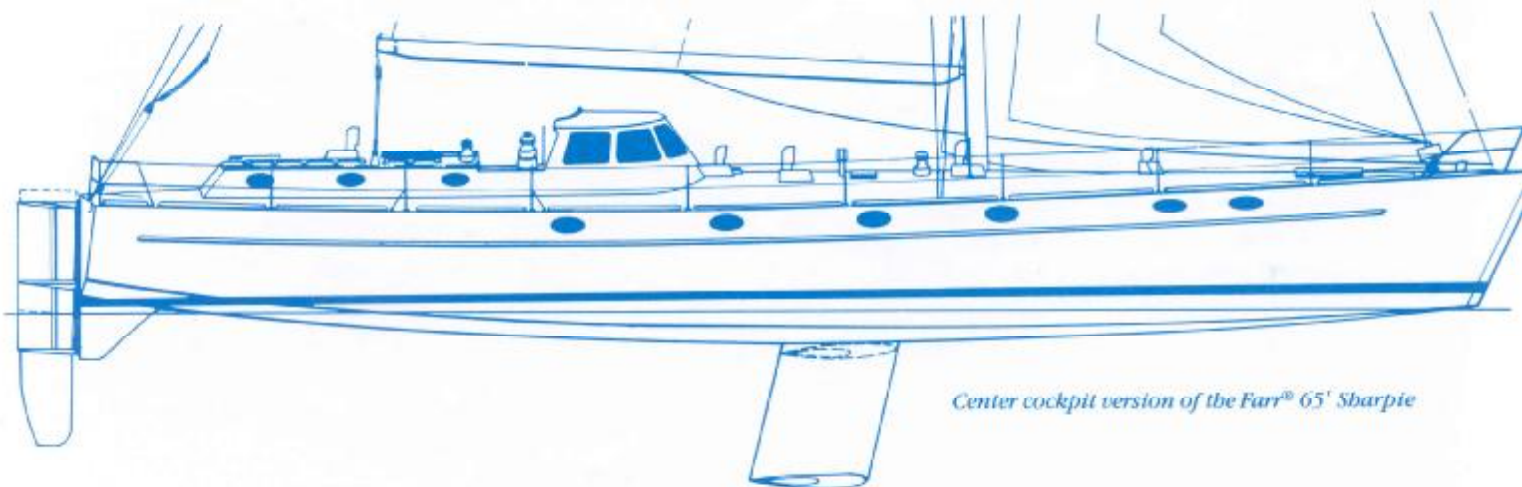




FARR® 65' SHARPIE



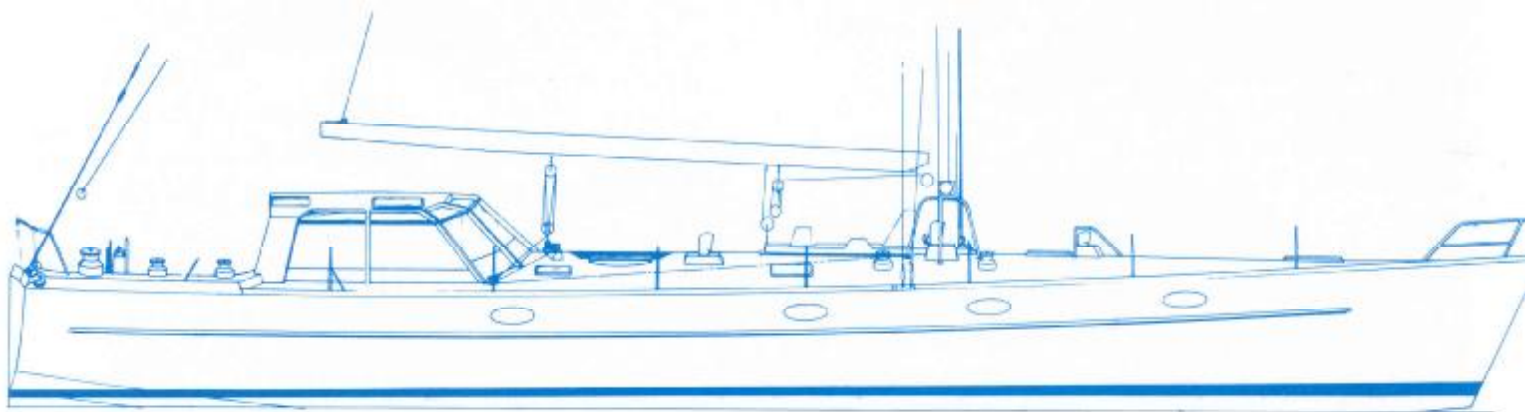


Center cockpit version of the Farr® 65' Sharpie

DESIGNER – BRUCE FARR – COMMENTS

“The design concept for the Farr® 65' Sharpie was to produce a modern interpretation of the classic sharpie style, maintaining the traditional style, hull form and basic appearance and charac-

teristics wherever possible, but not ignoring modern advances in yacht design that can contribute to safety and speed.”



