

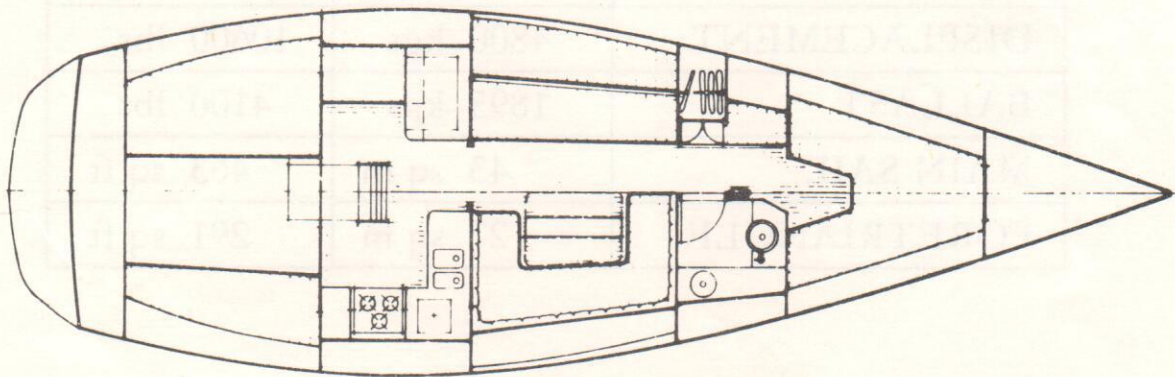
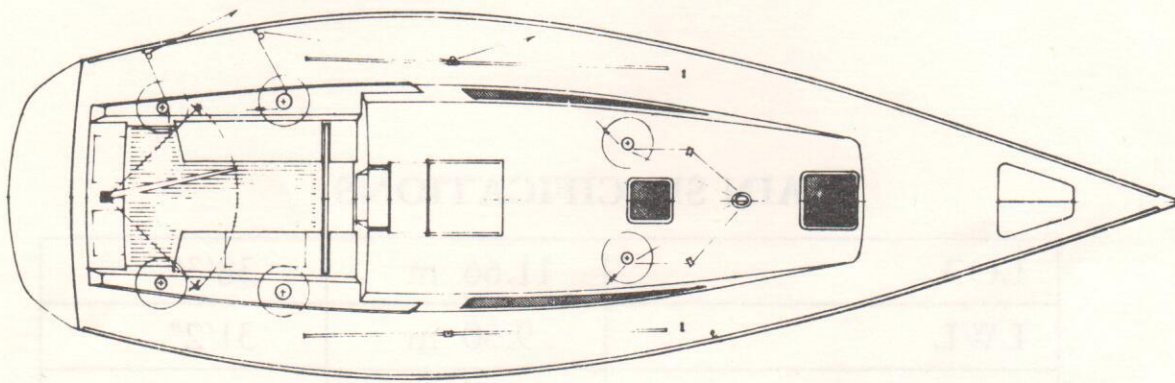
