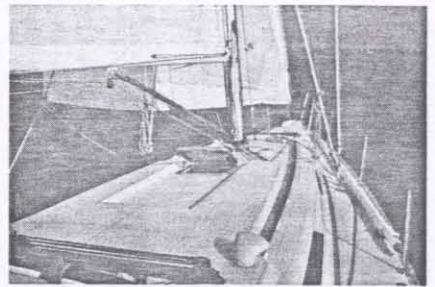
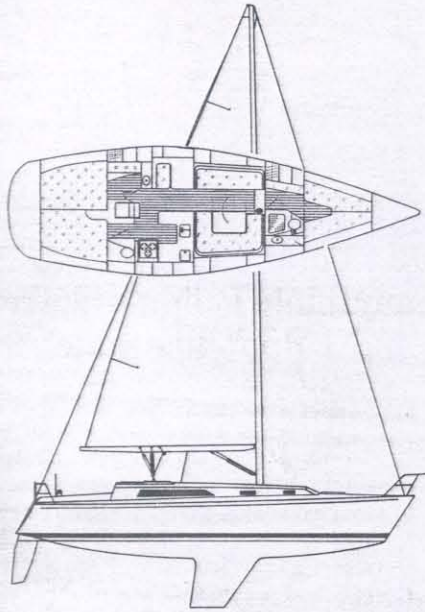


Farr 40

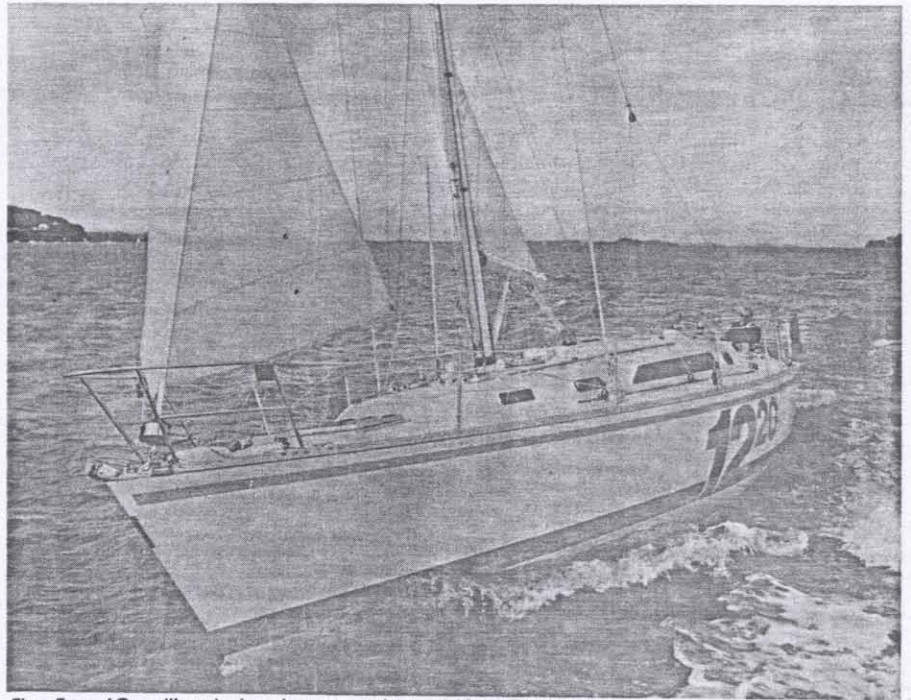
Go Farr Offshore



The seahood neatly covers the control lines on the cabin top.



LOA	40'	SA	E:	17.06'
LWL	33'7"	J:		14.11'
Beam	12'6"	I:		48.88'
Draft	6'6"	P:		42.65'
DSPL	14,400 lbs.	DSPL/Length		169.6
BAL	5365 lbs.	SA/DSPL		20.2



The Farr 40 sailing in her home waters of New Zealand.

One of life's more difficult tasks is to sail aboard a Bruce Farr design and discover something actually *wrong* with the boat. I spent an afternoon in Annapolis sailing on and crawling around inside a Farr 40, inspecting the vessel for anything I could warn all you not-so-gentle readers about, something that wasn't well planned or that just didn't work. I couldn't find anything I didn't like—and I don't like much. This boat was designed and built to be a good offshore cruiser that will take you where you want to go quickly and in comfort and, from everything I could see, it will.

The Farr 40 is built by Sea Nymph Boats down in New Zealand where it is known as the Farr 1220. It's built with S-glass and Coremat, and the deck has a Divinycell core. The hull has a structural grid liner for longitudinal stiffness, reinforced at stress points with hand-laid up S-glass and E-glass. Careful construction has allowed Farr International to keep the boat down to a moderate 14,400 lbs. all-up sailing weight, despite its com-

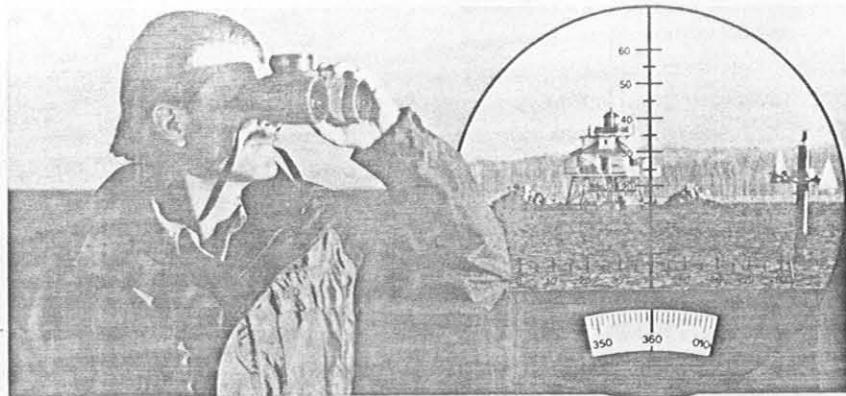
fortable interior.

