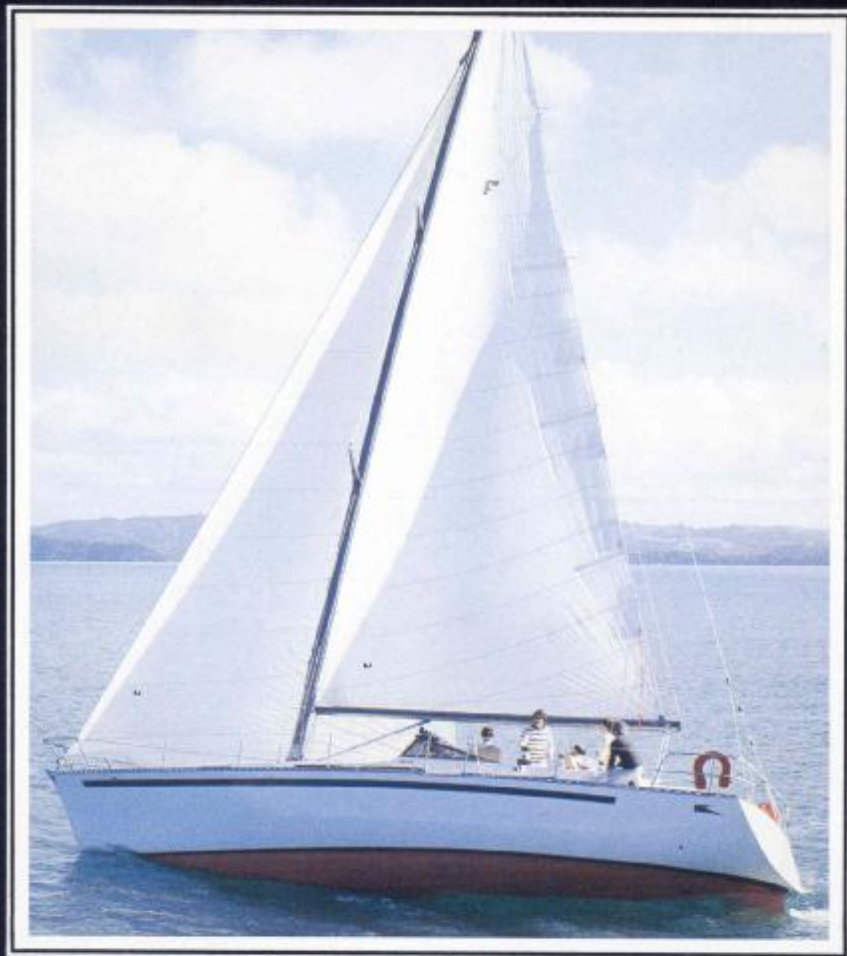
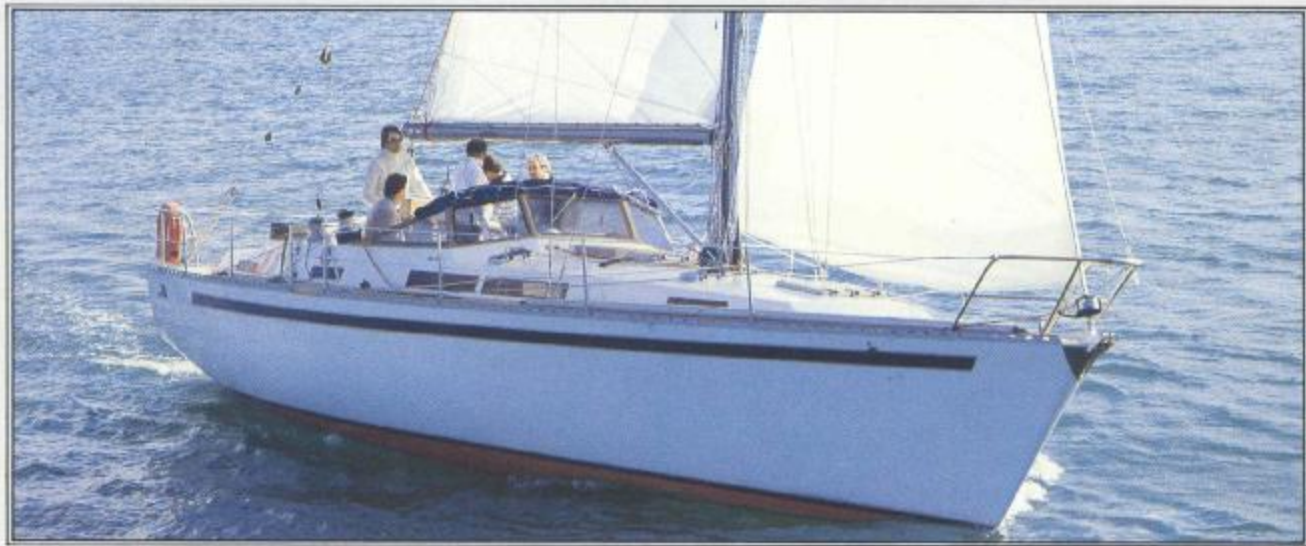


FARR 46



NORTHLAND MARINE EXPORTS
WHANGAREI, NEW ZEALAND.





