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Design by Bruce Farr® & Associates Inc

"From the people who brought you..."

Designed by Bruce Farr® and Associates, built by Carroll Marine, administered and marketed by Farr® International Inc. - there is no better pedigree for a modern offshore one design. These are the people that brought you the Mumm 36, and then the Mumm 30 and Corel® 45 - three of the most successful yachts of the decade. They are defined by what you, the owners wanted in your racing boats. It can be summed up in one sentence...

Fast, user-friendly sailing in a value-for-money one-design, with strong class support and a proven winning record in handicap fleets.

If that's the kind of sailing you're looking for, come to the team with a track record for providing it. Following on from the success of the Mumm 36, then the Mumm 30 and Corel® 45, is the Farr® 40.



Fast

When you are talking fast, you have to be talking Farr®. The man and his team have dominated international yacht racing for the last two decades, it's as simple as that.

User Friendly

Sailing the Farr® 40 is a lesson in how advanced technology can yield simplicity of function with high performance. From the carbon fibre, runner-less rig, through the clean deck layout and elegant interior, you will appreciate the care, thought and attention to detail that has gone into this yacht.

Great Value

At \$235,000 (ex sails and electronics), the boat is better than good value, it's great value and

your investment is protected by the One Design rule which ensures healthy resale values.

One Design

From the beginning the Farr 40 has had a set of strict one design rules in place. Managed by Farr® International Inc., they are rules designed for owners, for fair and even sailing. Your needs and suggestions are reflected in the rules



for example, having an owner driver rule. Should an owner not wish to drive then he may nominate a Group 1 (Amateur) driver who also has to meet other stringent Class criteria and be approved by a Class review panel. This rule is one example,

others are the limitation on professional crew members to four and predetermining owners weight so that an owner does not need to weigh in.

Class Association

Any one design needs a strong class association to promote its interests and to protect its One Design. The Farr® 40 Class Association ensures that the class is run according to the consensus of the owner's wishes that there is a cost effective, fun racing circuit.

A Modern Grand Prix-Type Yacht

The yacht was designed to offer fast, exhilarating, cost controlled, fun sailing for owners driving their yachts. It was designed to be fully compatible with the IMS rule and highly competitive yet has not exploited current formulation in directions that encourage better

handicap at the expense of speed. This results in a concept that has lighter displacement, higher stability and more sail area than is typical in present IMS optimised



boats. These attributes ensure a boat that is safe, fun and one with exceptional performance relative to it's size. A true Grand Prix boat, and one which should remain competitive in an ever changing rating rule environment. Despite these concessions for performance over handicap, the yacht's record



under the IMS rule has been most impressive. Hull No 1 owned by Dr Steve Garland was named the top IMS yacht at Block Island Race Week for 1997 for winning its very competitive IMS class and Hull No 2 owned by Ken Bruneflod was second overall IMS in the 1997 Round Gotland Race. The simple rig and efficient interior also make the

boat competitive under the popular CHS rule. **Sailing World** named the Farr® 40 overall "1998 Boat of the Year" Judge Betsy Alison said "The boat is awesome to sail".

**Farr® 40 -
the proof is in
the sailing.**



"Farr 40 – the proof is in the sailing..."

Fast, user-friendly sailing in a value-for-money one-design with strong class support and proven winning performance in handicap fleets. Easy enough to say, much harder to do. Many elements need to come together to make the formula work, to make the concept real. You need the design skill and knowledge to make the boat both fast and easy to sail. The

manufacturing skills to construct it to high levels of quality and consistency – and to do that at the right price. Then you need the management team with the energy and commitment to make it all work. With the Farr® 40 the proof of all this is right there in front of you.

Rig and Sail Plan

The mast, spreaders, and spinnaker pole are all built from carbon fibre – the lightest, strongest material available in the place where it most counts. The rig configuration of swept back spreaders and hydraulic top mast backstay is the ultimate in simplicity. There are no running

backstays, which would require extra crewmen and increase the risk of rig damage if they are not handled efficiently. Results in the Mumm 30 and Corel® 45 have demonstrated that this elegant and simple rig meant no compromise in performance. Experience with the America's Cup and the Whitbread Race had established that you don't necessarily need big overlapping jibs for high performance in light air. And with little or no downside in performance, the advantages in handling and cost are significant. Non-overlapping jibs are cheaper, last longer and don't require gorillas to haul them round when tacking.





Deck Layout

When we came to plan the deck layout the criteria was the same as for the spars – clean and functional. There are minimal lines on deck on the Farr® 40, most have been led below to keep the working cockpit clear. The jib track lines and mainsheet traveller purchases are under the deck and every block, track, winch, and jammer has been positioned after extensive planning and testing. The result is that everything works beautifully.

Hull and Deck

The hull and deck are constructed from a PVC/Balsa core.