Sailing the Farr 40 with a 130-percent genoa in about 10 knots was very easy, and the boat went about six knots upwind. What impressed me most was her maneuverability. She has a short, fairly deep keel, and turns quickly under sail or power. She also accelerates well, and we went from a dead stop to five knots in a five-knot breeze in under a minute, which seemed pretty good for a 40-footer. She loses very little speed tacking or jibing, even in light air. The helmsman has excellent visibility from behind the wheel and a good place to sit on the cockpit coaming with a stanchion for back support. The folding transom gate is also a good place to sit while sailing, and at anchor the platform is available for swimming and windsurfing.

The cabintop has a seahood that covers the sail control lines led back to the cockpit. No one can stand on the lines this way, and there's an unobstructed space to store a liferaft, or simply to sunbathe. It seems like a clever

idea, but I wonder how hard it would be to get underneath to work on a broken or fouled line. The cockpit coaming is angled for comfortable sitting when the boat is heeled, as are the cockpit seats. The unusual shape of the coaming makes it a little difficult to walk around when the boat is at the dock, but the trade-off is worth it. Even the side decks are angled to be straighter when sailing, and are wide enough to make moving about the boat quite easy.

Owners have several options available for interiors, as well as a choice between a traditional teak interior or (for an extra \$4750) a "blonded" American red oak finish, an unusual white color that is very bright and quite striking. The interior configuration I saw had two heads; one forward and another aft behind the galley on the starboard side in a passage leading back to a quarterberth. The entrance to that area is small enough that a big person with foul weather gear would have trouble mak-



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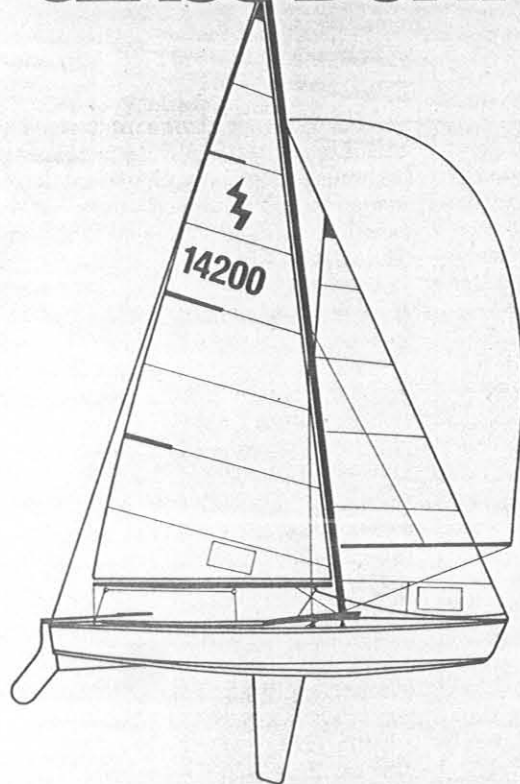
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FARR 40

ing his way aft. A better arrangement is probably the double aft-cabin option, or just having one head forward. The aft cabin is behind a door next to the nav station to port, and there's a little dressing area with its own sink and a large double bunk.

There are several hatches and ports throughout the boat (plus a pair of solar fans) for good light and ventilation. One clever idea is a cockpit seat hatch that opens over the starboard quarterberth, so you can grab things out of that cabin easily from the cockpit, or stargaze from your bunk on warm nights. (It's well gasketed, and latches securely from below.)

"I couldn't find anything I didn't like—and I don't like much."

The nav station has a large electrical panel on a hinged door for easy access to any electronics, and a wide table to spread out charts. Across the cabin, the U-shaped galley has lots of space for storage and a big icebox and freezer. Standard equipment also includes a self-starting three-burner propane stove with oven.

Headroom ranges from 6'6" at the bottom of the companionway to 6'1" at the front of the forward cabin. The forward cabin is remarkably comfortable, with a big bunk, large lockers and an immense hatch that makes it very bright and airy. In general, there's an impressive amount of storage space on this boat, a big plus for anybody heading off on an extended passage. The engine hatch is under the bottom companionway step, and it's easy to get at the dipstick, fuel filter, fuel pump, and water impeller on the turbocharged Volvo-Penta 44. The engine is quiet, and pushes the boat at eight knots. There's 120 gallons of fresh-water capacity and 40 for diesel fuel.

The standard equipment gear package is very complete, including six winches, all running rigging (including spinnaker gear), hydraulic backstay, a tapered mast and custom-made boom. My impression is that all you have to do is buy sails and electronics (and maybe a roller-furling headstay system, if you want one), and you're gone. •

—Chris Hufstader

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