YACHTING WORLD JULY 1981

DESIGN

Lake Garda Racer

Designed by Bruce Farr

BRUCE FARR's forte is in dinghy-like yachts, so a long, light boat with lots of sail area for racing on Lake Garda was just the sort of project he relished. Having designed the winners of four 18ft Skiff world championships in the early 1970s, Farr is well versed in extreme lightweight construction in wood and the control problems associated with a boat that relies greatly on crew weight out on trapezes for its stability. You can see that the topsides are hollowed so that the crew on the gunwhale can exert as great a righting moment as possible. Another interesting detail in this novel boat, is the facility to set a large masthead spinnaker on a fractional rig. The halyard is rove to the mast truck but can be drawn down to the hounds by a strangler line so that smaller chutes can be set.

The designer comments:

"This design was drawn for racing in Northern Italy with particular consideration on attempting to win the Centomiglia (100 mile) Race held each year during September on Lake Garda.

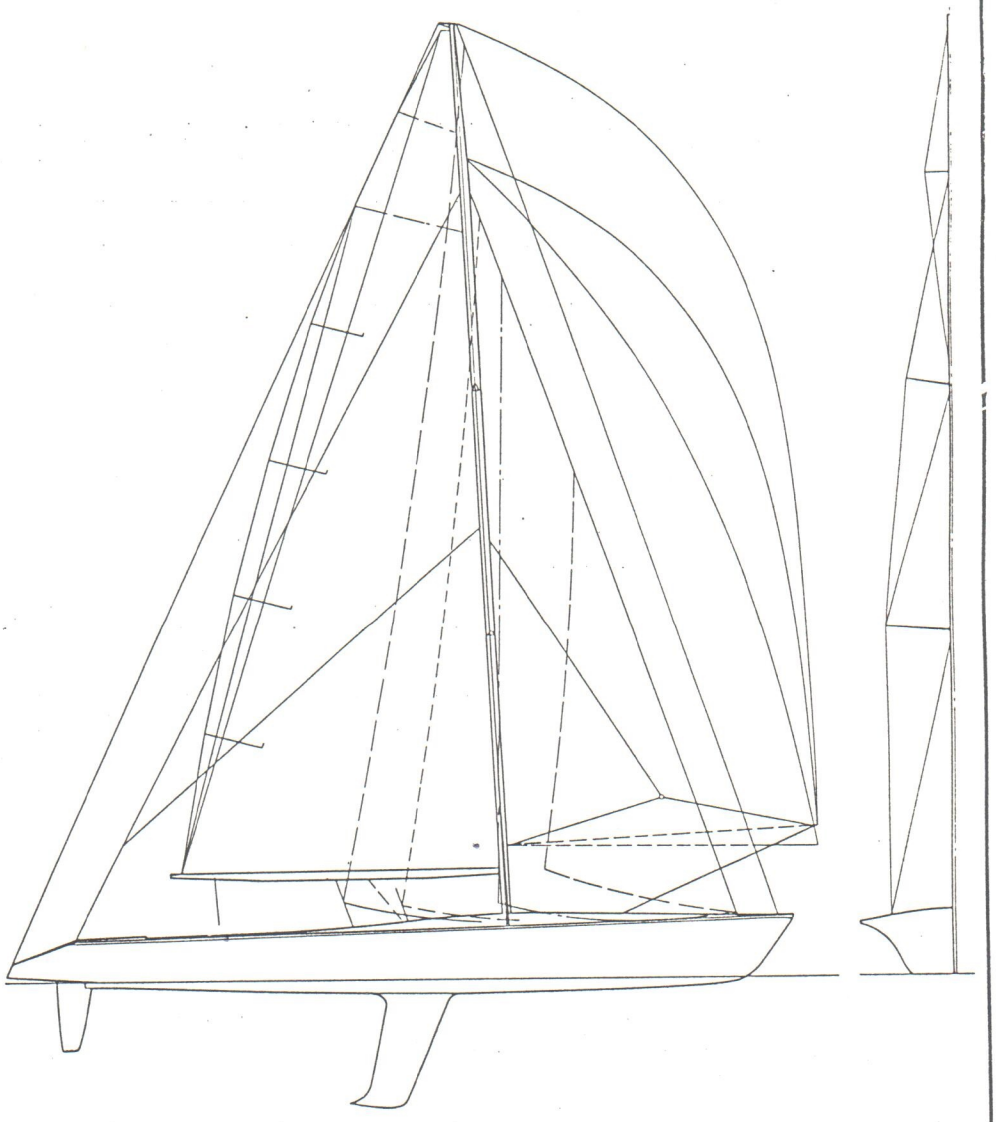
The general concept was to produce as fast a yacht as possible within a restricted budget, but one that had a reasonable degree of self-righting ability so that the boat could be considered reasonably safe for this overnight race in the hands of experienced people.

