

BOAT TEST

FAST
BY
FARR

IT is probably a good indication of the standard of workmanship at Hitech Yachts, and the quality of the design of the Farr 36, that the Royal Perth Yacht Club chose this yacht when it was building a fleet of 10 new yachts for the World Match Racing Championships.

The 10 boats built for the RPYC were completely stripped out, without even an engine, but the hull and rig is exactly the same as the production cruiser/racer put out by Hitech Yacht now. The only change that has been made since that batch of boats is the addition of a longer keel with a bulb on the end.



FARR 36 is fun to sail downwind with its near 92 sq metre spinnaker (above) and its fast tacking ability is well tested in events like the Lexcen Cup (left). (Pics John Roberson)

The hull lines of the Farr 36 bear many of the features that make a typical Bruce Farr boat so good looking, slightly flared up for'rd, pleasantly raked bow, and sleek lines. The Farr 36 is a leader in its size and variety in this country, from one of the few Australian boat builders that is still solvent.

The boat is designed to cruise and race, it does both well, and seems to suit IMS particularly well.

On The Water

Conditions: Breeze 8-15 knots; Sea: 1-1.5m; Sails: main & no. 1.

Under Power

The Farr 36 comes with a standard Volvo 2002 18hp motor which has a saildrive, though the Nanai 22.5hp is available with shaft drive.

The engine started well, and the boat was very manoeuvrable under power. Motoring out of the pen at the start of the day, and backing back in again at the

By John Roberson

end were easily achieved, the boat steered well under power both in forward and reverse, and the speed was easily controlled with the throttle.

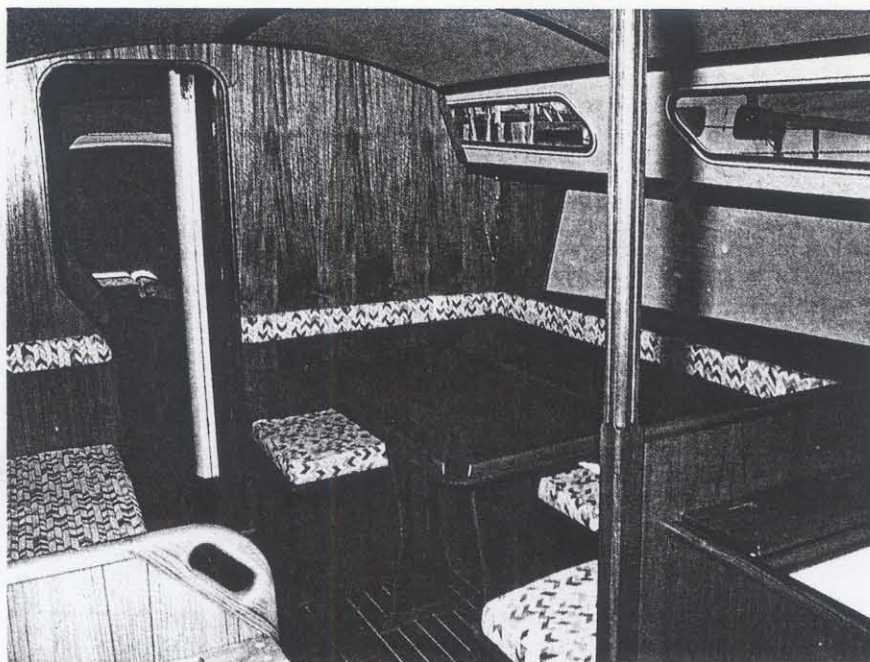
The Volvo pushed the boat along at about 7.5 knots, and it was easy to control within the restricted marina space. The boat wasn't seriously affected by cross winds, or by the swell outside the marina.

Under Sail

To sail a Farr 36 is to sail a pedigree yacht. From the drawing board of a man of Bruce Farr's reputation and experience one would expect a boat with the highest standard of handling qualities, and you get it. The boat is really light to handle, having a dinghy feel about it, it is lively without being difficult to control in windier conditions.

