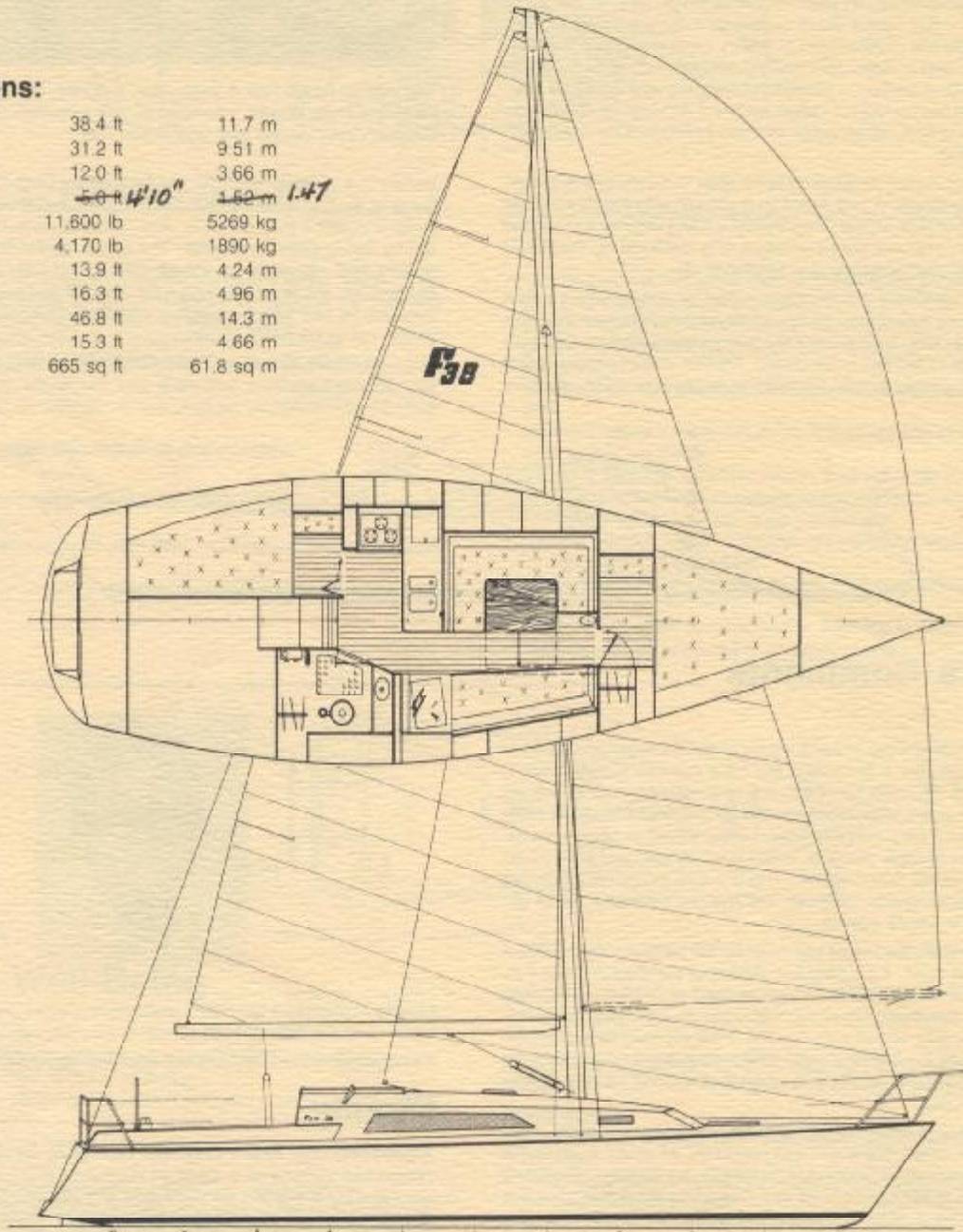


# The New **FARR® 38**

## Specifications:

LOA .....	38.4 ft	11.7 m
LWL .....	31.2 ft	9.51 m
Beam .....	12.0 ft	3.66 m
Draft .....	<del>5.0</del> 4'10"	<del>1.52</del> m 1.47
Displacement .....	11,600 lb	5269 kg
Ballast .....	4,170 lb	1890 kg
J .....	13.9 ft	4.24 m
E .....	16.3 ft	4.96 m
I .....	46.8 ft	14.3 m
SPL .....	15.3 ft	4.66 m
Sail area .....	665 sq ft	61.8 sq m



Built under licence from Bruce Farr & Associates Inc. by *Spindrift Yacht Inc.*

## Designer's Comments

The cruising yachts we design are good, all-round, Rule-free sailboats that are safe, fast, and easy to handle. We have developed an alternative style for the future: something that is not steeped in tradition. They have features that are good in racing boats but are great for cruising boats; like, SPEED, like the ability to go to weather...those things are really important in a cruising yacht.

