

SPICY ONE-DESIGNS

FARR 400

Tasty new Farr

Matthew Sheahan looks at four exciting new launches

In 1997 the Farr 40 quickly redefined the racing boat. Taking key design elements of the day from the most successful grand-prix racers and combining them with efficient building techniques and materials, the Farr 40 presented an exciting prospect for owners who wanted a modern, no-nonsense, yet versatile racing boat.

Fourteen years later and the technology may have changed, but the motivation for owners and crew remains the same. Fast, fun, versatile and affordable, the new Farr 400 raises the stakes. A strict one-design, she incorporates many of the features that made her predecessor such a popular boat and includes many new ideas to improve performance.

For starters, the Farr 400 is all-carbon, including her spars, making her almost a tonne lighter than the 40, but with the same upwind sail area. Downwind her asymmetric spinnaker, flown off a carbon retractable bowsprit, is 15m² bigger – the first hints at her performance potential.

Only a few options are available including choice of hull colour and whether you'd prefer twin wheels or tiller. After that there's little else to choose other than sails and instruments as you get the same modern racing cockpit layout as everyone else, complete with offset companionway hatch and foredeck hatch to port, utility winch and associated control lines to starboard, as has become popular in the TP52 fleet.

Perhaps unusually for a yacht of this

size, she has a winch grinding pedestal that can be hooked in for rapid spinnaker hoists and string drops. For the square-topped mainsail and jibs, halyard locks are fitted as standard.

But there's more to her design than simply catering for speed. The RC44 fleet has proved the practicality of fitting a raceboat within a 40ft container for owners who like to travel. The Farr 400 fits within an open-topped 40ft container on a dedicated cradle that allows the hull to be rotated onto its side for shipping once the keel and rudder have been removed. Once disassembled, the two-part Southern Spars carbon mast also fits within the same container footprint (see below).

As well as being able to remove the keel for transportation, the fin and bulb, which accounts for almost 60 per cent of the boat's displacement, can be raised to reduce draught by just under a metre from 2.90m to 1.98m, making it easier to get her into harbours.

The choice of sailmaker is open, but the class will operate a sail button system to limit the number of sails that can be used in a season and hence restrict costs. There's also a free choice of electronics.

The first boat is expected to be launched in Dubai in March 2011.

PRICE:

US\$395,000 (£248,920) ex VAT, sails and instruments

BUILT BY: Premier Marine Composites, Dubai

CONSTRUCTION

Carbon/epoxy sandwich



The raceboat that fits in a container

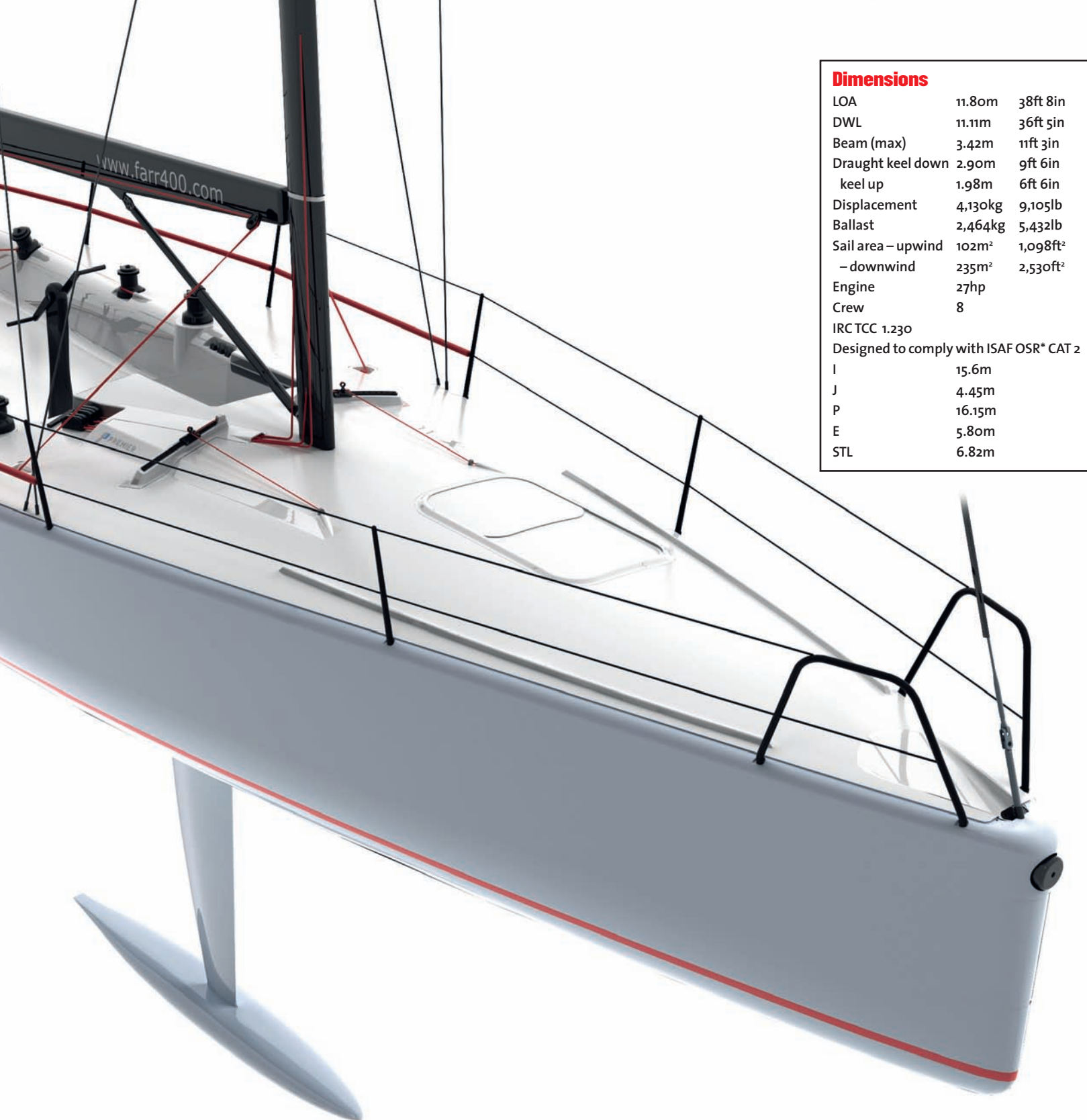
Once considered a luxury used only by the most competitive and well off teams, shipping a raceboat to events around the world is now dramatically cheaper for boats that can fit within a box. The concept of designing a raceboat around the internal dimensions of a standard shipping container became popular with the RC44 class. Now several others look set to adopt a similar routine.