Upwind it is stiff, having an IMS stability factor of 119, and gets into the groove quite easily. The seating position for steering the boat is comfortable, the raised cockpit surround prevents the helmsman from slipping into the cockpit when the boat heels. Visibility from the steering position is good.

Off the wind the boat is fun to sail, and with the 91.98sq.m. spinnaker she is exciting, but without losing any of her



WHILE the match-racing FARR 36s are stripped-out racing machines, Hitech Yachts production version is well fitted-out, including teak interior. (Pic John Roberson)

easy handling characteristics. The Farr 36 surfs well in the right conditions, but shows no tendency to broach.

The boat's manoeuvrability and good handling is well tested each year when

the Royal Perth Yacht Club's 10 boats are used for the Australia Cup and the Lexcen Cup. The cream of international skippers like Peter Gilmour and Chris Dickson have attested to the boat's

JUCA LS

Length; 4.01mtrs
Max H.P.; 15
No. of Adults; 6-7
Weight; 30kgs

WHY?

... cartopable ... comfortable ... lightweight
... safe ... stable ... economical ...
compactable ... storable ... not just
a fun boat, but a durable workhorse
under any conditions!

MAYA LS

Length; 3.60mtrs
Max H.P.; 10
No. of Adults; 4-5
Weight; 30kgs

JOLLY

Length; 2.50mtrs
Max H.P.; 4
No. of Adults; 2-4
Weight; 14kgs.

MAYA S

Length; 3.60mtrs
Max H.P.; 10
No. of Adults; 4-5
Weight; 30kgs

BRONCO S

Length; 3.08mtrs
Max H.P.; 10
No. of Adults; 4-5
Weight; 23kgs

Waves

O V E R S E A S

S O L E A G E N T S

- M E T Z E L E R B O A T S

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sailing qualities, who are we to argue with them.

For all this performance it is still a cruising boat, stable, easy to handle and remarkably dry on deck.

Rig and Sails

The rig is simple and efficient, fractional, but with a single set of swept-back spreaders, so doing away with the need for runners. Mast bend is controlled with the backstay, which has a simple multi-purchase system that is easy to use.

The mainsail is controlled by an 8-1/4-1 coarse and fine tune system that runs across the cockpit on a traveller recessed into the deck. All the blocks, leads and clutches on the Farr 36 come from Sweden's Easy Marine Products, while the mainsheet traveller is a Harken.

Reflecting the quality aspect of the hardware on this boat, the primary

winches are Barient 24s, while the smaller winches for halyards and control lines are Barient 18s. The layout of control lines along the coachroof is fairly standard these days, and includes spinnaker pole topping lift, two genoa halyards, No. 1 and No. 2 reefs, vang, main outhaul, and spinnaker halyard. The clutches are in two banks of four on either side of the hatch.

The mainsail is 32.69sq.m. which can be controlled well with the standard mainsheet system. The No. 1 headsail is a good size, measuring 6 metres on the foot, but can be held in up to 15 knots of wind. The Barient 24 winches provide plenty of power for headsail trimming.

Spinnaker handling presented no problems, with dip-pole gybes easy to execute. Hoisting can be done from the cockpit, but is easier and quicker if there is a man at the mast to bounce the

halyard. All spinnaker controls are led to the cockpit.

On Deck

This boat is best described as spacious on deck. The cockpit is large, making for good family cruising and plenty of room to work when racing. The cranked laminated tiller comes up from the aft end of the cockpit floor, and can be pivoted out of the way when the boat is moored or at anchor.

The Farr 36 features a walk-through transom, and swimming platform at the stern, well proportioned side decks, and plenty of room on the foredeck.

The non-slip is moulded into the deck over the working surfaces, and is very effective even when wet, or the boat is heeled. Varying amounts of teak trim come as an optional extra, the most popular option that just breaks up the starkness of an all-fibreglass deck features teak on the top of the cockpit coamings, and the grab-rails along the coachroof.

The deck area is uncluttered, with all control lines on the coachroof, and even with two sets of headsail lead tracks the sidedecks look clean. In the cockpit the mainsheet traveller does not in anyway restrict movement or space when racing, cruising or sunning.

