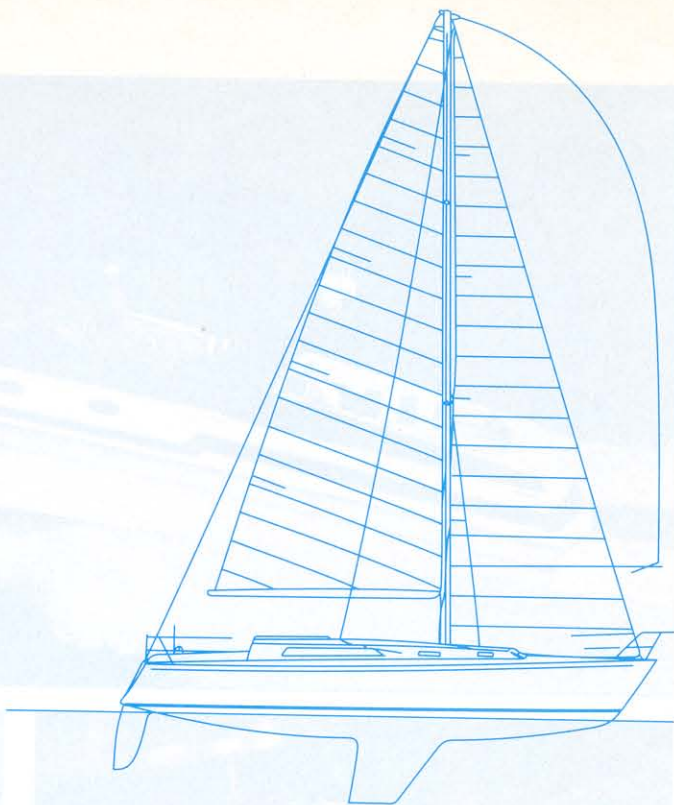


FARR 40



Don't let the name Farr fool you. This New Zealand import is meant for family cruising—which means safety, comfort and easy handling. The fact that it also means a brisk turn of Farr-type speed is an unexpected but welcome benefit. This 40' cruiser by any other name would still sail as sweet.

L.O.A. 40'0"
L.W.L. 33'7"
Beam 12'6"
Draft 6'6"
Displ. 14,500 lb.
Ballast 5,365 lb.
S.A. 709 sq. ft.
Power 43-hp. Volvo diesel
Designer Bruce Farr

In December 1986, on a visit to Auckland, I shared a cup or two of bubbly with the folks of Sea Nymph Ltd., at the launch party for their new 40-foot flagship, the Farr 1220. Sea Nymph—one of New Zealand's largest production yards, with well over 8,000 boats built in two decades—introduced the 1220 here last fall, under the name Farr 40. (She should not, however, be confused with Bruce Farr's several one-off, stripped-out, One-Tonnies that coincidentally bear that name.)

First, with a design displacement of only 14,500 lb., she comes close to being as light a production 40-footer as you're likely to find—with the exception of ultralight Santa Cruz types such as the Olson 40. (She's even lighter by 1,000 lb. than the J/41, which has about the same L.O.A.) Yet her destiny is as a family vehicle—in fact her builders like to call her a "high-performance cruiser."

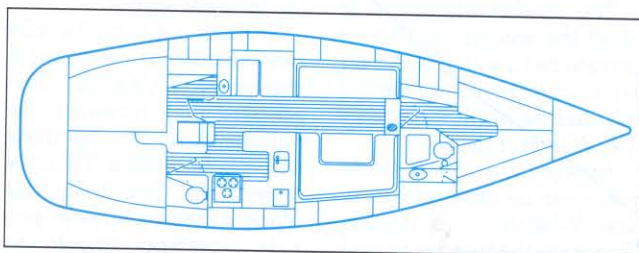
I tend to agree with their choice of epithet. To begin with, unlike a flat-out racer,

the Farr 40 has a spacious, attractive and inviting cruising interior. The prototype, shown here, makes beautiful use of open space, easy curves and "blonded" white-oak joinery—Sea Nymph employed an interior design consultant. (Other woods and finishes are available, and the builder will customize to a modest extent.)

The Farr 40 doesn't spare any cruising amenities either. The standard boat includes full headroom, freezer/fridge, three-burner range, two heads, full nav station,

95-gallon water capacity, a 43-hp. Volvo turbo diesel, unusually large stowage volume below and on deck and cruising berths for six to eight depending on the choice of layouts (which include a charter version).

To accomplish all this the Farr office shaped her hull without regard to the exigencies of handicapping. She has a rather conservative, bump-free shape, optimized for comfort, safety, speed and load carrying, rather than for a rating under any particular rule. Her relatively high freeboard and hull fullness are functions of her cruising, not racing, intent. With a draft of 6'6", she is not particularly shoal but as a result she tracks well, and her rudder is tacked right on to the end of her waterline, giving her superb balance and controllability.



I had ample time to poke around the 1220 prototype at Auckland's Westhaven Marina and to visit Sea Nymph's efficient plant to see sisterships in various stages of construction. I concluded that she is unusual in several key respects.



To keep all the cruising benefits from compromising speed, Sea Nymph engineered her glass schedule and internal structure to maximize strength/weight ratios. The hull skin is laid up with Coremat, and it's solidly reinforced by an extensive grid liner that incorporates longitudinal stringers, engine bed, floor supports, mast step, and several gunwale-to-gunwale frames near high-stress stations at the bow and chainplates. The deck is cored with Divinycell.

When I sailed the first Farr 40 in the U.S., after the Annapolis Sailboat Show last fall, it was with a gang from nearby Farr International that included Geoff Stagg (the leading expert on Farr-design sailing), Karen Lipe of the importer's office and Kim McDell, director of Sea Nymph. We had enough



The emphasis in Bruce Farr's shaping of the Farr 40 is on cruising qualities such as load-carrying capacity and stability, while the builder's emphasis is on lightness of structure, comfort and ease of handling under sail and power. To achieve this multiplicity of purpose, Farr gave her substantial waterline beam, fairly short overhangs and high freeboard. The builder employed advanced fiberglass layup techniques, a new interior styling and materials. The result is a comfortable family cruiser with no compromise in performance and an interior that will invite sailors belowdecks.

crew aboard to handle a 12-Meter. We didn't need them.

In a breeze that ranged from eight to 15 knots, the Farr 40 was solid, stable and fast, and so easy to sail that the helmsman needed only to get the trim right, settle into the comfortable steering corner with fingertips on the big wheel and keep her in the groove. Without time to get used to her helm, in fact, one might oversteer because of her responsiveness.

Under power the Farr 40 is just as sweet, speedy and maneuverable. Her deck layout and gear are well chosen. The hull has a stern swim platform and her two-spreader rig is neither too tall nor particularly demanding, another beneficial result of her controlled weight. —*Jack Somer*
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