The laminate is a vacuum-bagged, wet pre-preg epoxy with a E-Glass matrix. This is then post-cured in an oven for maximum strength and durability. Construction techniques are scrutinised periodically and are designed to ensure the highest levels of consistency in hull weights and finishes. Down below the detail and finish are consistent with the high standards set on deck. There is everything you would expect of a boat this size. There is a sensible navigation area with ample room for chart work, and an efficient galley by racing standards. There is plenty of stowage space, all carefully designed into the interior to keep



clutter and weight to a minimum. The same thought has gone into making engineering work as practical as possible.

**Farr® 40 –
test drive it now.**



Dimensions and Specification

Dimensions

LOA	12.41m	40.72 ft
LWL	10.75m	35.27 ft
BEAM	4.03m	13.22 ft
Draft	2.60m	8.53 ft
Displacement	4,945 kg	10,902 lbs
Ballast	2,250 kg	4,960 lbs
RMC	175kg m	1,266 ft lbs

Rig Dimensions

IM	16.20m	53.2ft
J	4.71m	15.5ft
P	16.70m	54.8ft
E	5.90m	19.4ft
ISP	16.20m	53.2ft
SPL	4.71m	15.5ft

Construction

Epoxy/E-Glass/Foam/Balsa composite
Wet Pre-Preg, post cured in oven
Keel mast support structure:
Aluminium Grid
Keel: Steel fin, Lead Bulb, Epoxy Coated

Mechanical

Diesel engine:
Yanmar Sail Drive 3GMSD30
Two bladed geared folding propeller
Fuel tank: 75 litre aluminium
Fuel filter & water separator
Single lever throttle & gear control
Fuel Gauge
Waterlock with silencer

Electrical

12 Volt DC distribution panel
Battery Condition meter
Circuit Breakers of appropriate
amperage
Main battery switch
Batteries: 2 x 105 Amp hour
Alternator, 80 Amp on engine
ORC approved navigation lights
Red & White dome lights for general
illumination
Halogen reading lights

Plumbing & Stove

Water tanks: 2 x 80 litre
Pressurised water system

Galley sink with overboard drain
Vanity sink with overboard drain
Manual bilge pumps:

1 Cockpit, 1 Below Deck
Electric bilge pump below deck
Marine head c/w holding tank and
overboard discharge
Flush seacocks on all openings
below DWL

Fresh water fill below deck
Ice box
Stove: Custom 3-burner Butane

Deck Hardware

Winches:
Primaries: Harken 48/3 speed (2)
Halyard: Harken 44/2 speed (2)
Mainsheet: Harken 44/2 speed (2)
Backstay: Hydraulic
Winch Handles: 10" Double Grip lock (2)
10" Single Grip lock (2)

Pulpits: S/s custom bow & stern rails
with lights
Stanchions: 6 tapered, 4 tapered with
braces
Stanchion bases: Custom flush fit
Lifelines: Upper & Lower 1 x 19 s/s wire
Rope clutches for halyards
and pole lift (5)
Jib tracks, Fully adjustable with under-
deck control lines
Barberhaul system 10:1
Cunningham lead aft to
mainsheet trimmer
Outhaul led aft to mainsheet trimmer
Mainsheet along the boom
'European' style, lead under deck
Spinnaker Foreguy
Foredeck Hatch: 24" diameter,
round alloy
Cockpit hatches: 5x12 (2)

Steering

Carbon rudder stock with
Epoxy/Carbon/E-Glass Blade
Upper and lower self aligning
spherical bearings
Custom alloy tiller (standard)
Tiller extension
Wheel steering (optional)

Spars & Rigging

Custom carbon rig:
Two sets swept aft spreader
Custom hydraulic mast step
Integrally moulded deck collar
Roller bearing Spinnaker pole track
Aluminium boom: Outhaul, Lock offs for
reef lines (2)

Vang: Solid strut lead aft port & stbd
Carbon spinnaker pole
Standing rigging: discontinuous rod
Permanent backstay: Kevlar to
hydraulic cylinder
Tuff Luff headsail system

Running Rigging:

Main Halyard (1)
Forward Halyards (3)
Mainsheet (1)
Outhaul (1)
Cunningham (1)
Traveller Control (2)
Jib Sheet (2)
Jib In-haul (2)
Jib Car adjust (2)
Spin sheet (2)
Afterguy (2)
Foreguy (2:1) (1)
Backstay stop (1)
Spinnaker twing lines (2)

Miscellaneous

Exterior finish: Light colour gel coat on
topsides & deck
Double bootstripe is standard
Clear epoxy on bottom ready to sand &
paint
Foil are epoxy coated & faired to
template
Interior is finished in matte white paint
Four fixed berths: 4" cushions
Fabric covers on hanging lockers

One-Design

Guaranteed to comply with Farr® 40
One Design Class Rules on delivery