What should a decent boat be like? The primary consideration is safety; it must be strong with high stability and therefore a low centre of gravity. Our cruising boats have the ballast concentrated a lot lower in the keel than our IOR boats because they are not restricted by the IOR's centre of gravity factors.

Handling ease necessitates as much waterline length as possible and a moderate beam — that means WIDE compared to 30 years ago. Our hull forms call for moderate displacement to ensure great strength; a fine bow, powerful sections, and a broad stern which guarantees high speed reaching and no tendency to round up. A powerful hull like the new **FARR 38** combined with a good percentage of ballast set low in a moderate keel makes a very stiff boat and ensures excellent windward performance - particularly in rough weather.

The rig reflects our latest developments for ease of handling in high performance cruising boats. A masthead rig is chosen and the fore-triangle is (very) small and of high aspect. The mainsail is (very) large for a masthead rig. This results in many of the advantages of a fractional rig combined with the simplicity and reliability of a masthead rig.

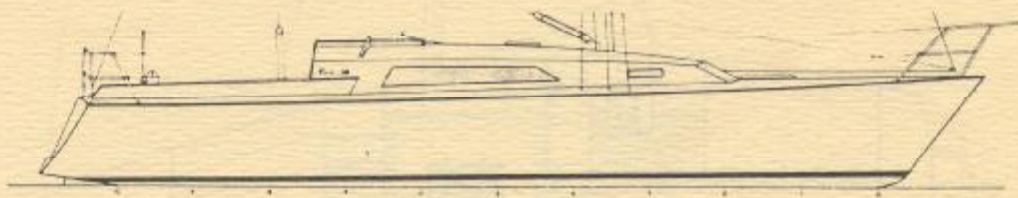
One of the most significant misconceptions held by some cruising sailors is that heavy equals safe. I think many sailors have entrenched concepts that are just out of date: such as, that the best cruising boat must be very heavy and unable to sail well to windward. Another misconception is that anything fast isn't good - or safe. We feel that speed is probably more im-



The staff of Bruce Farr & Associates includes, left to right, vice-president Russ Bowler, international vice president Geoff Stagg, Nick Danese of the design staff and Bruce Farr.

portant in a cruising boat than it is for a racing boat! The speed of racing boats is always relative to others racing the same course - and it really doesn't matter if they are all in slow bathtubs since one of them will still win by sailing better or smarter. The cruiser on the other hand, has a lot of very real demands for speed: he's going sailing, he wants to get somewhere, the faster he does it the happier and safer he's going to be because he can pick his weather condition. Our feeling is that cruising yachts out to be FAST yachts.

The new **FARR 38** built by SPINDRIFT YACHT INC. is an excellent and fast cruising boat.



## Builder's Comments

To build a truly outstanding cruising yacht, one must start with a superb design - and Bruce Farr & Associates Inc. have certainly supplied that in the new **FARR 38**. Spindrift Yacht Inc. is a new company but we are old hands with many years of experience building successful boats for other companies. For our very own first boat, we are proud to offer a proven design from a world class designer which involves only well-established production techniques and materials. This is a total performance cruiser without exotic experimental materials that ensures minimum risk of obsolescence or premature ageing.

The **Scheel** keel shifts the weight well down for stiff performance but allows a very acceptable draft...it is now 5 feet instead of the original 6 feet 4 inches. The wide flat stern is stable and fast on reaches but without the drag losses of many submerged transoms. The broad quarters extend the sailing length for greater speed and comfort. Fine sections forward give excellent windward performance and inhibit pounding in big waves. All combine to yield superb handling in all wind conditions - a prerequisite for any cruising boat.

