

# Farr 1220 Fast Cruiser

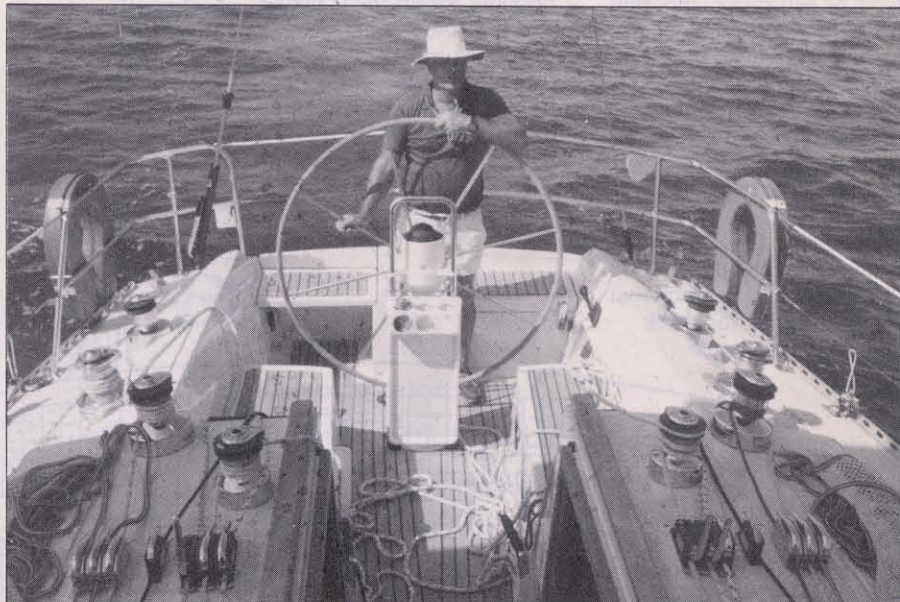
**McDell Marine's high-class and fully fitted yacht is a surprisingly fast performer, reports Bob Ross**

**W**HEN THE Melbourne crew of Chris Carlile began winning races in the cruising division of XXXX/Hamilton Island Race Week sailing a charter yacht they had never seen before the regatta, they were surprised. Eventually Chris and team sailed the Farr 1220 *Farrocious* into equal first place overall. Obviously they were a good outfit, winners earlier in the year of the Channel Handicap System division of the Petersville regatta on Port Phillip Bay sailing a smaller Farr, *Farr Better*. They took along a spinnaker from their own boat but accepted the rest of *Farrocious* as she came.

Well I was not too surprised at how fast the yacht was in a variety of conditions because Bruce Farr in recent years has been unable to design a slow yacht and I had sailed a 1220 on Sydney Harbour with some disbelief at how quick it was in light air.

But still, you don't expect a cruiser/racer, heavily laden with such essentials to the good life as a deep freeze, three-burner stove with oven, navigation station with built-in bar, and equipped with a furling headsail, to sail rings around an Adams 10. But with just two of us on board — Jerry Hendry, whose Careening Cove Boat Brokerage had supplied the yacht and I — there we were, outpacing the leaders in the Wednesday afternoon fleet. For a start, I was just steering to keep out of their way. Then I realised we were not only faster but higher than all of the boats around us. Giving way and clear air to all and sundry, we still beat the pack to the windward mark in Lady Bay, rounded it with a flourish and left them to it.

On the day I felt a good deal of the yacht's performance was due to its excellent sails, made by Ian MacDiarmid's loft. The sail-plan is masthead but featuring a big mainsail and small headsails. MacDiarmid's cruising mainsails are fully battened and set within lazyjacks which,



*Cockpit is big and comfortable. Note table folded onto steering pedestal; banks of clutches and winches for all sail controls.*

besides supporting the boom, snare the sail neatly as it is lowered, and make reefing easy when sailing shorthanded. The full-length battens, besides reducing sail stretch and flogging to prolong the sail's life, enable the sail to retain excellent shape. Any out-and-out racing yachtsman would have felt happy with the mainsail MacDiarmid supplied for the 1220.

The genoa, in the radial cut the loft has developed as more efficient, light and durable for cruising, was also an excellent sail. To overcome the problem inherent in furling headsails of increasing fullness as they are rolled, MacDiarmid has sewn shaped pieces of foam into the luff so that the sail retains its designed aerofoil shape at all stages as it is furled.

The boat was easy to steer and responsive; a delight really for any active or superannuated racing sailor. The fun Carlile and crew were obviously having in Hamilton Island Race Week owed more to the sailing than the prizes they collected for their efforts and the night life.

The New Zealand builders set out to produce the "best all-round 40-footer possible" with overseas markets firmly in mind. They have turned out 40 1220s which have been sold in Japan and the

USA as well as into Australia and the home market.

Jerry Hendry, a boatbuilder who has worked on the "predelivery" of many imported yachts, settled on the boat after crawling all over it for an hour at a boat show in Auckland last year. He felt it compared favourably with other imports on both quality and price and was particularly impressed by the complete manner in which it was fitted out and delivered. "The motor had been pre-run; fuel was on board so we just craned her off the ship, pressed the starter and drove her away from the wharf."