There are two boats building, both of which hope to contest the Centomiglia Race this year. One boat is being built by the Santarelli Yard for Brescia sparmaker Luciano Lievi, heading a group making an all-out attempt at the race, while another boat is being built which incorporates a heavier keel for greater stability so it can be day sailed on the lake without a full crew.

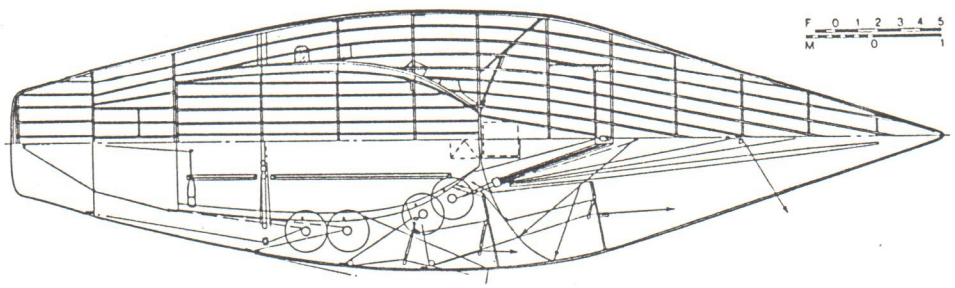
The hull form features a long narrow straight hull with rounded low wetted surface area sections but full enough to plane readily, with substantially flared top sides to shift the six crew members as far to windward as possible. The rig is a tall, three-quarter style in which the concept was developed to include a short-footed headsail, fully controllable mast arrangement, which was then modified to allow for a larger genoa, masthead spinnakers and masthead genoas for light airs.

Construction is of timber, with both the hull and deck being built on the principle of a very thin skin supported by closely spaced longitudinal stringers. The total structure is supported by regular transverse light plywood frames which support the hull and deck as well as distributing major loads around the sections of the hull.

