

NEW YACHTS

EDITED BY DAVID GLENN

Millennium Farr 65 takes shape at Colvic

ONE OF the most interesting yachts to emerge from a British yard this summer will be the Millennium Farr 65, ten of which have been commissioned for the Millennium Round the World Race which starts in October 1999.

The yacht is the result of extensive market research, carried out into other world-girdling events like the BT Global Challenge, Clipper and Whitbread (now Volvo).

The data was collated by Steve Hardwick's team at Millennium Yachting International, a Chesterfield-based company which is underwriting the cost of the new fleet and organising the first race.

Title and individual boat sponsors are being sought, but the first event is dependent on neither.

The 13-month race is a six-phase westabout circumnavigation along the tradewind route, with 14-man crews paying up to £29,500 for the complete race. A big attraction has been a special Millennium party to be held in Tobago over Christmas and New Year 1999/2000 - they have even chartered their own Caledonian Airways DC10 to carry friends and relations to the island.

There is no doubt that Steve Hardwick, whose company SHAL Engineers specialises in building radio-telescope and communications dishes for companies worldwide including several in the UK, has planned this race in meticulous detail. A single advertisement in the *Daily Telegraph* brought in nearly 200 enquiries (a large proportion of which have proved to be serious) and crew and skipper interviews are well underway.

The benefit of being able to examine events like Clipper, BT

Global Challenge and the Whitbread is that a cross-section of competitors' opinions have been distilled to produce what Millennium believe is the right yacht. There's no doubt the conservative design evident in some events isn't immediately stimulating to potential participants.

Crew also wanted good managers in preference to big name personalities who often can't see the broad picture for their egos.

Steve Hardwick's specialist knowledge of engineering and materials dovetails beneficially with Bruce Farr & Associates Inc, who

were chosen to design the yacht.

Millennium had come close to a deal with Nautor to produce a specialist version of the Frers-designed Swan 60, but Nautor couldn't be persuaded to re-design the deck.

"Farr has written into the contract that the 65 will be faster on all points of sail than her peers," said a delighted Steve Hardwick.

The paying public's desire to race something resembling a W60 is clearly of paramount importance to marketing an event like this, and in the new 65 there is unlikely to be a shortage of takers.

The hull is a solid laminate using Kevlar reinforcement and the bulb ballast keel is hung on a 316N stainless steel spacer specially designed by Farr and Hardwick's company. There's room to sleep 17-14 paying crew, skipper and two places reserved for sponsors and Press.

A centreline galley, forward of amidships, is like the W60 arrangement and the nav station is aft with good access to the helmsman.

On deck there are twin wheels, W60-style Lewmar pedestal grinding systems and a big forward working cockpit. The rig is masthead and Farr and Millennium are currently discussing the possibility of carrying asymmetric sails.

There is plenty of power in the rig and on the tradewind route there will be great opportunities to drive the yacht at speeds well into double figures for long periods of time. That is what people are prepared to pay a lot of good money for.

In building the Clipper fleet, Colvic have already proved their ability as efficient, reliable builders and their association with Steve Hardwick and Bruce Farr has taken them a long stride forward to become one of, if not the most successful, yacht builders in the UK.

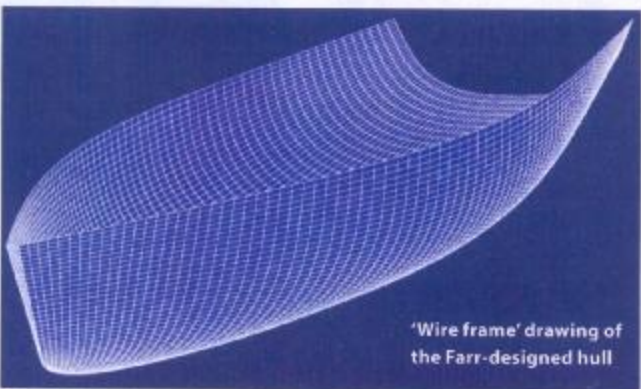
Steve Hardwick was drawn to sailing when he read about the ARC while recovering in hospital from a near fatal fall from the top of the Jodrell Bank telescope dish.

"I was paralysed and told I'd never hang glide again (one of his other hobbies)," said Steve.

Now, almost fully fit, he and his four investing partners are looking forward to launching what could be another very successful round the world event.