INTRODUCING THE FARR 46

The original concept for the design of this boat was for a fast comfortable cruising yacht which could be short handed and cruised comfortably in both good and bad weather. The large cockpit makes for enjoyable relaxation in sunny weather with the spray dodger folded and with the rigid screen and the spray dodger up, it is possible to still sail enjoyably in bad weather when both rain and spray make normal yachting uncomfortable. The main hatch in this situation can be left open enabling a passage of air through the boat to provide a comfortable interior. With the help of Bruce Farr we have been able to meet these objectives and by using roller furling headsails and self tailing winches it is possible to handle the boat with only two people.



NEW ZEALAND

New Zealand enjoys an enviable reputation as a nation of high quality boat builders who build on one-off rather than mass production techniques.

No yachts are alike with each owner having his individual preferences. Located in the Tasman Sea in the South Pacific, New Zealand has produced many famous yachting personalities. Bruce Farr, Ron Holland and Peter Blake all come readily to mind but New Zealand's small boat sailors rank among the worlds best. Not surprisingly the lovely cruising grounds of the Hauraki Gulf and northern New Zealand influence the number of boats and New Zealand not only hosts the world's largest one day regatta but can probably boast the highest number of pleasure craft per head of population of any country in the world. All this is inherent in the character of the Farr 46 which is an ideal boat for short-handed, coastal, and ocean cruising where the owner wishes to cover distance at a fast rate.

CONSTRUCTION

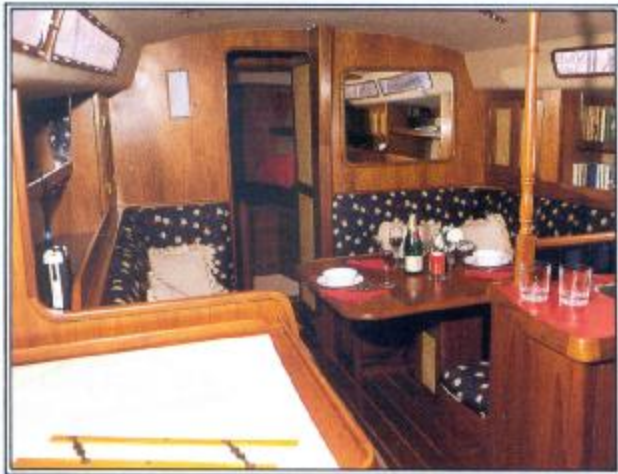
Every yacht is hand laid up and the joiner work in the interior is of exceptional quality. Only rack dried timbers are used in the construction and the end result is an attractive and classic yacht with its own individual characteristics.

The custom made quality of each yacht is ensured because each is built individually, hand laid up over a male mould with Klegecell cored fibreglass construction which provides not only immense strength but an insulating effect from both heat and cold in the interior of the yacht. The teak laid deck and high quality appointments are emphasised by the detail attended to in the joiner work. Refrigeration is all stainless steel, only stainless steel fastenings in structural situations are used and only the best of timbers and materials are allowed into each boat. Teak is used extensively throughout with high quality epoxy adhesives. 1980's technology in fastenings is critically important to ensure our ongoing quality.



BRUCE FARR

Bruce Farr was approached with the above objectives in mind and was successful in designing an attractive, sea kindly and comfortable boat which is not influenced by I O R rating rules.



UNIQUE FEATURES

The design of the yacht from keel to mast head is packed with features found in some other yachts but not always put together in a package such as we have presented.

The keel arrangement was specifically designed for shoal draught waters of the East Coast of the United States and with a draught of 4ft 6in (1.365 metres) with the centreboard raised, this yacht is well set up for cruising in shallow sandy or mud conditions. With a long foot on the keel she can be easily beached for careening and in the event of having to make passages through locks or areas where she may be required to go dry, she can be easily handled. In addition to the unique features incorporated in this keel, we have made the mast collapsible so that with an A-frame rigged from the pulpit, the mast can be lowered and placed on the deck for inland or under bridge travel.