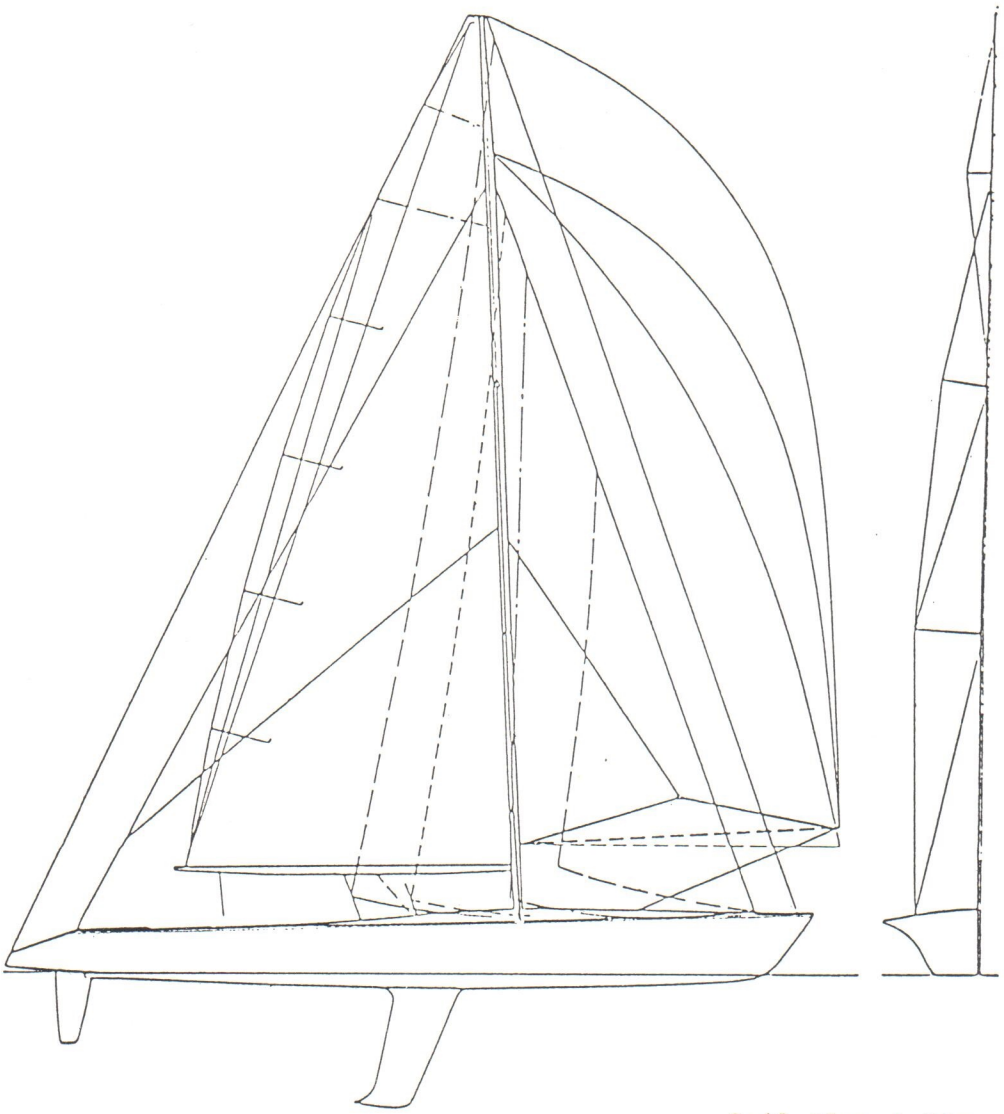
The keel is built of a hollow steel fin with a substantial lead bulb (including part of the fin) bolted onto the bottom. The primary support of the keel comes from a single steel leg which enters the hull and is attached to a major structural bulkhead."



LOA	44ft 2in	13·45m
LWL	37ft 9in	11·50m
Beam	12ft 3in	3·74m
Draught	7ft 1in	2·15m
Disp inc crew	5,205lb	2361kg
ex crew	4,125lb	1875kg
Ballast	1,411lb	640kg



