

A powerful race boat from Farr Yacht Design, with an inshore and coastal performance that should be as exciting as its looks

## FARR 115

# Canting keel day racer

This hot-looking 36ft yacht from Farr Yacht Design has been designed in response to a request from a Farr 36 One Design owner who sought an inshore boat with enough freeboard for coastal racing.

The first example has just been delivered from her builders in Dubai, Premier Composite Technologies, and the second boat will go to an owner in Switzerland, who will take delivery this April or May. The third boat is available for delivery in June.

The use of a keel that cants to 45°, twin asymmetric canards and twin retractable rudders show the designers have drawn on their work with Open 60s, VO 70s, the

Cookson 50 and the recent 30m canting keel maxi *Leopard 3* (see January issue).

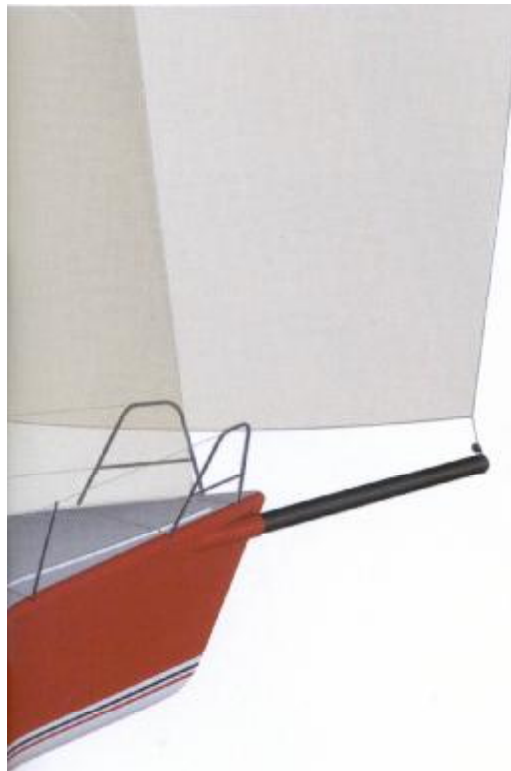
Farr Yacht Design explain: 'The hull shape combines the demands for minimising light-air (low-speed) drag with high-speed stability and excellent handling qualities. Twin rudders will help control the yacht in extreme conditions while the raked bow offers better wave jumping/piercing control.'

'The challenge was to incorporate as many go-fast features as possible while staying within sensible limits of price, ease of operation and meeting the safety standard of Category 3 Offshore Special Regulations, including stability and fit-out requirements.'

The rig is a development of the skiff concept, with swept spreaders and no backstay; Farr say the set-up allows automatic depowering and fewer demands on the crew during manoeuvres, so they are free to concentrate instead on keel/canard 'manipulation' and sail control.

The retractable bowsprit 'stretches the sail plan' to allow big asymmetric to be set, explain the designers.

Built in carbon with a honeycomb core, the 115 displaces just 2,400kg – it has a 1,090kg lead bulb suspended on a CNC-machined carbon/foam fin. A 15hp outboard can be mounted in a well and the canting



keel is activated using an electro-hydraulic pump which will fully articulate the keel in 10 to 15 seconds using a single ram. This runs off a 12V battery system.

With a projected IRC time correction factor of 1.285, she will give the Farr 50 17sec an hour and the Melges 32 322sec an hour, while the Cookson 50 will owe her 95sec a hour and a TP52 about 188sec.

Despite Farr Yacht Design's quest for simplicity, this boat sounds quite complex to handle and trim, but there's little doubt that your efforts will be richly rewarded with outstanding performance.

[www.farrdesign.com](http://www.farrdesign.com)