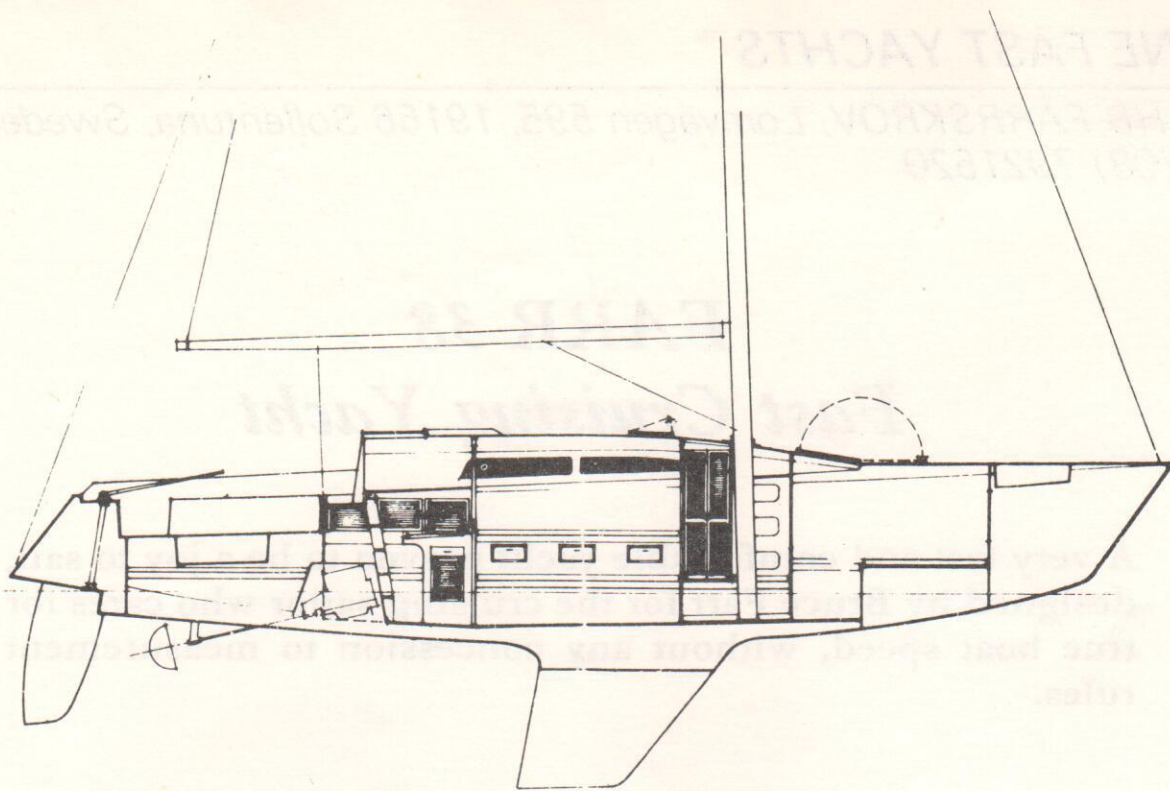
## **FARR 38**

