

Above: Brindabella is designed for fast downwind sailing in the breeze. A masthead spinnaker hoist is fitted for downwind only races when a different IOR certificate must be used (see sailplan on page 68)

Opposite: Sailing upwind with full main and No. 3 away from a leeward mark in the breezy inshore of the China Sea Series in Hong Kong. The long cockpit and small coachroof doesn't compromise the interior volume too much on a boat this size leaving a comfortable work station on deck for cruising as well as efficient for racing

All photographs: Rick Tomlinson

brindabella

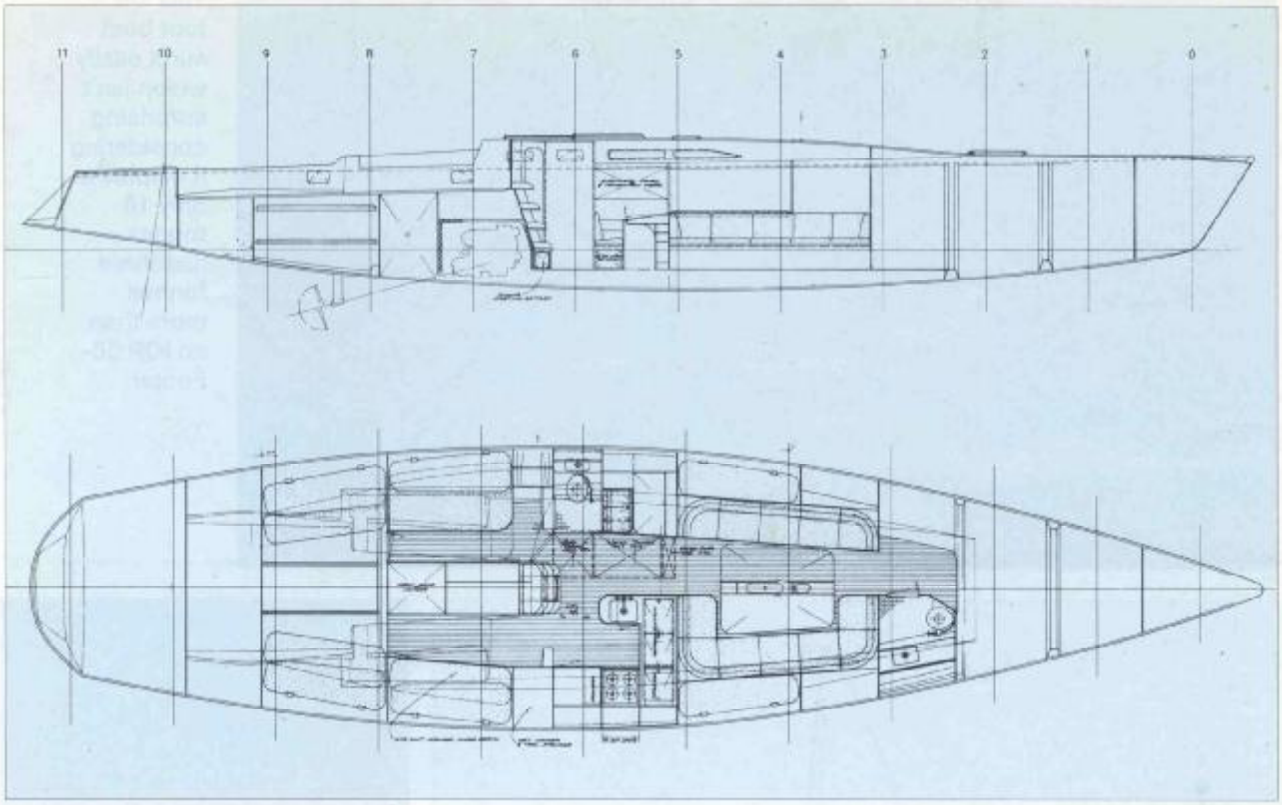
A new boat seen recently racing in Hong Kong and Manila that is the epitomy of the 'proper' yacht for offshore racing

Bruce Farr and Associates were commissioned to design a fast, light, exciting 'passage winner' for George Snow of Canberra, Australia. Mr Snow had experienced sailing a 52-foot ULDB, but believed there was more potential at this level particularly in long-distance passage racing and the Farr design team concurred.

The specification was to design a boat of approximately 65-foot length overall that would give good sailing performance and fun for the price, that would not be too distorted by the IOR, and that could race successfully under the IMS rule.

Developing a concept around the ULDB style, but aiming for better all-round performance characteristics, the Farr office designed a fractionally rigged 64-foot yacht, strong and well balanced, with a deep bulb keel for high stability, and a deck arrangement to suit a crew as low as 14.

With more beam and displacement for her size than the typical California ULDB 'sleds', design 220 offers sufficient ballast and form stability to be a significantly better boat beating and power reaching relative to her IOR rating of 62.3 foot. Brindabella should be very competitive with the sleds





On this page: The interior arrangement is fairly sparse by cruising boat standards but positively sumptuous by modern race boat thinking. Looking forward from the galley the chainplate partial bulkhead can be seen behind the mandatory IMS full bulkhead. Looking aft from the mast the rows of bunks can be seen behind the galley, full standing headroom as befits a boat of this size

downwind due to IOR penalties for very light displacement which rob them of sail area. The increase in displacement of this design allows a significant increase in sail area resulting in a comparatively higher sail-area-to-wetted-surface-area ratio. This counteracts the higher wave drag by the greater displacement at high speeds.