Above: hull and deck mould plugs near completion at Colvic



'Wire frame' drawing of the Farr-designed hull

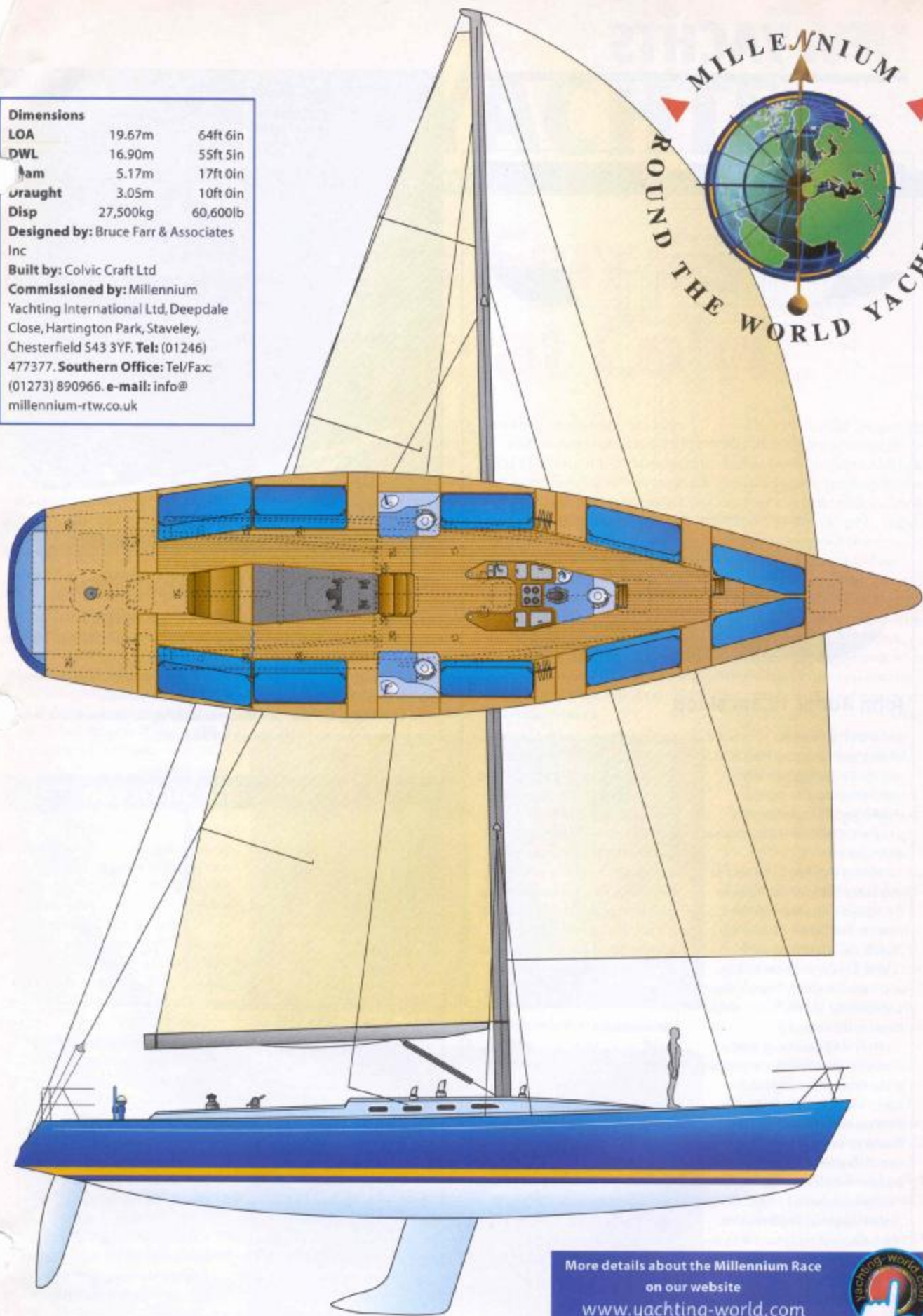
Dimensions

LOA	19.67m	64ft 6in
DWL	16.90m	55ft 5in
Beam	5.17m	17ft 0in
Draught	3.05m	10ft 0in
Disp	27,500kg	60,600lb

Designed by: Bruce Farr & Associates Inc

Built by: Colvic Craft Ltd

Commissioned by: Millennium Yachting International Ltd, Deepdale Close, Hartington Park, Staveley, Chesterfield S43 3YF. **Tel:** (01246) 477377. **Southern Office:** Tel/Fax: (01273) 890966. **e-mail:** info@millennium-rtw.co.uk



More details about the Millennium Race
on our website
www.yachting-world.com