### ***Fast Cruising Yacht***

A very fast and comfortable yacht proven to be a joy to sail, designed by Bruce Farr for the cruising sailor who cares for true boat speed, without any concession to measurement rules.

#### **MAIN SPECIFICATIONS**

|              |          |           |
|--------------|----------|-----------|
| LOA          | 11.66 m  | 38'3"     |
| LWL          | 9.50 m   | 31'2"     |
| BEAM         | 3.66 m   | 12'0"     |
| DRAFT        | 1.94 m   | 6'4"      |
| DISPLACEMENT | 4800 kgs | 10600 lbs |
| BALLAST      | 1895 kgs | 4100 lbs  |
| MAIN SAIL    | 43 sq m  | 463 sq ft |
| FORETRIANGLE | 27 sq m  | 291 sq ft |



11.6 METRE FAST CRUISING YACHT

FAPA YACHT DESIGN TRUST,  
66 P.O. BOX 3457, ANNAPOLIS, MD 21403, U.S.A.

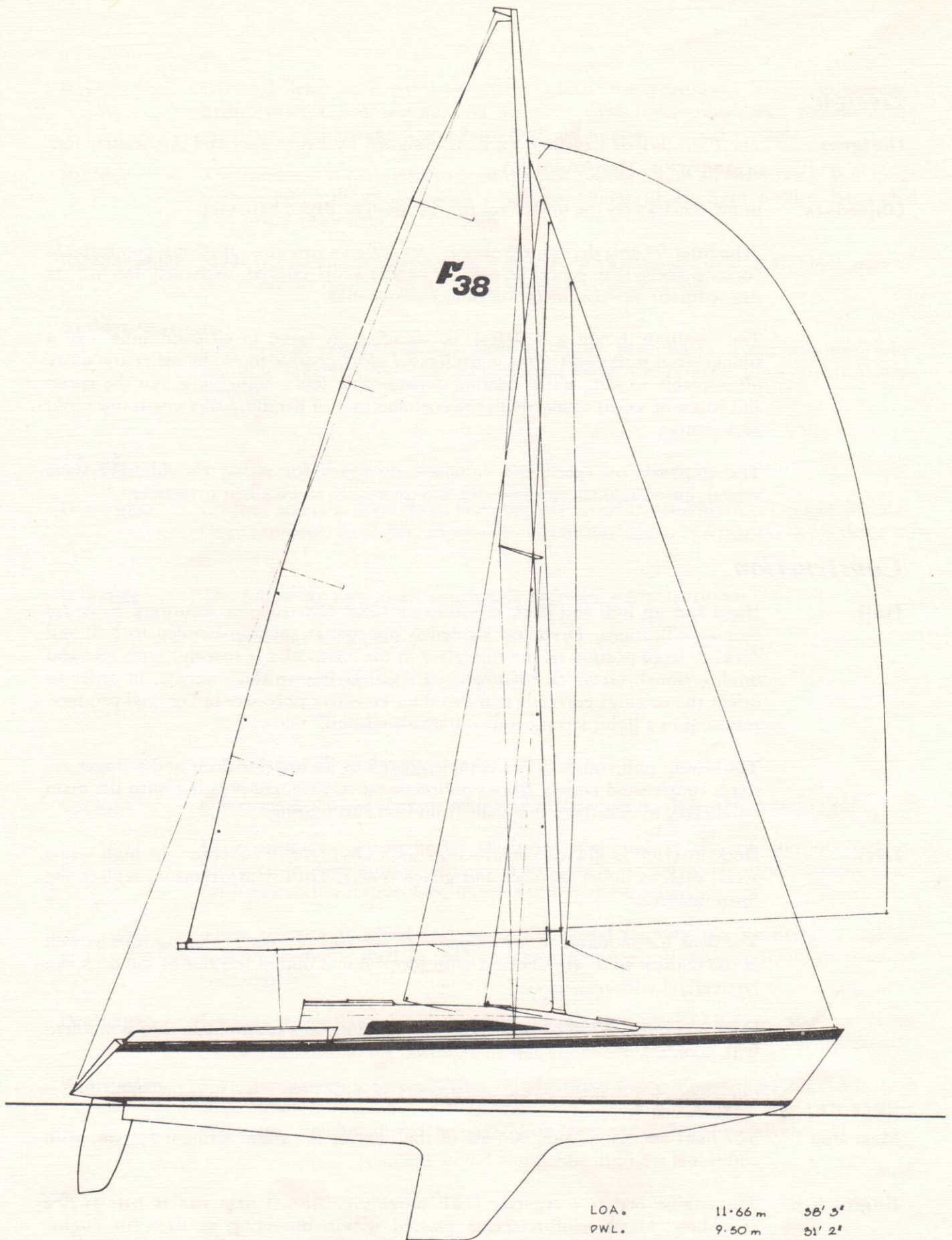
STUDY DRAWING

SCALE 1:50

DESIGN N° 72/2

DRAWG. N° S.D. 2

**F38**



|              |           |             |
|--------------|-----------|-------------|
| LOA.         | 11.66 m   | 38' 3"      |
| PWL.         | 9.50 m    | 31' 2"      |
| BEAM         | 3.66 m    | 12' 0"      |
| DRAFT        | 1.94 m    | 6' 4"       |
| DISPLACEMENT | 4,800 kg. | 10,600 lbs. |

# *FARR 38 Fast Cruising Yacht*

## *Design*

**Designer** The Farr 38 Fast Cruising Yacht is designed by Bruce Farr and Associates, Inc. of Annapolis, Maryland, USA.

**Objectives** In his remarks on the objectives for this design, Bruce Farr says:

"The brief for this design was simple - to design a low cost, spacious, comfortable cruising yacht that would be easy to handle short crewed, extremely fast for its size, without any consideration of any rating rule.

