



Corbeau

40' (12.19m) 2011 Farr 400
Portsmouth Rhode Island United States



OVERVIEW

Manufacturer:	Farr		
Engines:	1 Volvo	Hull Material:	Fiberglass
Engine Model:	D1-30F	Cruise Speed:	Knots
Engine HP:	30	Max Speed:	Knots
Beam:	11' 3"	Cabins/Heads:	/ 1
Max Draft:	9' 6"	Fuel Type:	Diesel
Water:		Fuel:	15.9 G (60.19 L)

\$169,500



Data Sheet

Category: Racing Sailboat
Condition: Used
Model Year: 2011
Beam: 11'3" (3.43m)
Max Draft: 9' 6" (2.90m)
LOA: 40' (12.19m)
Single Berths: 2
Heads: 1

Knots
Knots
Fuel Type: Diesel
Hull Material: Fiberglass

Displacement: 9105 Fuel Tank: 15.9 gal
(60.19 liters)
Imported: No
HIN/IMO: PCTF4001A111

Engines/Generators

Engine 1

Volvo
D1-30F
Inboard
30HP
22.37KW
Fuel: Diesel
Year: 2011

Summary/Description

Corbeau is an excellent example of the Farr 400 one design, she has been heavily upgraded last year and is ready for the 2024 sailing season.

The new Farr 400 is all predator, a no-holds-barred one design that can ghost through 5-knot holes and still stand tall in 25-knot gusts. As the heir apparent to the Farr 40, this all-carbon lightweight speedster reveals an up-tick in commitment to performance and an upgrade in the commitment to technology.

Bruce Farr calls his latest vision a "refined one design," a boat that sheds compromise in order to focus on the job at hand. And the tasks he's referring to include dramatic upwind sailing and quick-to-plane off the wind action. From a design point of view, there's a threefold amalgam in play: a low-drag hull shape with a lean flattened canoe body that's more surfboard than sailboat; foils that are tuned to excellent performance on all points of sail; and a rig, sail plan and deck layout that takes lessons learned from the GP 42 and the TP 52 and parlays them into an even more ergonomic design. In short, it's a finely honed racer that behaves like a well tuned musical instrument." - SAIL MAGAZINE 2012

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This boat was built by Premier Composites and originally owned by Farr. It was raced in various international markets for a couple years and on best belief, went into storage for several years. The boat was then refurbished including addition of the modified bow, new Awlgrip, and new cockpit resurfacing. The boat then went to Lake Champlain for a year and then went into storage again for 3 years. The current owner has used the boat for part of one season with great success on the race course.

The mast is stored inside, and together with the cargo trailer are in Osterville, MA. The boat is on her trailer and can be seen by appointment in Portsmouth, Rhode Island

Descriptions

2023 Maintenance List

Rebuilt keel box with reinforcements and corrections found on survey at Alfresco Composites Keel removed, smoothed and VC-offshore Bottom two coats VC-offshore Winches rebuilt and serviced including pedestal Blocks upgraded along with new carbon loops and rebuilt deck wear points New B&G chart plotter on bulkhead New B&G vhf with AIS transponder, remote unit New batteries Removable Solar Panel for charging batteries (4) new bilge pumps with float switches, reinstalled manual pump, all pumps plumbed to transom drain, sealed thru hull drain Installed porta potty with deck pump out to avoid any thru hulls New Spectra backstays with chafe guard New head stay foil All spinlock halyard stops rebuilt and upgraded to composite breaks New red Boom tent covering entire cockpit Transom to be repainted this offseason

Hull and Deck

Painted grey hull with red boot stripe and black bottom paint White decks with non skid forward and foam decking in cockpit Powercoated black stanchions and bow rail with life lines Corbeau name decal on hull sides with black and white bird logo Red boom cover with Farr 400 logo Lewmar winches

Trailers and Gear

Many spares including rudder, tiller, hiking braces - all carbon 2015 Triad galvanized trailer with spare tire 20' Cargo trailer with storage shelves, work bench, 12v and 110v shore power plug in for lighting and outlets 2023 MOM 8-S Fenders with covers, lifelines, spare lines 6 Winch handles

Sail Inventory

North Sails: Main with reef 3DL, #1 - 3DL, #2- 3DL, #3 - 3DL, 1.5A, 2A, 3A -2023 Quantum: main, #1, #2, 1.5A, 2A Spinnakers set up for string drop system Sails in good condition, sent to sail loft every fall for maintenance and repair, with low use

Electronics

B&G touchscreen multifunction chartplotter in cockpit B&G VHF radio with RAM remote for use on deck B&G sailing instruments

Accommodations

2 pipe berths port and starboard either side of engine 2 bench seats forward with storage below Thetford Porta-potti toilet

Mechanical and Electrical

Volvo Penta D1-30F 30hp inboard diesel engine with saildrive - 784 hours Eninge and house battery banks with emergency parallel switch Navigation lights (3) Bilge Pumps Manual bilge pump DC outlets

Design

Design The asymmetric deck layout follows modern Grand Prix race boat practice, for high efficiency and fast maneuvers. 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. With the primary carbon winches at the center of the Farr 400 it allows the crew to be successful in a large format style of racing. The open layout of the cockpit deck along with the proven winch spacing make this Farr 400 ready for to go up against any race boat in its class. The boat can be easily and inexpensively transported, clearly differentiating this class from others, promoting bigger fleet sizes and lower operating costs. The keel and rudder can be quickly removed. The overall beam and length are constrained to allow the hull to be tilted to fit within the dimensions of a 40 foot flat rack container for shipping, whether directly on the flat rack or on its own dedicated trailer on the flat rack. The boat can be transported on the road without exceeding driving restrictions in most regions, on its own dedicated trailer or with the flat rack on a truck or trailer. The carbon mast separates into two sections and all components fit completely within the transport system footprint.

Construction

The Farr 400 is completely built in carbon fiber/epoxy sandwich construction, making this one of the first designers to have brought this construction to market in a production boat. All major components of the hull, deck, and structures are fabricated in carbon epoxy with vacuum infusion technology. All the major production pieces were created using 5-axis technology. Weight is controlled completely throughout the entire build process.

Mechanical Disclaimer

Engine and generator hours are as of the date of the original listing and are a representation of what the listing broker is told by the owner and/or actual reading of the engine hour meters. The broker cannot guarantee the true hours. It is the responsibility of the purchaser and/or his agent to verify engine hours, warranties implied or otherwise and major overhauls as well as all other representations noted on the listing brochure.















































