

THE FARR[®] 51



BUILT BY
BINKS YACHTS

The **FARR** 51 - A yacht with an impeccable pedigree



The Navigation Station.

From the board of the world's greatest designer, Bruce Farr, and built by Australia's most experienced production builders, Binks Yachts, the Farr 51 combines the latest in design and innovation, along with superb craftsmanship. The yacht is an exceptionally fast vessel and one which is a delight to handle in a light zephyr or in storm conditions - a vessel for confidently cruising or racing the world's oceans.

The Construction: Bruce has developed advances in yacht construction and tooling and construction methods used in production vessel anywhere near this. On deck there is a structural liner mould; incorporates a series of massive ring stringers and longitudinal liner moulding also incorporates engine moulding is the intricate full length incorporates channels for wiring and is further enhanced with inset varnished

The Layout: All of the tooling has been developed to suit individual owners. The layout of the yacht to suit individual owners. The yacht contains double aft cabins with their own head with head and a separate shower compartment.



The queen size bed in the master cabin.

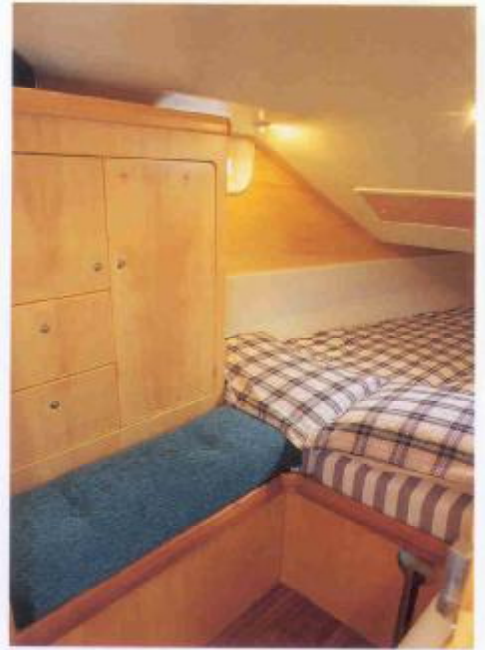


The head and shower door in the master cabin.