The resulting design will, I feel, be significantly faster in all conditions than a similar sized IOR yacht, have considerably more useable room, be easier and more pleasureable to sail, whilst costing considerably less - something like the speed and room of a two tonner with the cost and ease of handling of a one tonner (old 27,5 rating).

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

## *Construction*

**Hull** Hand laid up hull and deck in sandwich GRP construction according to Bruce Farr specifications. Divinylcel sandwich material is vacuum bonded to hull and deck. A large portion of the fiberglass in the composite is rowing, both mat and unidirectional. Great care is exercised when laying up the laminate, in order to orient the rowings correctly and avoiding excessive polyester in the final product, resulting in a light, strong and well insulated hull.

The strong hull and deck are complemented by an interior floor and stringer system, constructed largely from unidirectional rowing, cooperating with the main bulkheads, to distribute the loads from keel and rigging.

**Deck** Deck in GRP sandwich construction with Divinylcel PVC core. In high stress areas, such as under winches and genoa tracks, extra reinforcements replace the foam material.

The deck has moulded non-skid pattern. The cockpit seats, coaming tops as well as the cockpit floor are overlaid with teak. As an option the rest of the deck can be overlaid with teak as well.

Deck and hull are joined through epoxy bonding and additionally through bolted with stainless steel bolts and an anodized aluminum toe rail.

On foredeck a drained locker suitable for anchor, tackle and mooring lines.

**Mast step** The mast step is an integral part of the interior floor and stringer system, with additional strength added just below the mast.

**Engine bed** The engine bed is a separate GRP moulding. An oil drip pan is part of the moulding. Metal reinforcements glassed within moulding as base for engine mounts. Care is taken to ensure correct bonding between hull and moulding. Sound insulation of moulding through sandwich panels.

## ***FARR 38 Fast Cruising Yacht***

**Keel** External lead keel with antimony added for hardness. High performance hydrodynamic foil section. Six stainless steel bolts with large steel washers distribute keel loading forces onto hull and interior stringer system.

**Rudder** The rudder is constructed to ensure a stiff rudder under all conditions. It is made with carefully directed rowing structures, which give a light rudder. Expanded PVC foam completes the structure.

**Rudder stock** Made from stainless steel tubing material with a diameter of 90 mm. Stock tapered inside rudder blade. Welded tangs glassed to rudder shell.

**Rudder bearings**

Cast bronze rudder bearings with a bearing material of nylon and molybden disulfide achieves very low friction even under heavy loads for a superior helm feeling.

### ***Deck***

**Deck gear** Custom stainless steel push and pulpits. Lewmar stanchions. Double lifelines. Gear conforms to O.R.C regulations regarding safety. Navigation lights fitted on pulpits.

**Winches** The following two speed winches (2 each) are normally fitted:

Lewmar 42 Genoa sheet

Lewmar 40 Spinnaker (option)

Lewmar 30 Sail controls

Lewmar 30 Halyards

**Cockpit** Generous T-shaped cockpit with teak-covered seats, floor and coaming tops.

Large storage lockers under starboard seat and at the aft end of cockpit. Moulded-in open storage compartments to port and starboard in coaming sides for items such as binoculars, winch handles and the like.

Tiller steering standard and optionally wheel steering can be fitted. T-shaped cockpit layout is well suited for wheel steering. Engine controls recessed to starboard.

**Drainage** Cockpit is selfdraining. Design and installations meet O.R.C regulations. Hand operated bilge pump for emergencies fitted for operation with all hatches closed.

**Ventilation** Two dorade vents. Four hatches, one foredeck 640 millimeters square (25 inches) large enough for sail handling, one over the main saloon and two smaller ventilation hatches above the navigation table and galley respectively.

### ***Rig***

**General** All spars by Isomat, France. Spars are of silver anodised aluminum alloy. Fittings are of alloy or polished stainless steel.