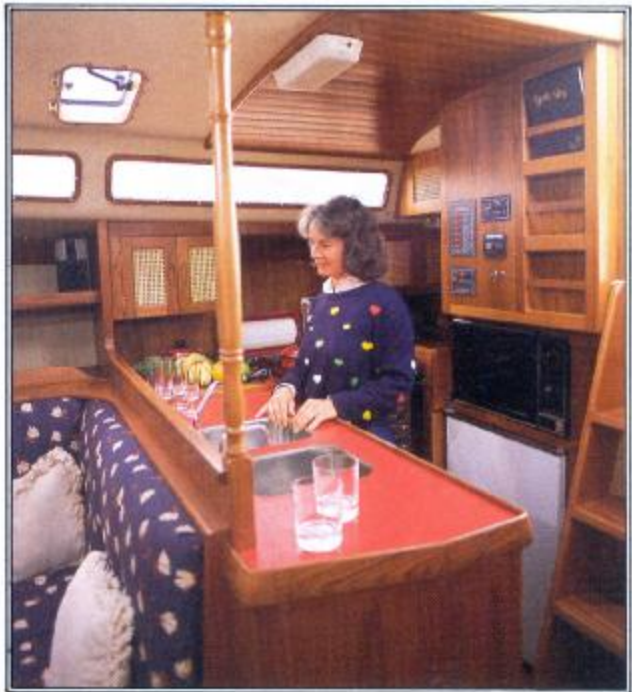
Both these features make for extremely practical use of the yacht and while she sails particularly well, it is expected a lot of cruising will be done under motor. Because we anticipate owners will expect to use the yacht extensively, we have arranged dual alternators on the engine to provide a charging system for each bank of batteries without having to remember to change over. Kysor alarms are fitted as standard on the engine in the event of over heat or under oil pressure and the refrigeration system is set up so that high pressure and temperature controls can eliminate the worry of excessive icing or under charge.

INTERIOR

In designing a cruising yacht it was felt essential that the forward cabin be completely self contained with sleeping quarters and head with shower with the occupants own locker space and hanging locker, and a similar arrangement is found in the owners, state room. We believe that a cruising yacht should not have people sleeping in the main saloon and therefore this area is kept for entertainment only. In a racing situation where weight displacement may be important this area can double as bunk space. Although designed as a shorthanded cruising boat, she can be raced with a crew of up to nine. In addition the area to port of the main companionway has been allocated for a wet area where the crew can change and dispose of their wet weather gear in a special locker area. The large engine room similarly provides the space to spread out wet sails and becomes a drying area when the engine is run. A large work bench makes sure that maintenance becomes an easy part of life on a cruising

yacht. The well appointed galley contains a microwave oven as well as refrigeration and freezer areas and a rubbish disposal area with extremely good access to all remote parts for stowage.

The interior decor of the yacht is serviceable with bunks and settees of pure New Zealand wool and American cotton. A complete teak interior ensures that a serviceable aspect of care of joiner work is achieved.

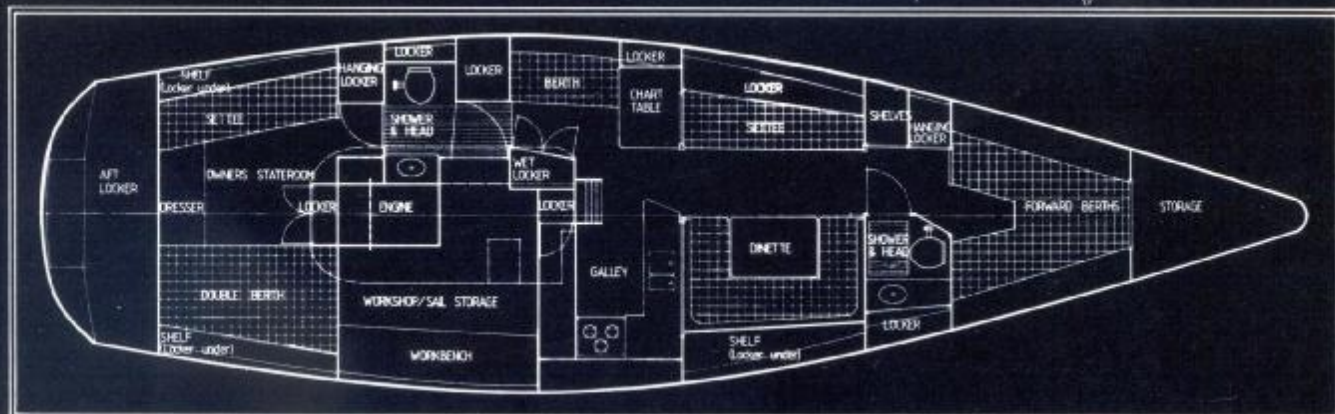


Designed to sleep five in normal operating conditions, the yacht is quite capable of sleeping up to nine people in the event that the crew is expanded.