He was also impressed by the strength of construction, with its fibreglass "grid" relieving rig and keel loads, and extra glass extending along the floor fore and aft, and the practical nature of the plumbing and electrics with ease of access to and clear labelling of all valves and switches.

The navigatorium has, besides a fibreglass-lined chart compartment, bottle and glass storage — how some navigators I have sailed with would have welcomed this arrangement. But its most intriguing feature is a control board, especially designed for the yacht, which illuminates the function being operated at



# BOAT REVIEW



*The 1220 was fast in light air and very easy to sail short-handed.*



*Boarding platform with walk-through door to cockpit is a feature of a practical and comfortable deck lay out.*



*Any racing sailor would have been happy with the sails provided for the boat by Ian MacDiarmid.*



all times, including water and diesel gauges, battery voltage and charging amps. The yacht has a battery charger and 240 volt shore power is standard.

Hot and cold pressure water is laid on to galley, heads and to the swimmer's shower in the cockpit. Salt water is also available to the galley via a foot pump which can also be used as a backup for the fresh-water system.

The interior layout has a forecabin with vee berth that converts, with infill, to a

double berth and a large toilet/shower compartment moulded in one piece, with washbasin, mirror, Brydon Boy toilet, shower curtain and a big sump for the shower evacuated by an electric pump.

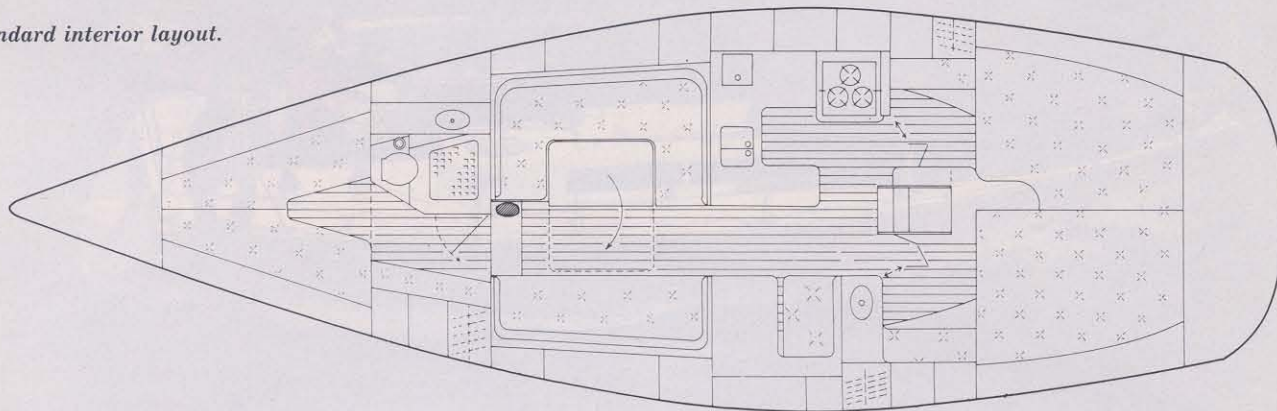
The main saloon is spacious with a conventional dinette converting to double-berth arrangement facing a settee, an opening leaf on the table available to serve the settee as well as the U-shaped couch of the dinette.

The galley is big, arranged in the very

practical U-shape, sited near the main companionway, with lots of bench space surrounded by deep fiddles and topped with Formica. It has deep twin stainless-steel sinks, eutectic freezer to the right of the sinks and a separate refrigerator below. The gimballed stove has three top burners and an oven; swings behind a substantial stainless-steel protection bar. The gas is electronically operated from a switch in the galley.

Three aft-cabin options are available

Standard interior layout.



## SPECIFICATIONS

Length overall ..... 12.192m  
Length waterline ..... 10.240m  
Beam ..... 3.808m  
Draft ..... 2.000m  
Displacement ..... 6,590kg  
Ballast ..... 2,440kg

**Accommodation:** Forward cabin has two large singles or with vee cushion infill makes a 2m double berth. Lights and teak storage shelves above each berth; storage compartments under each.

Main cabin has U-shaped dinette lounge seating 10 and settee berth opposite. Table opens out to serve settee as well and can be lowered to form a double berth. Storage behind settee backs and in the book-shelf lockers on port and starboard side.

Aft cabins (standard arrangement): Port side enclosed (by bifold door) double with built-in vanity with basin and hot and cold pressure water, mirror, 2 cupboards, hanging locker, shelf, upholstered seat over battery stowage compartment. 2 opening ports. Starboard side, enclosed double or single bunk with access available directly from the cockpit for sail storage.

Galley: Stove recess with s/s protection bar, s/s double sink with pressurised hot and cold water and foot-operated salt water pump with swivel faucets, built-in fridge/freezer, crockery stowage, 5 drawers, 6 cupboards, rubbish container and Formica galley tops.

Navigation station: Chart stowage under chart table, seat with locker under, chart reading light, bookrack storage, large electrical panel and instrument board.

