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# The Daily Sail

THE RACING SAILOR'S HOMEPAGE

18 April 2011

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## Farr 400 launched

All-carbon, bowsprited beauty undergoing test sails this week in Dubai

Monday March 28th 2011, Author: [James Boyd](#), Location: none selected

The new Farr 400 has been launched and is this week undergoing trials in Dubai with Dee Smith, Farr Yacht Design's Luke Shingledecker and Bill O'Malley of Farr Yacht Sales, following her construction in the UAE by Premier Composite Technologies.

The Farr 400 is a state of the art, carbon/foam construction high performance race boat which, like the RC44, has been designed to fit into a standard 40ft container for relatively cheap transportation internationally. The hull itself looks modern with buoyancy forward and a partial chine in the stern.

Features of the new 400 include a single rather than twin rudders, a composite sheathed metal fin T-configuration keel that is retractable, reducing draft from 2.9 to 1.98m. The keel is raised using one of the primaries. While tiller steering is standard, twin wheels are available as an option. There is a single carbon fibre pedestal that drives twin carbon primaries.

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The rig is based around a keel-stepped Southern Spars carbon fibre mast and boom with two sets of carbon fibre spreaders, swept back to 22°. The mast is two part to allow for container transportation. The main has a square top and there are running backstays, the small jib is on a lock, while spinnakers are flown from a retractible centreline bowsprit that appears to be slightly downward-pointing. Standing rigging is EC6 carbon fibre. Deck gear is by Lewmar and Spinlock with 60 GP Carbon primaries. Control lines, including the 'German' mainsheet system as well as the jib clew and tack and spinnaker tack, pole in/out, etc, are run below deck.

Down below there is a racing interior with carbon fibre bench seating, carbon racing gallery, four pipercots and a chemical toilet.

The Farr Yacht Design state: "The asymmetric deck layout follows modern Grand Prix race boat practice for high efficiency and fast manouvres. A primary grinder pedestal system allows for high speed spinnaker gybes, sail hoists and string line spinnaker drops. These efficiencies combined with the high stability hull form and ballast package allow the boat to be raced successfully with an intended crew of 8."

The Farr 40 has a preliminary IRC rating of 1.230. The base price ex-sails, electronics, shipping and local taxes is US\$ 395,000. The boat is available in the UK via Boat Sales International (Peter Morton).

Below is a comparison between the new boat and the now 15 year old Farr 40...

	Farr 40	Farr 400
LOA	12.41m/40.72ft	11.8m/38.71ft
Beam	4.03m/13.22ft	3.42m/11.22ft
Draft up		1.98m/6.50ft
Draft down	2.6m/8.53ft	2.9m/9.51ft
Disp	4945kg/10902lb	4130kg/9105lb
Ballast	2250kg/4960lb	2464kg/5432lb
Sail area upwind	102.8sqm/1109sqft	102sqm/1098sqft
Sail area downwind		235sqm/2530sqft
I	16.2m/53.15ft	15.6m/51.18ft
J	4.71m/15.45ft	4.45m/14.60ft
P	16.7m/54.79ft	16.15m/52.99ft
E	5.90m/19.36m	5.8m/19.03ft
STL		6.82m/22.38ft

17/04/2011

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