## *FARR 38 Fast Cruising Yacht*

- Mast** Keel stepped mast with tapered top section. One pair of swept spreaders (30 degrees) eliminates the need for separate backstays.
- All halyards are internal to the mast with exit sheaves at mast collar.
- Genoa halyards and sail control lines are led aft to cabin top and cockpit for convenient sail handling.
- Boom** Boom has provisions for slab reefing with two internal reefing lines with stoppers at mast end.
- Rigging** Standing and running rigging are provided according to designer specifications.

### *Accommodation*

- Interior** All interior is made from selected teak varnished with multiple layers of synthetic resins. Finally, the varnish is handrubbed to a mat, satin finish and polished giving a that warm lustre for which Scandinavian yachts are famous. The finish is very pleasant and also practical.

The teak material used is cut from one single log to ensure similar texture and coloring throughout the yacht, whether the teak is used on bulkheads or as solid wood. Teak and holly sole.

Interior layout according to the Farr original with some minor useability improvements.

#### **Forward cabin**

Two berths in V-form. Hull topsides lined with teak battens. Reading lights at each berth and dome light overhead.

Aft of port berth is a pigeonhole storage shelf with a cushioned seat. Storage under seat.

Folding door fitted alongside mast encloses forward cabin into a separate owners cabin.

All berths are ventilated below in order to avoid condensation.

Forward of the berths and below the anchor well is a storage compartment suitable for sail storage.

#### **Toilet**

One piece GRP moulding finished in hygienic gelcoat. Wash basin is an integral part of GRP moulding. Marine toilet with overboard discharge. Holding tank optional. Wash basin has fresh water supplied by foot pump. Storage in enclosed lockers. Ventilation through overhead Dorade vent. Daylight through cabin side window. Overhead dome light.

Shower and drain pump fitted as an option.

#### **Hanging locker**

To port between the forward cabin and main saloon, one large hanging locker.

#### **Main saloon**

U-shaped settee to starboard with a shelf behind. Storage behind settee backrests.

Settee to port with pilot berth behind. Hull topsides lined with teak battens.

## *FARR 38 Fast Cruising Yacht*

Table with folding wings, fiddles and center stowage.

All cushions are 100 millimeters (4 inches) foam mattresses covered with durable fabric and fitted with zippers.

### **Galley**

L-shaped galley with a 2-burner gimballed propane stove with oven. Ventilated propane stowage is provided in the aft storage locker.

Insulated icebox. Dual sinks. Formica covered top. Deep fiddles around galley. Foot operated pumps for fresh and salt water.

### **Navigation area**

Navigation table with white Formica top. Stowage for charts and utensils under. Permanent place for fire extinguisher below the chart table.

Ample space for electronic instrumentation and radio gear to port. Main electrical panel with fuses and switches.

Navigators light. Book shelf. Stowage for safety equipment under navigators seat.

### **Aft berths**

To port a spacious double berth. Hull topsides lined with teak battens. Large storage under berth.

Behind the galley an additional berth is fitted.

## *Auxiliary systems*

### **Engine**

As standard a Volvo Penta 2003 diesel is installed. This is a smooth running three cylinder marine diesel with an output of 28 horsepower.

The power is delivered through a conventional propeller and axle arrangement. This arrangement has proved to give the yacht more than adequate power for motoring even in adverse conditions. A folding propeller fitted as an option.

The propeller shaft is made of corrosion resistant steel fitted with a flexible shaft coupling. Outboard end is supported with a rubber bearing in a bronze strut. Zinc anode on shaft.

The gearbox has a 3:1 reduction which ensures a very high propeller efficiency and low propeller noise.

Single lever engine controls mounted in cockpit.

### **Engine bed**

Engine bed in a one piece GRP moulding. Special care is given to ensure a rigid bonding between the hull and the bed. Oil-tight drip pan is an integral part of the engine bed. Most user serviceable parts accessible from the front of engine.

