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27 June 1980

DESIGNER'S REMARKS

DESIGN NO. 87 - 9.2 METRE CRUISING YACHT

This design was conceived following several requests for a good all-round, safe, economical, fast cruising yacht of 30 ft. (9.2 metres) overall length.

There were requests for a fixed keel boat and also a lift keel boat that could be trailed and for this reason beam has been kept below 9ft 6in. which allows semi-permanent overwidth trailing permits. This also produces a yacht with a moderate beam/length ratio which will guarantee very fast speed and easy handling reaching and down wind.

Upwind performance and initial stability at rest is provided by the ballast being set very low in the lift keel version and firm bilges which gives the boat a great deal more stability than its ballast and displacement figures would suggest.

The fixed keel version carries a higher ballast ratio with the lead still located low down in the shallower keel and will have similar stability to the lift keel version.

Hull form is typical of our successful modern light displacement designs with fine lines low down forward for good upwind performance which combined with a little flare in the sides forward will produce a very dry yacht. Midship sections are very firm in the bilge to give this yacht much higher stability than its beam might indicate. The run aft is very clean, straight and moderately wide to assist stability and produce a fast, virtually viceless hull form.

DESIGNER'S REMARKS - DESIGN NO. 87 cont'd

The rudder is hung on the transom, a lifting blade for the trailerable version and fixed rudder for fixed keel version - simple, economical and reliable. Careful design of deck and cabin geometry has produced large interior volume for a yacht of these dimensions with full standing headroom right through the yacht including the forward cabin and head area. Six berths are provided for with scope for the V berth forward to be converted into a double, or one of the main settee berths being extended for the same purpose.

In the lift keel version the galley is located forward of main cabin area which, with chart table and storage opposite, minimises interference to the living space by centrecase. However, the fixed keel version will have the option of an aft galley placed immediately inside the companionway in the more conventional manner.

The cockpit is long (2.3m - 7'6") and comfortable with good protection for cruising and the simple straightforward deck layout puts all important gear close at hand.

Auxilliary power is obviously very flexible in choice.
Early yachts have used a 7.5 hp diesel saildrive which provides easy installation - excellent reliability and more than necessary power for motoring.

The rig is typical of that used on virtually all of our cruising designs, a 7/8ths fore-triangle, heavily swept spreaders with no need for running backstays. Utilising a mast section carefully chosen for correct fore and aft stiffness, adjustment of the masthead backstay (with assistance from the swept sidestays) more than adequately controls forestay sag whilst adjusting mastbend and hence mainsail fullness at the same time.

Under cruising sailing conditions the genoa would not be used and this results in a rig that is very easily handled with small headsails requiring very little effort. The mainsail will be easy to control with its moderate aspect ratio but large enough to sail the boat very well without headsails in almost all conditions when the need arises for absolute simplicity in handling.

DESIGNER'S REMARKS - DESIGN NO. 87 cont'd

The sail area of the rig is quite moderate for a boat of this size and will be very easily carried into quite high wind strengths without reefing due to the form stability, and low centre of gravity of the ballast. The light displacement configuration of the hull design ensures that sail area displacement ratio is high enough to guarantee very good performance in all conditions.

The construction has been conceived to be as simple as possible consistent with strength but no excess of weight and will enable very straightforward amateur construction as well as efficient production for the professional builder. Plans have been produced with full structural details including full size details of fittings, etc. and fully specified rig.

The hull is two skin moulded over fore and aft stringers which are laid directly over the bulkheads of the yacht along with a minimal number of temporary frames.

We believe this design will fill a great number of individual needs as well as being an excellent all purpose yacht and one that will develop well into a class or club racing yacht, providing exceptional interior accommodation per dollar spent, a stable, safe family yacht, as well as very high performance potential for those people who see no reason why a cruising yacht should not be very fast and/or wish to race their yacht in one design or club racing.

There is already substantial interest in this design from amateur builders, custom one-off construction and obviously a good opening for a GRP production version.

DESIGN No. 87

9.3 metre L.O.A. Lift Keel Yacht

Drawings Supplied : TIMBER CONSTRUCTION

Sheet No.	1	Lines
	2	Sections and offsets
	3	Construction
	4	Internal arrangement
	5	Deck layout
	6	Sail plan and rig
	7	Fittings
	8	Keel details
	9	Rudder details

Fixed Keel Version

Sheet No.	1 - 9	as per Lift Keel details
	10	Fixed keel internal arrangement
	11	Fixed keel construction alterations

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