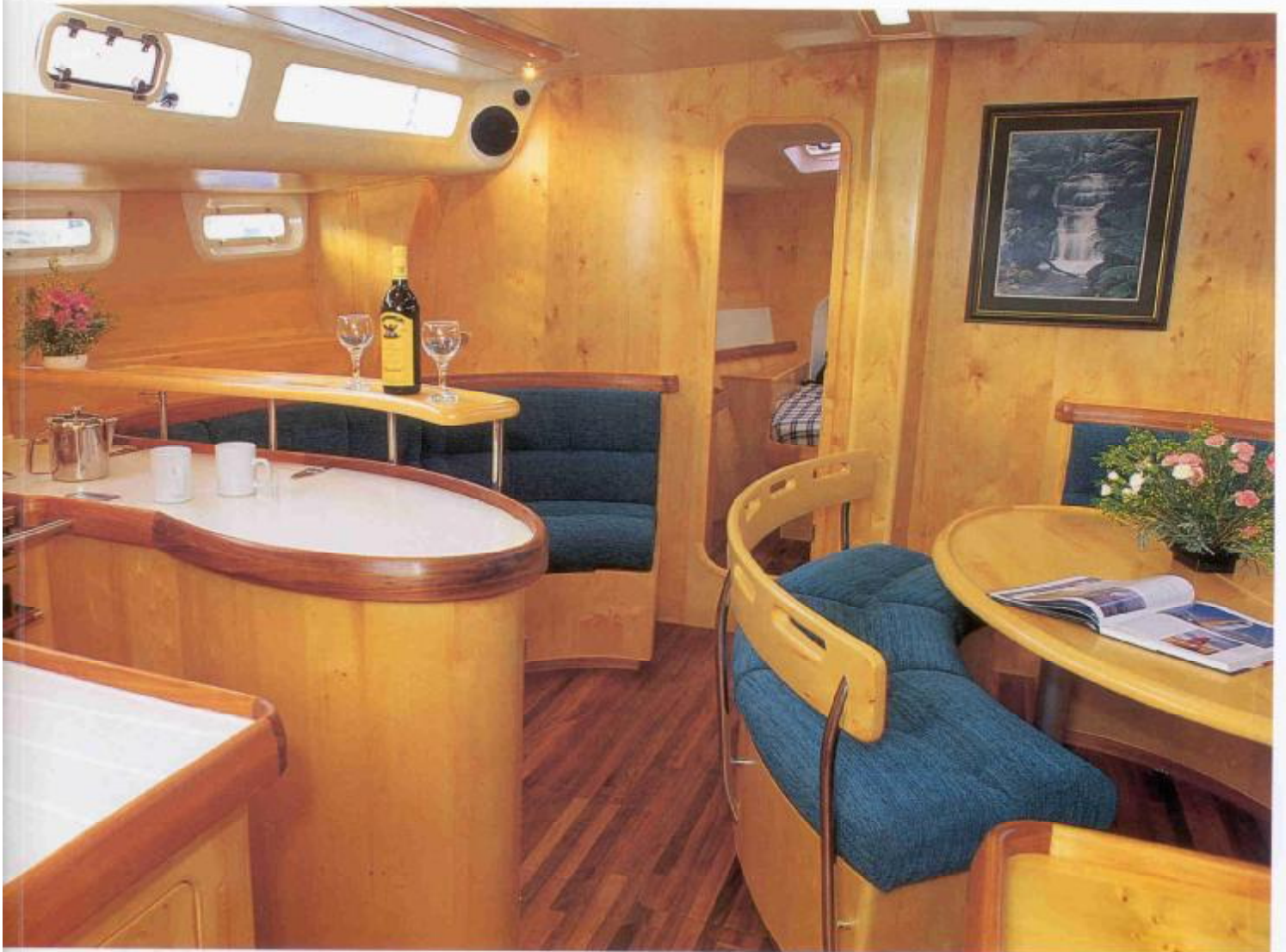


...s designed the Farr 51 to take advantage of the latest technological
...nd we at Binks Yachts have spared no expense in tooling up for it. The
...used are way in advance of anything previously done in Australia for a
...his size. In addition to moulds to produce the hull and a very detailed
...uld; the moulding produced from this bonds inside the hull moulding. It
...ring frames spaced along the full length of the vessel, connected by a
...nal members providing enormous strength to the yacht. The structural
...engine beds, fuel and water tanks, mast base, etc. Another major
...ngth headliner. This mould with its soft looking textured surface
...nd has extremely attractive diffused aircraft style lighting built in. It is
...hed timber panelling and recessed handrails.

...has been constructed to allow quite a degree of flexibility in the internal
...al owners' specific requirements. The standard layout has two fully self-
...eir own ensuite facilities as well as luxurious owner's stateroom for 'ard
...ompartment.



An aft double cabin.



The Saloon looking forward.

Ahead of the owner's stateroom is a small cabin accessed from the deck which can be used as crews' quarters or as a bosun's store and work shop. The yacht, however, could be constructed with two double cabins for'ard rather than the owner's stateroom, a layout which might be more suitable to a vessel used for charter work. The galley, saloon and chart area can also be changed to suit an owner's specific requirements.



The master cabin looking aft.

A comprehensive galley, ideal for use at sea or in port, has all the features a chef could desire - large oven with grill, vast refrigeration and deep freeze chests, a drinks fridge and bar and ample stowage space. A deep, double bowled rapid draining sink is supplied with ample piping hot water. The serious navigator is well catered for with a full size chart table and chair together with an attractive and extensive wrap around instrument panel.

Timbers & Other Materials: Binks Yachts have been able to obtain a supply of the now very rare Huon Pine, a very beautiful pale honey coloured timber which comes from Tasmania. This timber is used for all of the interior furniture and contrasts beautifully with dark Tasmanian Blackwood hand laid in 40mm wide planks to form the cabin sole. These exotic timbers are combined with marble tops in the galley and heads, highly polished curved stainless steel railing, exclusive Italian tapware and lighting and very rich padded and shaped upholstery. The result is a higher standard of finish than has previously been seen in production yachts built in Australia and more than rivals imported European vessels.

The Engines: A unique feature of the vessel is the engine arrangement with twin sailboat drive 40 h.p. diesels. This arrangement has a number of advantages. It allows half the vessel's power to be used in the leeward engine when motor sailing giving better thrust and enhancing engine life. Twin propellers also greatly aid the vessel in docking and tight manoeuvres. As well the arrangement has the advantage of giving a spare engine in the unlikely event of one failing.



The Saloon looking aft.



Recessed hand rail and air vent details.



Halyards run from the mast under cabin top to the cockpit.



Opening ports give ventilation under closed hatches.

Deck Layout: On deck there is a large cockpit fitted with a permanent drop-leaf table and a large central wheel (twin port and starboard wheels can be fitted as an option). There is a closeable walkway in the transom dropping down to a large swim platform which contains lockers for the storage of diving gear and the like and a liferaft locker is built into the transom. Two more large self-draining stowage lockers are also fitted to the port and starboard side of the cockpit. Ventilation has been given priority in the design with a large number of opening hatches, ports and vents. For'ard is a large chain locker which also has provision for stowing warps and fenders. A powerful anchor winch and optional bow sprit also make the work of anchoring exceptionally easy. The standard rig is set up utilising full length battens, carriages and lazy jacks for the simple control of the main and roller furling on the headsail is standard. All winches and the headsail furling can be converted to power operation if required.

The Farr 51 IMS has many other features too numerous to list, but it can probably best be summed up as an outstanding design with a quality of finish and attention to detail never previously seen in this country and due to the extensive and detailed tooling this is available at a very affordable price.



Centre table and console on twin wheel option.



Anchor winch, chain and stowage locker and underdeck headsail furler.

Versions of the **FARR** 51

BrUCE Farr has designed two versions of the Farr 51. The first has a relatively shallow draft winged keel drawing 2 metres (6' 5"). This keel will suit the serious cruising yachtsman who wishes to be able to enter shallow anchorages. On the second vessel a high performance keel draws 2.64 metres (8' 8") and has an IMS bulb on the bottom optimising IMS handicap and performance. This version has a narrower, deeper rudder and a taller rig further enhancing the vessel's superb performance and will suit the owner who wishes to spend some time racing his vessel. Because the IMS rule favours well designed yachts which are stiff, stable and seaworthy, the vessel rates and will perform well under this handicap system. The IMS handicap is approximately 560.

PRINCIPAL DIMENSIONS

L.O.A.	15.5 Metres (51' 0")
L.W.L.	13.1 Metres (43' 0")
BEAM	4.5 Metres (14' 9")
DISPLACEMENT	12 Tonnes
WATER CAPACITY	1,000 Litres approx.
FUEL CAPACITY	600 Litres approx.
ENGINES	Two x 29kw (40hp)

Cruising Version

I	18.40
J	5.87
P	16.12
E	5.56

DRAFT: 2.0 Metres (6' 5")

Cruiser Racer

I	19.59
J	6.17
P	17.17
E	5.86

DRAFT: 2.64 Metres (8' 8")
IMS G.P.H. 560 approx



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