Engine compartment is thoroughly sound insulated for a low noise level while motoring. Further reduction of noise and vibration is possible through the installation of a flexible Scatra bearing, which further isolates the hull from engine vibrations.

### **Tanks**

Two stainless tanks, one for diesel fuel with a capacity of 100 liters (25 US gallons) and one for fresh water with a capacity of 130 liters (38 US gallons). Tanks are placed low in the main saloon under the settees.

## *FARR 38 Fast Cruising Yacht*

Additional fresh water capacity (130 liters) can be installed as an option.

**Electrical** 12 volt DC used throughout yacht. Master battery switch and electrical panel provided in the navigation area with appropriate circuit breakers. Generator with 50 ampere capacity and silicon diode current splitting arrangement to independently charge two batteries.

Engine starting battery with 70 ampere hours minimum capacity. A separate service battery can be installed as an option.

Electrical wiring well documented. Main switch panel next to navigation area with fuses.

Fuel gauge and voltage sensing equipment installed.

### *Sails*

Our list of available options includes high quality sails for the FARR 38 made by Swedish sailmakers. All sails are constructed for performance cruising. We will be happy to quote your individual requirements, including racing sails.

### *General*

These specifications are intended to supplement the drawings and are correct at the time of printing. However, as we continually strive to improve our product, the builder reserves the right to make such improvements without notice, such as we consider desirable.

Such improvements are not considered to be retroactive for yachts already delivered or under construction.

Irrespective of changes made, the standards of quality, workmanship and completion will be maintained to furnish a yacht ready for service.

The owner or his agent will have access to the yacht under construction and everything pertaining to the yacht at all reasonable times.

The builder reserves the right to approve or reject any proposal by the buyer for changes in the details of the yacht, but may very likely be able to accommodate unique requirements, as craftsmen individually complete each yacht.

The builder guarantees skilled workmanship, in keeping with the best yacht building practice, and conformity to the design specifications by Bruce Farr.

# *FARR 38 Fast Cruising Yacht*

## *Options list*

This options list mentions most of the available extras for the FARR 38 Fast Cruising Yacht. As all yachts are individually completed by skilled craftsmen further variations may be possible in order to accomodate unique owner requirements.

### *Sails*

Main sail 43 sq meter (463 sq feet)  
Genoa 1 41 sq meter (441 sq feet)  
Genoa 2 36 sq meter (388 sq feet)  
Genoa 3 24 sq meter (258 sq feet)  
Spinnacker 1 110 sq meter (1185 sq feet)  
Spinnacker 2 80 sq meter (861 sq feet)  
Main sail cover

### *Hull*

Moulded gelcoat waterline in selected color  
Optional hull gelcoat color  
Bottom paint, VC 17

### *Deck*

Teak on fore and side deck  
Selftailing winches in lieu of standard  
Wheel steering  
Sprayhood  
Anchor winch, electric  
Opening ports in cockpit for aft berths  
Compass mounted on aft cabin wall  
Dual compasses mounted in cockpit coamings

### *Rigging*

Rod forestay  
Grooved headstay  
Spinnacker boom and tackle  
Spinnacker winches (Lewmar 42)  
Self-tacking gib gear  
Headsail furling gear (Profurl)

### *Diesel auxiliary engine*

Hot water heater  
Fresh water cooling  
Extra battery  
Scatra axle vibration reduction  
Folding propeller in lieu of standard

### *Interior*

Dual pilot berths, main salon  
Alcantara upholstery throughout, choice of color  
Hot air heating and ventilation  
Pressure water  
Shower (req. pressure water)  
Holding tank  
Refrigeration  
Additional fresh water tank (130 liter)  
Electric bilge pump

### *Lights*

Masthead tricolor  
Masthead tricolor and anchor light

### *Instrumentation*

Customer requirements installed

### *Miscellaneous*

Steel transportation cradle  
Transportation from our works  
Commissioning