When racing the cockpit area was particularly easy to work, with room for helmsman, tactician, mainsheet and headsail trimmers to operate without getting in each others way.

Locker space in the cockpit is mostly under the starboard side bench seating, and is large. It is divided into two, with the for'd section the biggest, having plenty of room for sails. The aft section runs right across the stern behind the steering gear and is suitable for fenders and ropes. On the port side there is another small locker at the aft end of the cockpit for a gas bottle.

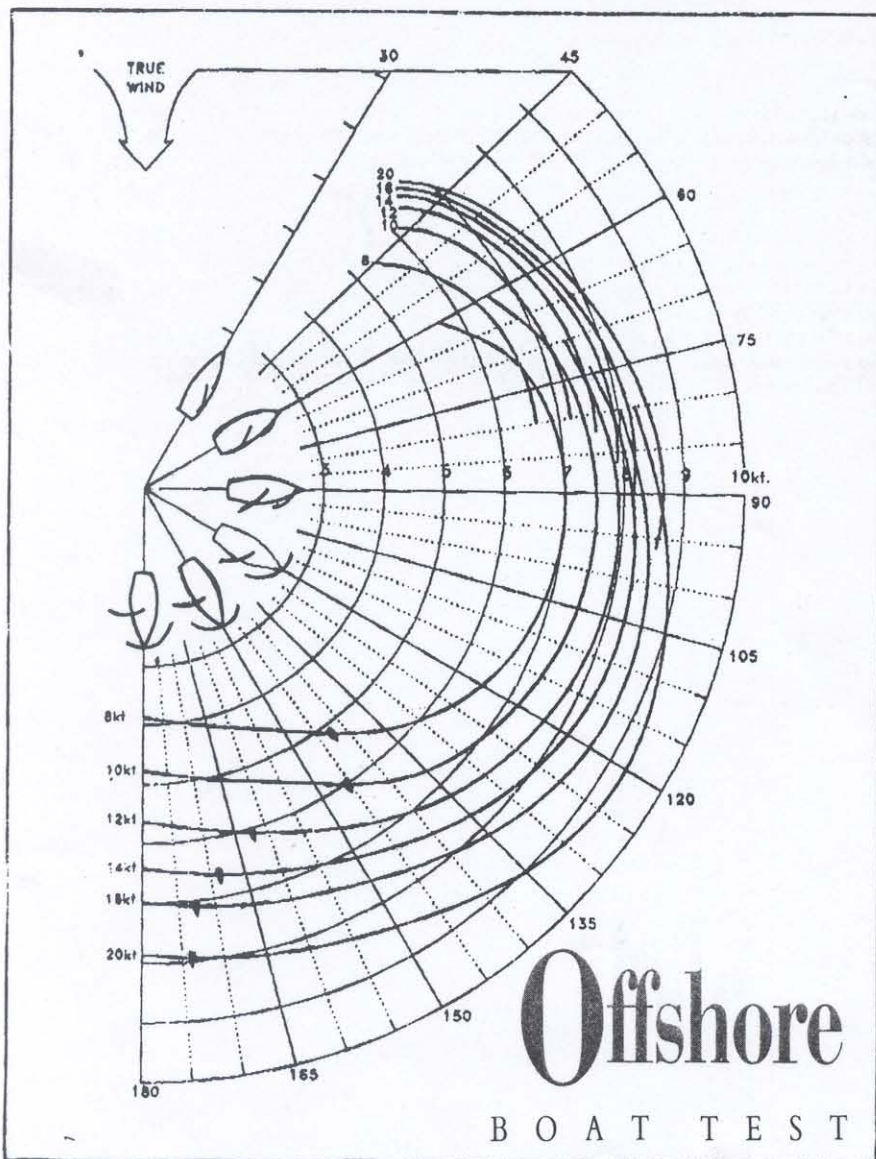
Below Decks

Once down below on the Farr 36 one starts to wonder how a boat with so much space, and full standing headroom can have such sleek lines. One would expect all that roominess to make a very slab sided, floating caravan, type of appearance.