Aft cockpit version of the Farr® 65' Sharpie

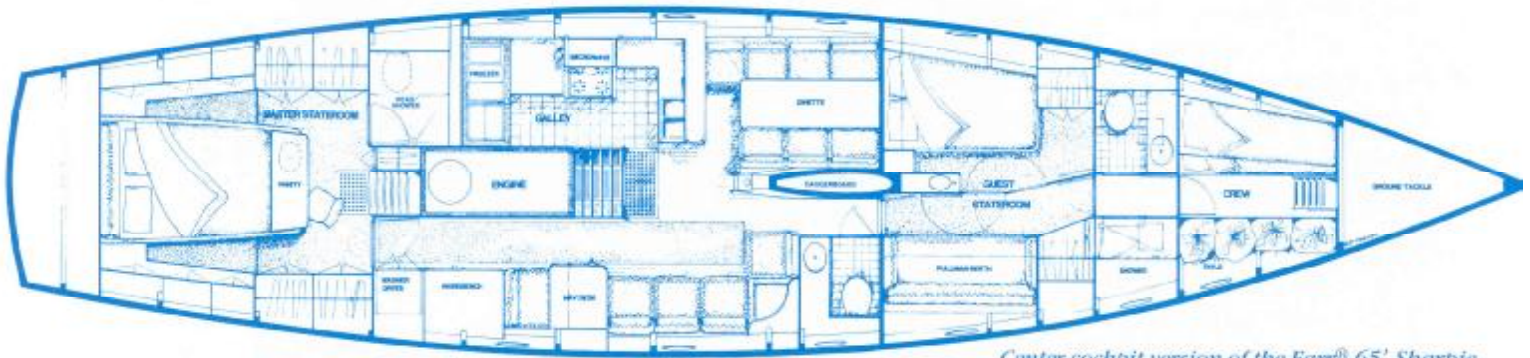
“The result is a sailboat that has the character, simplicity and economy of the traditional sharpie, powered by a modern efficient rig and auxiliary propulsion system, and sporting a low center of

gravity lifting keel with winglets in place of the traditional swing keel(s) and internal ballast to give high performance combined with shoal draft.”

The Farr® 65' Sharpie, *LIVELY*, from American Shoalcraft Sailboat Company, is one of the largest sharpies ever built. It is a state-of-the-art sailboat design that is the result of the latest computer technology to test, enhance, and extend the best

features of the traditional sailing sharpies.

She will be a very fast cruiser and will sail well to windward; off the wind she will be extremely fast, and in surfing conditions will move at surprising speeds.



Center cockpit version of the Farr® 65' Sharpie

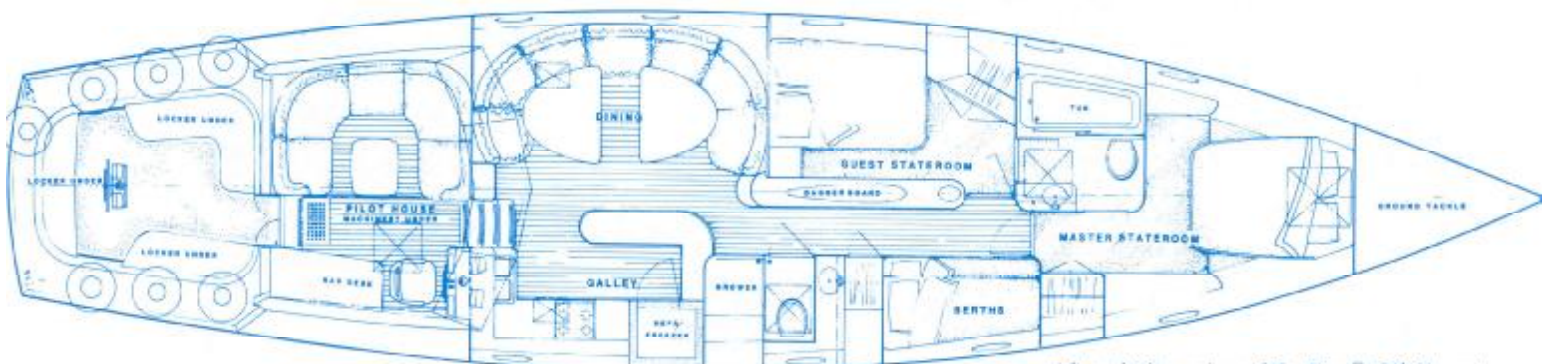
One of *LIVELY*'s planned tests is an attempt to break the clipper records from San Francisco around the Horn to New York.

The shoalcraft design will allow this design to sail literally wherever there is water which makes her ideally suited for sailing the South Seas islands, the Florida Keys, and the canals and rivers of Europe.