Below decks, the textures are elegant, maintenance-free, and highly functional. The vista is open, bright and well ventilated. All space is effectively exploited and conveniently accessible. On decks, the layout is simple and uncluttered - gear is solid and convenient. The whole yacht is as attractive to those aboard as it is to those watching as you pass. Although any pleasure boat is by necessity a compromise, there is no need to forego comfort, safety, stability, and performance for a restrictive rating rule. We build the **FARR 38** knowing it will be a wise investment in both performance and value for any serious cruising family. It looks and acts like a solid com-



Peter Hans, Builder

fortable cruiser but it will match performance with the latest 40+ foot IOR racer - and the best of both worlds is no compromise at all!

If you demand the best, you will want the new **FARR 38**.

## Quality

A good FRP boat lasts a long time! That is why we believe only the best design and workmanship, constant inspection, and follow up after the sale are imperative. We aim for perfection and pay much attention to details to ensure everything is done right the first time. We know that real quality is the complete fulfilment of all needs perceived by cruising sailors: we know your complete satisfaction is key to our success. We know that owners of the new **FARR 38** will become our best sales representatives. We want you to come back to Spindrift Yacht Inc. for your next boat too!

## Performance

- a stable, fast hull shape with no adverse behavioral tendencies.
- all 4 standard winches are 2-speed self-tailing Lewmars™. Two locking handles are included.
- shoal-draft Scheel® keel, exterior lead, and only 4.5 foot draft.
- 27 HP Yanmar diesel ~~engine~~, easily serviced and very dependable.
- complete 12V DC system with 2 x 100 amp. batteries and shore connections for 110V AC. 2 duplex outlets installed.
- wire-Dacron® halyards are all internal with wiring tube installed for future masthead electronics.
- fully integrated toerails, stanchion bases, mooring cleats, terminal fairleads system by Bomar® *CUSTOM DESIGN.*



## Comfort + Convenience

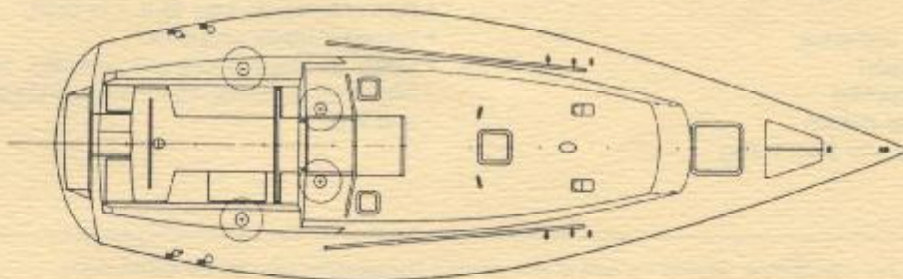
### Exterior:

- spacious cockpit for relaxed passage-making and easy outdoor living
- clean uncluttered decks for safe and secure lounging or sail handling
- glare resistant, easily maintained, non-skid surfaces
- high cockpit coamings for comfortable and dry passages
- all running rigging convenient to the helmsman in the cockpit
- large 36" steering wheel with four alternative helming positions
- deck storage well forward stows two anchors complete with SS chain and all rode
- winch handle storage pouches strategically located

### Interior:

- a luxurious layout for two, yet offering privacy for all when up to four guests are aboard
- well-organized storage for all your gear...and more! No space wasted and all convenient
- highest quality fabrics over firm and comfortably shaped urethane foam pads

- spacious convenient galley with gimbaled oven, three surface burners, and safe efficient propane system
- elegant satin-finished teak marine ply throughout
- joinery work is beautifully executed with convenient safe handholds and corners
- level navigation table stores charts flat and doubles as extra galley working area
- extensive natural lighting with ample fluorescent and incandescent lighting in all activity centres
- luxurious care-free synthetic fabrics and upholstery throughout
- all doors are louvered to ensure good ventilation and rapid drying of wet weather gear
- huge aft storage locker accessed via starboard seat locker and head for stowage of all extra gear
- soft textile headliners for easy access to all deck fittings and instrument wiring
- pressure hot water demand heater supplied to both head and galley
- deep double SS sinks cover all galley needs