Deck heads are texture coated in the vessel with the exception of the main cabin area which is finished in a unique scrubbable 100% synthetic material which looks particularly attractive. The area over the galley and the companionway aft has teak deck heads which can be removed for access to winch bases for service. This particularly pleasing aspect of the interior decor enables us to offer a standard of finish not found in production fibreglass yachts or sail boats. Because each vessel is built as a one-off, we are able to extend the ability to produce custom interiors to owners requirements in this and the joiner work area.

SEA TRIALS

Each individual yacht will undergo extensive sea trials before shipment from New Zealand. Electrical, refrigeration, pumps both fresh and salt, heads, rigging, winches, engine, and equipment are all thoroughly checked out by our engineers before we will give the approval to despatch from New Zealand. We are proud of our high standard of quality and intensive sea trials which form an important pre delivery function. The depth of information contained in the owners manual will help in ensuring that the yacht provides its owner with an enjoyable and long partnership.

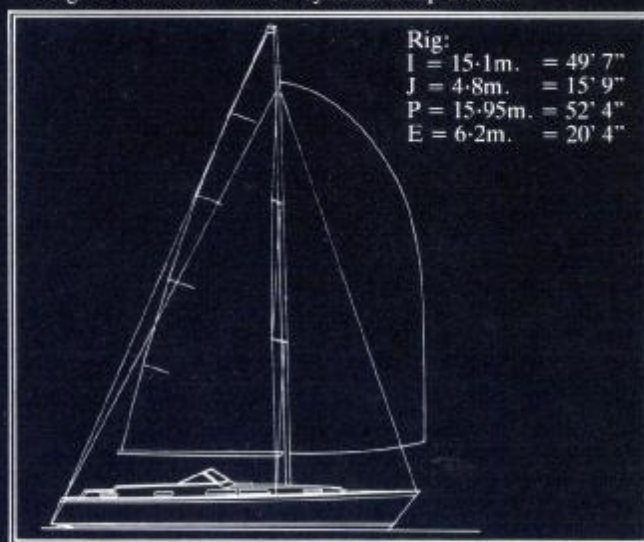


DIMENSIONS	Metric	Imperial
Overall Length	13.99	45' 11"
Length on Water Line	11.89	39'
Beam	3.95	13'
Draft	1.365	4' 6"
Draft Board down	2.85	9' 6"

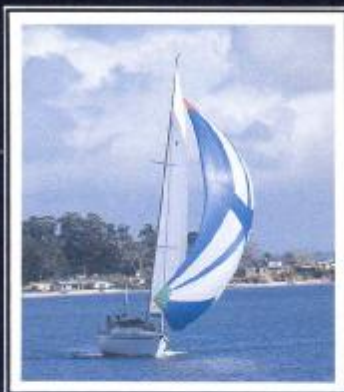
DIMENSIONS	Metric	Imperial
Displacement	7886 kg	17386 lbs
Ballast	2930 kg	6460 lbs
Ballast to Displacement Ratio	37.15%	
Engine - Perkins - 4/108 4 cylinder 56hp Diesel.		

SAILS

Although the boat is designed as a cruising yacht, we could not get away from the fact that Bruce Farr's pedigree ensured we would have a fast boat on all points of sail. We therefore felt it essential she came equipped with good off the wind sails and the ability to reach, run and point well. The reaching spinnaker and running spinnaker provided with each yacht ensures she will perform particularly well where a spinnaker is required. We have opted for a No. 1 Genoa which will give extremely good performance in light airs and yet with a roller furling headsail can be reduced in the event of sudden squalls or inclement weather. In the event that the weather does get worse, a No. 3 is also provided and with four reef points in the main this yacht will stand up to gale force conditions. The mast arrangement is such that with slightly swept spreaders, a structurally sound rig is a feature which, if running back stays are not used, provides for excellent performance and is sturdy enough to combat seas which normally put great strain on a straight spreader rig. The proven fractional rig design provides a big main which is easily reefed with both leach and luff lines and provides for superior reaching qualities with a balanced helm.



Specification and design changes can be made at the purchasers discretion after consultation with Northland Marine Exports.



NORTHLAND MARINE EXPORTS
WHANGAREI, NEW ZEALAND.

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