Designed by:
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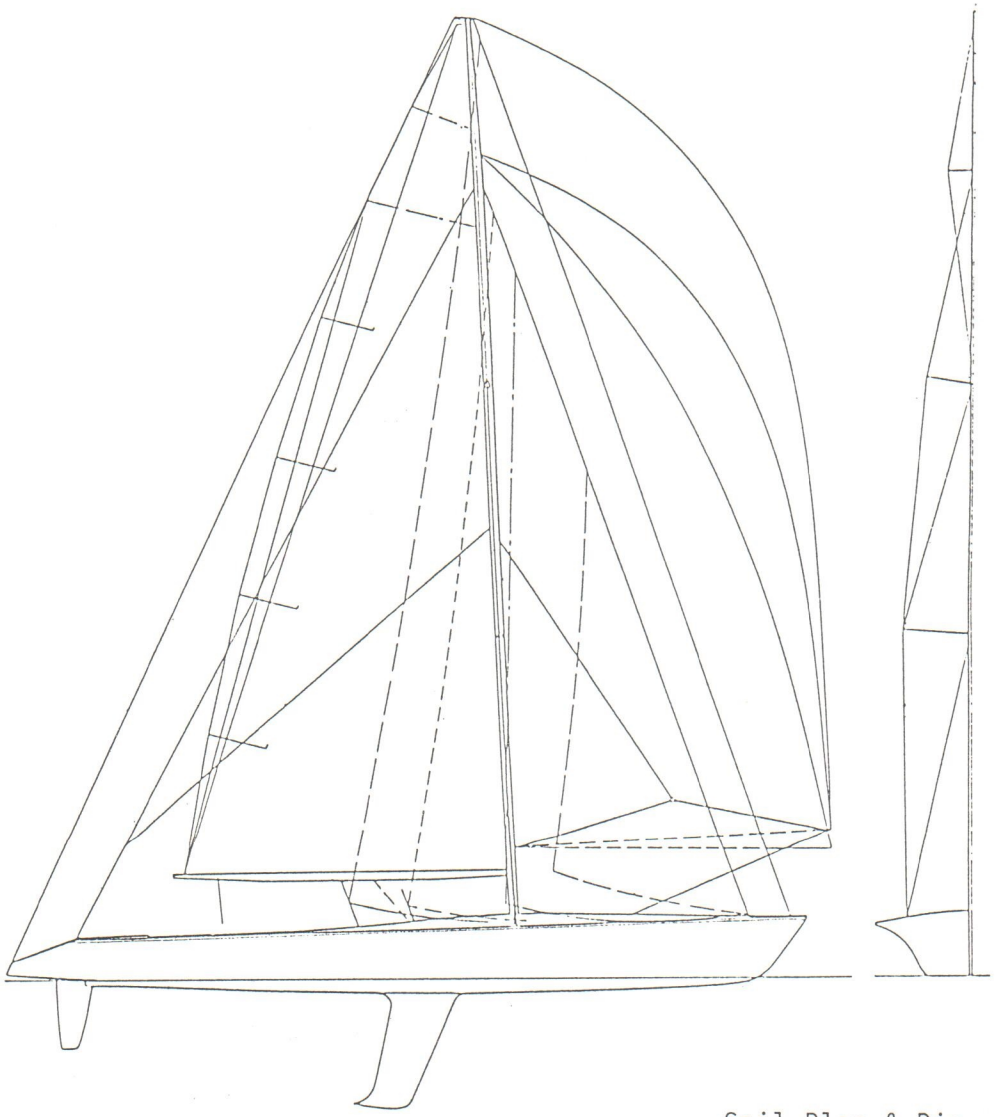


Sail Plan & Rig

FARR

DESIGN No. 97

RACING MACHINE FOR LAKE GARDA, ITALY



Sail Plan & Rig

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LWL	37ft 9in	11·50m
Beam	12ft 3in	3·74m
Draught	7ft 1in	2·15m
Disp inc crew	5,205lb	2361kg
ex crew	4,125lb	1875kg
Ballast	1,411lb	640kg

FARR

23 February 1981

13.45 metre RACING MACHINE FOR LAKE GARDA - Designer's Comments

This design was drawn for racing on Lake Garda in Northern Italy with particular considerations of attempting to win the Centomiglia (100 mile) Race held each year during September on Lake Garda.

The general concept was to produce as fast a yacht as possible within a restricted budget, but one that had a reasonable degree of self righting ability so that the boat could be considered reasonably safe for this overnight race in the hands of experienced people.

There are two boats building, both of which hope to contest the Centomiglia Race this year.

One boat is being built by the Santarelli Yard for Brescia Sparmaker, Luciano Lievi, heading a group making an all-out attempt at the race, while another boat is being built which incorporates a heavier keel for greater stability to be able to be day sailed on the lake without a full crew.

The hull form features a long narrow straight hull with rounded low wetted surface area sections but full enough to plane readily, with substantially flared top sides to shift the six crew members as far to windward as possible. The rig is a tall 3/4 style in which the concept began as a short footed headsail, fully controllable mast arrangement, which was then modified to allow for larger genoa, masthead spinnakers and masthead genoas for light airs.

Construction is of timber, with both the hull and deck being built on the principle of a very thin skin supported by closely spaced longitudinal stringers and the total structure being supported by regular transverse light plywood frames which support the hull and deck as well as distributing major loads around the sections of the hull.

The keel is built of a hollow steel fin with a substantial lead bulb (including part of the fin) bolted onto the bottom. The primary support of the keel comes from a single steel leg which enters the hull and is attached to a major structural bulkhead.