## Safety & Well-Being

### Above Decks:

- walk-through cockpit to transom boarding platform with permanently mounted swim ladder for easy boarding
- fully rigged boom vang and back-stay, with slab reefing gear led aft to the cockpit
- teak cockpit sole grate for dry, comfortable non-skid surface, full visibility all around
- emergency tiller stowed for ready conversion when desired
- manual bilge pump (22 GPM) and fire extinguisher handy to helmsman
- sealed lazarette storage well, and convenient "glove compartments" for small personal items
- doubly valved propane tank safely secured in port lazarette well with vent, remote control, and sensory alarm
- SS pulpit, twin "pushpits" with pelican wire gate line, double 24" lifelines with gates port and starboard

- large cockpit drains assisted by direct and fast overboard (aft) draining
- masthead tri-light running lights plus separate anchor light

### Below Decks:

- 3 soft lockers are included, one next to quarter berth and two in the forecabin
- oiled teak grating over sole in the galley area, and contrasting teak-holly ply sole in the main cabin
- all through-hulls are fitted with Forespar® ball valves as sea-cocks
- large insulated ice box easily converted for refrigeration
- strategically located teak hand rails are fastened to the deck liner
- high capacity 12V electric bilge pump clears sump automatically
- two independent fresh water storage containers with 80 (US) gal. (300 l) total capacity

## The Exceptional Standard Boat

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All features mentioned earlier are included in the standard boat. In addition, the following points should be noted.

**Hull** - hand laid GRP (glass-reinforced polyester) with woven and unidirectional roving with CSM sandwich using ~~3/4~~ Termanto (X-linked PVC) form core in isophthalic resins. A bonded rib network adds outstanding stiffness, strength, and rigidity to all interior bulkheads and structures. An off-white gel-coat is set off with either a red or blue boot top line.

**Deck** - similar to hull ~~deck~~ with 3/4" Termanto foam core. It is fastened to the hull with a waterproof joint using high temperature putty sealant and closely spaced SS fastenings throughout and unitized with the Bomar integrated toerail system.

**Rudder** - hand laid GRP laminate with polyurethane foam core molded around 316 SS fingered shaft with the entire perimeter fastened with SS bolts and totally barrier coated with a special underwater grade epoxy. Whitlock "Cobra" steering with drag link connection.

**Keel** - patented *Scheel*\* design using external lead casting solidly bolted to the hull.

**Bulkheads** - Teak marine ply used throughout and directly fastened to the hull rib network. Chainplates are 316 SS plates anchored to the hull.

**Power** - Yanmar 3GM30CxSO20 marine diesel ~~engine~~ fully instrumented with tachometer (illuminated), keyed switch, push button start, warning buzzer, and warning lamps for oil pressure and cooling water temperature. The controls are recessed and convenient to the helmsman. The single lever control is mounted by the helm. A 20 US gal. aluminum tank with built in gauge and a 8" 2-bladed propellor ensure good cruising range under power and positive response in both forward and reverse.

**Electrical** - includes complete 12V DC system comprising 2 x 100 amp marine batteries, master control switch, and charging from 55 amp alternator on the engine. Separate 110V-AC/12V-DC charger uses shore power. Shore connection for 110V feeds charger and outlets in the head and navigation station. A master panel displays all circuits.

**Ventilation** - on deck, 4 large Lewmar\* opening hatches with tinted plastic windows, a screened cockpit hatch to ventilate and light the quarter berth, twin Dorade ventilators on forward deck, all interior doors are louvred to permit rapid drying and inhibit mold growth. Blower exhausts the engine room.

**Joinery** - all exposed wood is teak with end grain hidden, all corners inserted and pegged. Mahogany is used extensively in shelving, under berths, and all reinforcing areas.

\* Registered trade-mark.

## Options

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- full spinnaker gear (pole, reaching strut, extra winches, foreguys & pads, halyard, topping lift, and sheets)
- 12V refrigeration
- anchors (Bruce and Danforth), with SS chain and nylon rodes
- pedestal-mounted compass
- sailing instrumentation
- anti-fouling paint applied
- shower and shower curtain
- hydraulic backstay and boomvang

- cruising sails (with hanked foresails)
- racing sails (with luff tracks for foresails)
- hull colors other than off-white with boot top line
- mooring package (4 large bumpers, and 4 mooring lines)
- conventional fin keel (6 ft 4 in draft)
- folding 2-blade propellor
- safety package (extra extinguishers, second manual bilge pump, flares, man overboard pole, float, strobe, and line)

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The manufacturer reserves the right to alter standard Specifications and Options without notice.



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