Being able to fit the boat, plus its spars and appendages within the confines of a standard 40ft x 8ft (12.19m x 2.44m) open-topped container not only makes shipping easier and cheaper for an owner, but reduces the cost of shipping from boatbuilding outfits in countries such as China and the Middle East.

While the internal length of a container at 39ft 4in (12m) is plenty of length for a decent-sized raceboat, it is the maximum beam of 7ft 7in (2.33m) that presents the bigger challenge if a 'normal' type beam is required. Rotating the boat is the key.

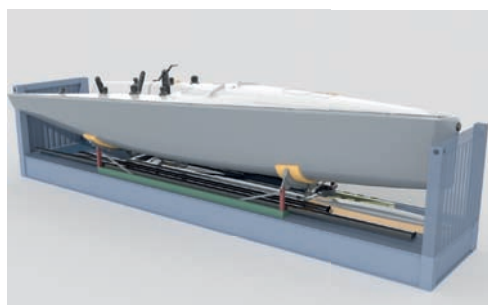


Sitting in her bespoke cradle, the Farr 400 has keel and rudder removed for storage

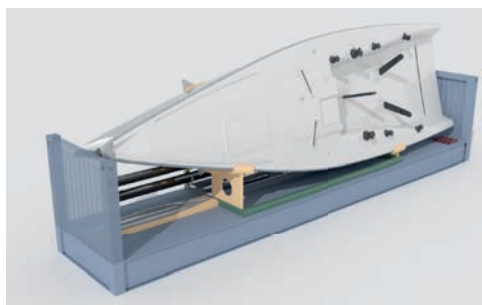


Dimensions		
LOA	11.80m	38ft 8in
DWL	11.11m	36ft 5in
Beam (max)	3.42m	11ft 3in
Draught keel down	2.90m	9ft 6in
keel up	1.98m	6ft 6in
Displacement	4,130kg	9,105lb
Ballast	2,464kg	5,432lb
Sail area – upwind	102m ²	1,098ft ²
– downwind	235m ²	2,530ft ²
Engine	27hp	
Crew	8	
IRCTCC 1.230		
Designed to comply with ISAF OSR* CAT 2		
I	15.6m	
J	4.45m	
P	16.15m	
E	5.80m	
STL	6.82m	

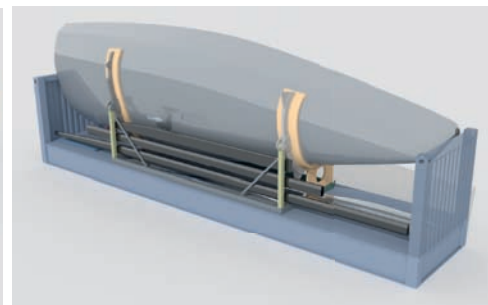
*Offshore Special Regulations



Hull and cradle are then lowered into the open-topped 40ft container



The hull is rotated to reduce the total shipping width to that of the container



All spars and appendages are stowed in the same container. Mast is disassembled in two sections