The layout is, for the most part, conventional but the standard of workmanship, and quality of materials is exceptional. The first impression is one of comfort and quality.

For'd is the traditional V-berth, which is a good sized double, with a length of over two metres. Just aft of this, around the mast area is hanging space to port and the head/shower to starboard.

There are a number of options for the layout aft of this, but the most popular features the main saloon area with a table and U-shaped seating around it,



with further seating on the other side of the saloon. All this seating is also usable as berths, with the possibility of lowering the table to form a double berth. Two pilot berths above and behind the saloon seating is a commonly chosen option.

The aft end of the saloon is occupied by the galley and navigation station. Next to the navigatorium, on the port side, is the entry to the aft double cabin which occupies the area aft of the companionway. The interior finish is all teak, with the bulkheads teak veneer, while the rest of the woodwork is hand-crafted solid teak.

The galley comes with a two burner stove, oven and icebox, the ridge is optional. A water pressure system is standard, and a popular option is the shower on the transom.

Construction

The Farr 36 hull and deck are of GRP foam sandwich throughout, which make the hull very stiff and tough. Hitech Yachts use Derakane vinylester resin, and Iso NPC gel coat, which they claim gives a better quality finish. They give a five year guarantee against osmosis.

The high load areas of the deck are reinforced with alloy and ply as appropriate. The keel is lead, and is

fixed with eight stainless steel bolts, a stainless steel rudder shaft is also used.

Conclusion

This is a quality yacht that suits the market it is aimed at perfectly. The standard of workmanship throughout is high, the quality of materials, fittings and accessories used is excellent.

The Farr 36's sailing performance is everything one could ask of a boat of this size and variety. It deserves a considerable share of the market for this sort of boat. It is an Australian product that can stand up against similar boats from elsewhere in the world.

You can doubtless buy cheaper, but will not get the quality.

DETAILS

Designer: Bruce Farr

Builder: Hitech Yachts

12 Sparks Road,
Henderson, WA 6166

Ph: (09) 410 1584

Fax: (09) 410 1519

Agents: New South Wales

Southern Pacific Marine Sales

(02) 997 2416

Kev Large Yachts

(02) 555 1100

Pacific Sailboat Centre

(049) 56 5255

Price: Fully fitted yacht ex-factory
\$148,000

SPECIFICATIONS

Hull & Deck: CRP over foam core/
Vinylester resin with
locally reinforced points

Keel: Lead

Rudder: Shaft — stainless steel

Blade — GRP

Engine: Volvo 2002S, 18hp sail drive

Spars: Tasker

Winches: Barient 24s and 18s

DESIGN MEASUREMENTS

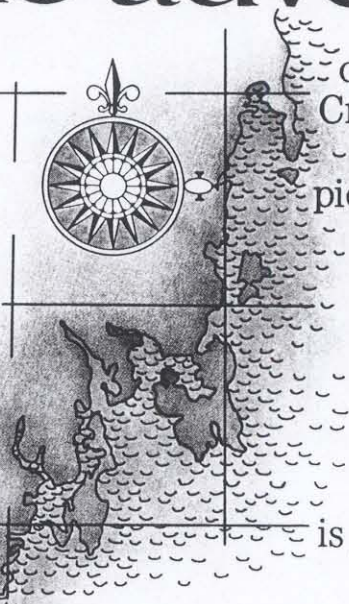
LOA	11.00m
LWL	8.80m
Beam	3.45m
Draft	1.90m
Displ	3762kg
Ballast	1869kg
Accom	8
Sails: Main — Luff 12.73m	
Leech 13.6m	
Foot 4.937m	
Area 32.69sq.m.	
Genoas — No. 1 — Luff 12.1m	
Leech 11.25m	
Foot 6.00m	
No. 2 — Luff 11.70m	
Leech 10.80m	
Foot 6.04m	
No. 1 jib — Luff	
11.70m	
Leech	
10.60m	
Foot 8.90m	

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