Another innovation is that she is unsinkable, which is the "trademark" of all boats to be built by American Shoalcraft Sailboat Company. The 750 cubic feet of positive flotation will allow the crew to stay with the boat. The lead filled steel winglets are 3'6" wide and will keep the boat upright when purposely beached or in a mud berth. The skeg, acting as an aft centerboard, will keep her

steady and tracking before the wind and over the waves. A hydraulic, retractable rudder (down 6'6", up 26") and a hydraulic ram to lift and to lower the daggerkeel have two back-ups as well as a manual device. The hydraulic propeller drive has a 190° turning radius for steering and for docking. The prop and drive are retracted flush to the bottom of the hull for zero drag when under sail.

Both of the Farr® 65' Sharpie designs are available in aluminum or wood, using the cold molded process. Each comes completely ready to sail away with a full complement of sails, electronics and safety equipment suitable for worldwide cruising. For complete details, please ask for a specification manual for the model in which you are interested.



Aft cockpit version of the Farr® 65' Sharpie

The first sharpies were 18-30 foot, flat bottomed sailing workboats with two unstayed masts, triangular sails and a centerboard. An easy sailboat to rig, and lightly ballasted, it was maneuverable and fast, with or without cargo. The unstayed cat

ketch rig could easily be changed to meet different conditions, sometimes sailing with one mast as a sloop or as a catboat. A third mast step between the cat ketch steps allowed for another single mast adjustment for winter sailing.

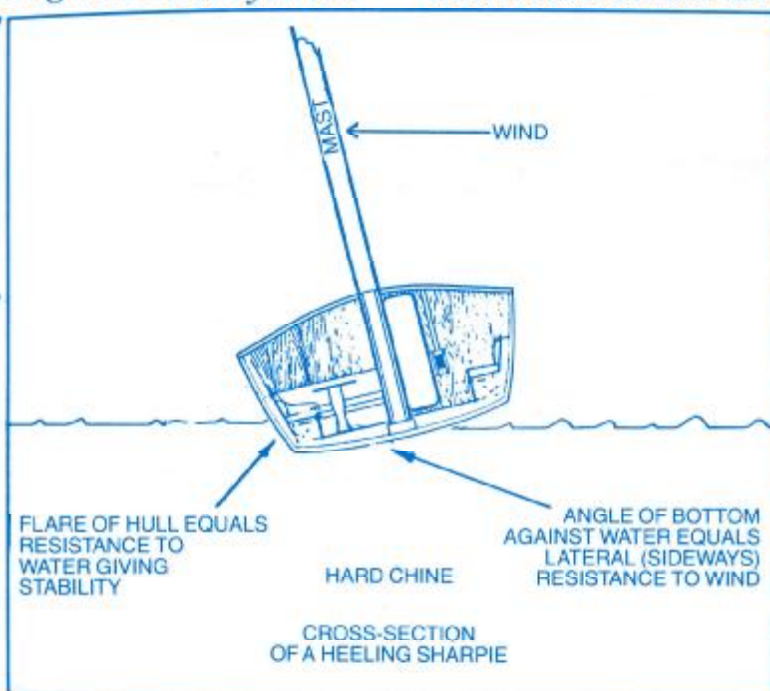
The sharpie became the most popular workboat in the United States, a perfect boat for shellfishing, fishing

and carrying cargo. In Florida, before the railroads, sharpies carried the mail and were almost the only means of transport and communication. They became known for their ability to run the Florida coast inlets and to safely cross or sail in the Gulfstream in almost any weather. Also, off the wind, they were extremely fast.

As the sharpie style spread, it adopted and adapted to meet new uses and conditions. It became bigger, added new ballast and used new rigs. The last fleet of working sharpies were 45' double-enders used in the winter halibut fishery on the Strait of Juan de Fuca.

The sharpie sails on a different theory of sailing dynamics. It is based on the concept that the preservation of buoyancy is the most important element of boat design since this is the first quality a boat must have to be a boat. Based on this theory, the buoyancy

interacting with the shape of the hull and a modest amount of ballast results in a safe boat that sails well against the wind. When a sharpie heels, the hard chine – almost the entire length of the boat – is pushed down into the sea. The right angle of the hull and the bottom becomes tipped and forms a “V”. On the Farr® 65' Sharpie, this “immersion



wedge” is 56' long and two feet deep and functions as a long shallow keel. This tipped hull and bottom, pushing down against the sea, uses the sharpies' buoyancy to create great initial stability and lateral resistance to prevent sliding. The flare of the hull – 10' 6" at the chine and 15' 4" on the deck also contributes to the stability. Combined with a modest amount of outside ballast (7600 lbs.) in the form of foil designed winglets on a foil designed daggerboard, allows the Farr® 65' Sharpie to preserve buoyancy, sail well to windward, off the wind she will be extremely fast, and in surfing conditions she will be an awesomely swift monohull.

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Farr® 45' - 55' - 65' SHARPIES