Forward head: Marine toilet, shower, sink, cupboards, shower curtain, sump

with grate, toilet-roll holder, towel rail and mirror.

**Standard equipment:** Deck fittings include mooring cleats, genoa tracks and cars, mainsheet system, jammers; reefing gear, outhaul, Cunningham, vang, double genoa turning blocks, outboard sheeting blocks, winch handle holders, rope bags. Spinnaker gear. Winches (self-tailing) Barient's primaries (2), secondary (2), controls (2), halyards (2), handles (5). Sails, main with 3 reef and radial head; No 2 Genoa Dacron. Toilets: Brydon Boy. Stove: Three-burner s/s gas with oven, gimballed, solenoid cut-off valve and panel; 2 x 4kg gas bottles and gas alarm. Fridge-freezer, with compressor, magnetic clutch, water-cooled condenser, power take-off. Fuel tanks: 130ltr, deckfiller gauge and sender, lines and all plumbing. Water tanks: 430 ltr with all plumbing. Hot and cold pressure water including forward and cockpit showers. Electrical and manual bilge pumps and plumbing. Electrical system includes 3 batteries, switch panel, junction box and isolating switch, circuit breakers, navigation lights.

**Spars and rigging:** Mast and boom complete, two spreader masthead rig, caps and lowers slightly aft set. Stainless-steel 1x19 standing rigging, running rigging, vang, hydraulic-adjusted backstay and adjustable baby stay. Steaming light and deck light.

**Auxiliary power:** Volvo Saildrive 2003, 43hp turbo diesel including controls and cables, folding propeller, sound-proofing, exhaust hose, muffler.

**Construction:** All hand-laid fibreglass. Integral structural grid liner. Lead keel.

**Price:** With above equipment, about \$279,000; boat illustrated, about \$285,000. Available also from hull and deck stage

**Options offered:** Include No1 heavy and light genoas, no 3 headsail, 3/4oz spinnaker, 1.5oz spinnaker, mainsail cover. Seafurl roller-furling headsail system fitted. Two anchors with ground tackle, anchor windlass, spray dodger, VHF radio fitted, instruments, stereo system, cockpit cushions, leather covering on wheel, fenders and mooring lines.

Optional aft cabin versions: 1, aft cabin to port with double berth, vanity with basin, cupboards, hanging locker, shelf; head to starboard including wet locker with utility area aft for single or double berth and/or storage. 2: Same as (1) but starboard aft head is deleted and replaced with cupboard, hanging locker and upholstered seat with stowage under. 3: Charter version, two aft cabins each with double berth, vanity and basin with h and c water, etc; smaller chart table with second head between chart table and port aft cabin.

**Designer:** Bruce Farr.

**Builder:** McDell Marine Ltd, 11a Akatea Rd, Auckland 8, New Zealand.

**Australian dealers:**— NSW: Sydney Sailboat Centre, By the Spit, Mosman 2088 and 122 Crescent Rd, Newport 2106; Careening Cove Boat Brokerage, 62 Willoughby St, Milsons Point 2061. Vic: J.J. Savage & Sons, 5 Ganton Court, Williamstown 3016; Sundance Marine Sales, 13 Prestige Drive, Clayton South 3169. Qld: Northside Marine Ltd, 166 Broun St, Deagon 4017. SA: Noelex Yachts, 7 Dowdadd Cresc, Goolwa 5214.





*Dinette table can be dropped to form a double berth. Table opens to serve settee opposite.*



*Comprehensive control panel over navigation table.*



*Galley has generous bench space. Joiner work throughout is outstanding.*



*Anchor winch inside deep anchor locker.*

(see specifications box) all offering complete privacy from the main cabin behind bi-fold doors and with storage cupboards and hanging lockers, plus optional second bathroom. For light and air ports open into the cockpit and into the cabin top over each.

A locker opening from the cockpit seat into the starboard side cabin, to make it useful for sail stowage, is one of the boat's few weak points — the arrangement is not water-tight enough to prevent water dribbling below from a brisk cockpit hose-down.

All topside areas in the forecabin and

main cabin are lined with teak (Formica fitout is available as an extra), all lockers have front-runner lining, headliner is fibreglass.

The deck gear is comprehensive — from the deep anchor well in the bow with windlass inside to the swimmer's boarding platform recessed in the transom, with shower and walkthrough access to the big cockpit. Platform, cockpit seats and cockpit floor are teak-covered.

Halyards and sail controls including the mainsheet are all led aft from the mast to facilitate sailing short-handed. They travel underdeck from the mast to

emerge at a veritable minefield of jammers (seven each side) and four winches behind the curved Fico traveller track, within reach of the cockpit or top stair of the companionway ladder.

Recessed in the side deck outboard of the cockpit are lockers for the fenders (each can take two big ones). And in the cockpit, attached to the pedestal for the big steering wheel, is a fold-down table of plastic and stainless-steel.

The wheel is big enough to allow the helmsman to sit out on the side decks which are comfortably sloped for this purpose. — **Bob Ross** △