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May 1, 1984

FARR 38 "WINDFALL"

Built Spring of 1982 in Cape Town South Africa
Presently located at Jones Marina, Annapolis, Maryland

History: Windfall was purchased in May of 1982 for showing in the October 1982 Annapolis boat show. She was the first of many Farr boats on the Chesapeake Bay. The owner used boat for day sailing and entertainment of clients on short trips in the Annapolis area. To the delight of owner and guests she made a week long cruise around the Delmarva peninsula. She has been seldom sailed because of other boating commitments by her owner. A sister ship sailed from Capetown to Uraguay and on to Annapolis, over 10,000 miles with a crew of 3. Windfall has been professionally maintained.

Hull & Deck: The hull and deck have been compounded, waxed and buffed.

Bottom: Bottom paint is Micron 33 and was hauled and painted in April. All through hull fittings are bronze.

Accommodations: Going below you find the standard layout for a boat this size, private cabin forward with V-berths, open middle cabin with galley and navigation area and quarter berths in the aft-end of yacht. Windfall will sleep 5 or 6 comfortably and possibly 8 good friends. The white and teak interior affords an open, airy feeling which is easy to care for. The teak has 6 to 8 coats of hand rubbed urathane finish. Located on bulkhead wall is Weams and Plath lantern, Wempe ships clock and barometer. Windfall has many large and small storage areas and, because she doesn't leak, they are all dry.

Rig & Sails: No changes to rig or sails have been made except for purchase of light air genoa and two spinnakers which have not been used. Windfall sails at 6 knots with main alone in 15 knot breeze, raise genoa and speed increases by 1 to 2 knots.

Other: She has extensive inventory including a Metzler inflatable — value $1,000 — emergency gear, spare parts, 8 life jackets, full cooking utensils — knives, forks, spoons, plates, etc., new fitted sheets for each berth, first aid kit, new large cockpit sun canopy, Bruce anchor and many more items. An Adler/Barbour marine refrigerating system was purchased and installed in August of 1983.

Engines & Batteries: The 20 hp Bukh engine has been professionally serviced and winterized each year. Engine has less than 65 hours of use. New batteries, including one deep cycle, were added spring of 1983.

Overall Condition: Windfall is in superb condition for cruising or racing. She is a fine boat that can be sailed away by her new owner with nothing to add but toothbrush, duffle and food.

Price: $95,000 — owner can finance under certain conditions. Owner will lease back boat to entertain his clients a couple days a month if agreeable.

For further information contact Totch Hartge at Farr International, 301-268-1001 or Jim O'Hare 703-528-9000.

Summary of Specifications

Deck Fittings: Stemhead fitting with tack hooks and anchor roller. • Mooring cleats: 2 foreward, 2 aft. • Anodised Translucent forehatch and skylight hatch. • Stainless steel bow pulpit and stem corner braces. • Stainless steel stanchions with double life lines. • Genoa track on deck, with 2 fairlead blocks and 2 turning blocks • Mainsheet traveler with control lines and cleats • Anodised aluminum toe rail with sheeting fairleads. • Molded anchor locker foreward, life raft well in cockpit sole.

Winches: Main cockpit winches: two 2-speed Lewmar 42. • Two 2-speed Lewmar self tailing. • Main halyard winch: one 1-speed Lewmar 30. • Genoa halyard winch: one 1-speed Lewmar 30. • General purpuse winches aft on cabin top: two 1-speed Lewmar 30 with sheet stoppers. • 3 winch handles.

Spars: New Zealand yachtspar keel-stepped mast, tapered with internal shroud anchorages. Tapered aerofoil spreaders. • Boom with internal slab reefing. • Boom vang tackle.

All Spinnaker Gear

Running Rigging: 2 genoa halyards stainless steel wire spliced to rope tails. • Main sheet with blocks and cleat: 2 genoa sheets. Spin. halyard.

Standing Rigging: 1 × 19 stainless steel. Backstay adjustment: line with blocks and cleat. Gemini luffsystem.