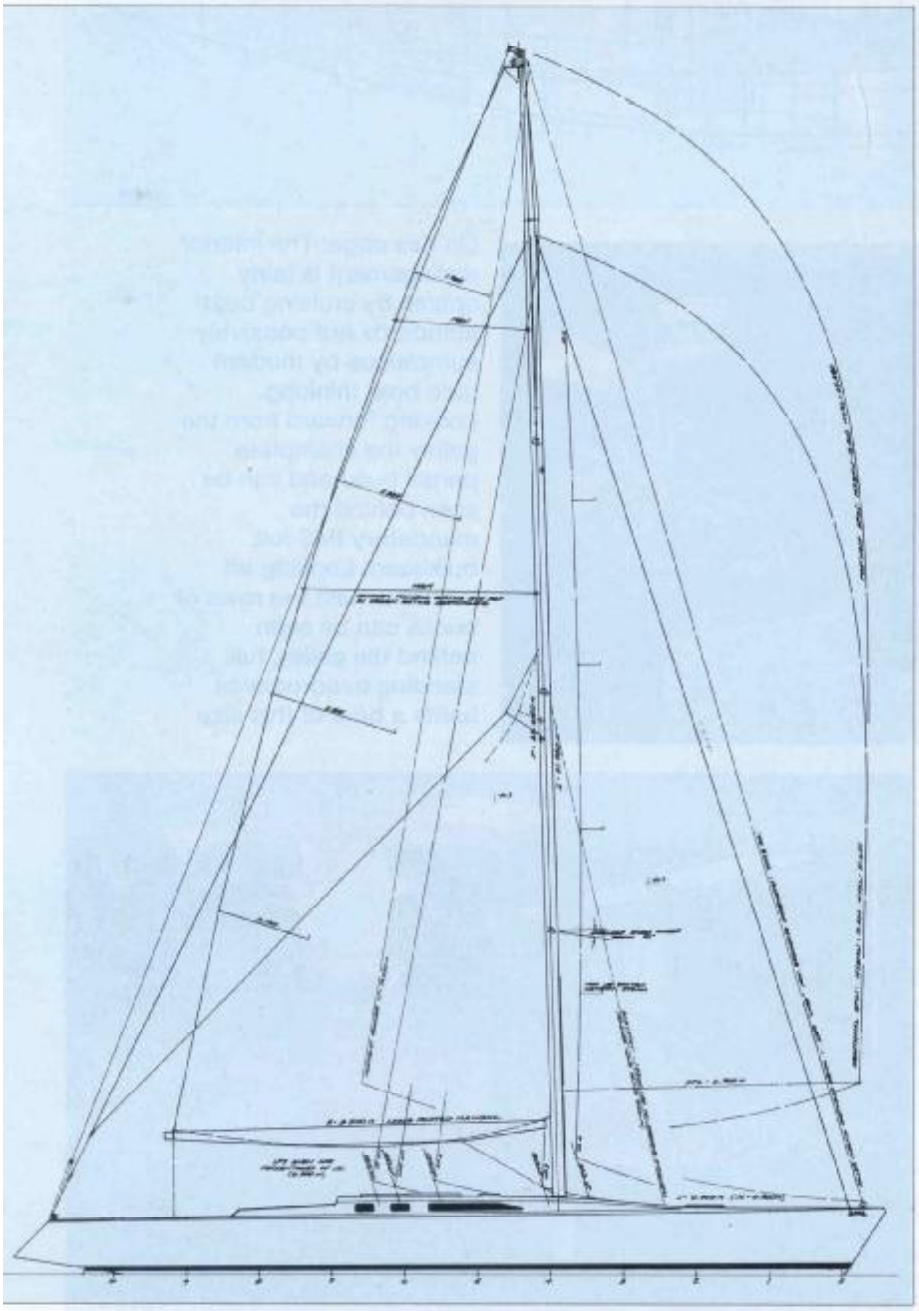
The project budget excluded flippant use of exotic materials in the construction. The brief demanded a reliable robust structure suitable for ocean racing and cruising work off the Australian coast with a sensible compromise between cost and weight saving measures.

The structures developed utilise undirectional S-glass laminates over PVC





This 64-foot boat surfs easily which isn't surprising considering it displaces only 16 tonnes – just three tonnes more than an IOR 50-Footer



Data for: Brindabella

Owner:	George Snow	
Nationality:	Australia	
Sail No:	C1	
Designer:	Bruce Farr and Assocs Inc	
Design:	220	
Builder:	Boatspeed – West Gosport, NSW, Australia	
Year:	December 1989	
IOR Rating:	62.30 Feet	
LOA:	19.70 M	64.6 Feet
DWL:	16.40 M	53.8 Feet
Beam:	4.54 M	14.9 Feet
Draft:	3.41 M	11.2 Feet
Displ:	15,756 Kg	34,736 Lbs
Ballast:	9,698 Kg	21,248 Lbs
Mainsail:	116.60 Sq M	1,255 Sq Ft
150% Genoa:	108.73 Sq M (Fractional) 1,170 Sq Feet	
Spinnaker:	200.73 Sq M (Fractional) 2,160 Sq Feet	
I = 21.78M (Fractional)		71.5 Feet
J = 6.40M		21.0 Feet
P = 23.65 M		77.6 Feet
E = 8.50 M		27.9 Feet

foam cores. Internal structures are a mix of foam and timber bulkheads reinforced with S-glass laminates. An aluminium subframe supports the keel to provide reliable resistance to grounding and broaching events.

The mast is fractionally rigged with the capability of using a masthead spinnaker or genoa under separate IOR certificate for long distance downwind races and still rate below the 70.0 maximum.

It has long been the contention of Bruce Farr and Associates that the typical Califonia ULDB sleds are too light to be optimum under the IOR for the predominantly downwind conditions of the United States' west coast. The current Whitbread Round the World Race bears this out as the ultra-lights have been very lacklustre except in strong running conditions against the more moderate boats ●