Engine: 20 h.p. BuKH diesel 2 cylinder, 4 cycle. Cooled by fresh water heat exchange. 28 amp alternator. • 1″ diameter stainless steel shaft with folding propeller. • 20 gallon stainless steel fuel tank with fuel gauge. Engine temperature gauge also included.

Electrical: Two 12 volt batteries with master selector switch. • Cabin lighting: complete 12 volt system. • Navigation lighting: complete with masthead light, steaming light and foredeck light. • Fused switch panel by chart table. • BuKH engine switch panel by chart table. • 110 volt dock side hook up.

Water System: 30 gallon water tank under main cabin berth with hand pumps in galley and head compartment. • Bilge pump in cockpit and under V berths. • Seacocks on all below LWL thruhulls and under foreward berth.

Accommodation: Interior constructed of teak-faced satin finished plywood and molded glass fiber modules. • V berths foreward with hanging locker, seat and storage compartments. • Head complete with vanity, mirror and storage lockers. • Main cabin: 1 pilot berth to port, 1 settee berth to port, 1 settee berth to port, to starboard. Ample storage behind and under berths. • Galley: 3 burner propane stove with oven, large ice box, double sinks, molded storage area for crockery, drawer for cutlery, other misc. storage areas. • Boxes molded in companion way sides for instruments. • Chart table with storage under and behind seat. • Double quarter berth to port, single to starboard.

LOA	38′3″
LWL	31′2″
Beam	12′0″
Draft	6″4″
Displacement	10,600 lbs
Ballast	4,100 lbs
Sail Area	685 sq ft

Electronics

Datamarine cruising/sailing instruments
S-200 DI depth finder
LX-360 wind machine
A-181 log
S-100 KL Knot meter
S1-Tex 757C Loran (with Lon/Lat conversion)
Regency-polaris radio model NC7200, VHF and ADF
Sharp AM/FM stereo with speakers
Battery charger

Sails —

Main — 3 reef points
No. 1 genoa heavy
No. 1 light air mylar genoa
No. 2 genoa
No. 3 genoa
Storm jib
Storm trysail
.5 ounce spinnaker
.75 ounce spinnaker
1.5 ounce spinnaker
All sails have bags
Sails are North except #1 It genoa
1.5 ounce spinnaker

DESIGNER'S REMARKS

This new 11.6 metre design is a very significant and important project for the Farr design office.

Armed with the design advances and know-how from our very successful development of ocean racing yachts, and cruising versions of these, but released from the restrictions and torments of the IOR Rule, we have approached this project with great enthusiasm.

This design will be significantly faster in all conditions than a similar sized IOR yacht, have considerably more usable room, be easier and more pleasurable to sail, whilst costing considerably less - something like the speed and room of a 2 tonner with the cost and ease of handling of a one tonner.

The emphasis on speed and complete disregard for rating should have wide appeal, guard against obsolescence and guarantee an excellent investment.

Hull form is light displacement (not ultra light), moderate beam (by modern standards) with powerful sections, wide stern and fine bow. The powerful hull coupled with a good percentage of ballast (39%) set low in the high aspect ratio keel and fine bow sections, will be very stiff and ensure excellent performance to windward, especially in rough water.

The wide stern, light displacement and high sail area to displacement ratio will guarantee a fast, exhilarating ride downwind and reaching with easy control.

The rig is a development of the non-masthead swept spreader arrangement used successfully on our previous racing and cruising yachts, - no complicated runners, easy to handle smallish headsails and a mainsail large enough to drive the boat by itself in complete control for "nonchalant" cruising.

A slightly higher fore-triangle height compared to mainsail luff will give more direct control of forestay sag and will make backstay adjustment less critical. Free of rule restructions, we have designed a spinnaker boom longer than J to improve balance and speed under spinnaker.

The deck layout combines a large cockpit allowing wheel or tiller steering with a simple efficient deck gear arrangement for easy, comfortable cruising.

The interior is a straightforward arrangement, well proven on many yachts around this size. Features of note are large head with shower, ability to separate forward and main cabin area, spacious galley, and the enormous amount of accommodation and stowage in the wide stern sections.

BRUCE FARR





