

TRAILERTRI

The Newsletter for all Farrier Designs

by Ian Farrier

October 1991 - No. 47

F-9A Now Sailing



The first F-9A has now been launched successfully and this is detailed in the center insert of this Newsletter. Its sailing performance is a delight. The new modular building system for the beams worked extremely well, as has the new building methods. Both have speeded and simplified construction.

There are now over 50 F-9As building and OSTAC have shipped a number of "Folding System Kits", these going to the U.S.A. (4), England, Germany (2), New Zealand (2) and several in Australia.

Many have asked about getting parts from Australia, and this is actually very easy. It just takes a little more time before the parts arrive. Folding parts for the original Trailertris have always been made in Australia, and shipped from there for the last 17 years, without a problem. Just order and pay for the parts, and these will be sent to you by mail or sea freight.

In the case of a large item like the F-9A Folding Kit, and you are concerned about sending a large amount of money to a foreign country, you can pay by a Letter of Credit. This can be arranged through your bank, and your money is then transferred to an Australian bank which only pays the manufacturer after seeing evidence that the parts have been shipped.

Both sides are then protected, the manufacturer knows the money is there to pay for the order, while you know payment will only be made once the order has been shipped. The shipper will contact you when the parts arrive, and a Customs agent will handle any paperwork necessary for about \$80. The parts can then be shipped right to your door. An agent is not required for items that can be sent by mail.



IAN FARRIER TRIMARANS

An Important Announcement

I would like to announce that I am no longer with Corsair Marine, having resigned a while ago to resume work as an independent designer. Being involved from the beginning in the setting up of Corsair Marine in San Diego, and largely responsible for establishing Corsair's excellent reputation, the decision to leave, for various reasons, was not easy.

Many have thought that I was a partner in Corsair Marine, but this is not correct. Corsair is owned solely by John Walton, current President of Corsair, who has now installed a new management and design team from the monohull field.

Corsair Marine will continue to build the F-27, under license to me, and I will continue to monitor its construction to ensure my structural specifications are adhered to.

Under an existing agreement, Corsair retains the exclusive rights to my production trimaran designs for some time, and the first of these is the new F-24 released this year.

*Corsair Marine wanted to build the 24 to the new management's style, with the freedom to change the design and structure as they wished. To allow this, I felt it better to sell Corsair the 24 design outright, and as a result, the rig, deck layout, and interior have all been changed from my original design. To be fair, I now only wish to claim credit for the hull lines, and original beam structure incorporating the **Farrier Folding System™**. I have not been involved with quality standards or building methods for the 24.*

I have retained the rights to sell boat plans (and kit parts) world wide and will now be concentrating on a new range of simpler and more affordable trimarans of advanced design for amateur builders. Once these are completed, I will then re-consider all my available options.

I still own the rights for production boats in Australia and New Zealand, and the first of these, the F-31, is already being produced by OSTAC in Australia. The F-31 is a production version of the F-9A and it is being built to my specifications. Only Corsair currently has the right to produce the F-31 in the U.S., and options in this regard are being investigated.

Ian Farrier

So What Does This All Mean?

Relations between Corsair and myself remain good, and Corsair continues to build

the best and most advanced boats in America.

I am sure they will continue to follow my extensive building checklists and correct procedure guidelines, which will maintain the F-27's well established standards and quality. I am also certain that customer service and warranty backing will continue to be the best on the market.

As the 24 now represents more Corsair's new management's philosophy than mine, Corsair will be doing all the marketing and promotion. All enquiries on the 24 should therefore be directed to Corsair.

New Designs

Working for myself once more is a real pleasure, as it is possible to get things done much faster, and important decisions, such as what to do next, can be made very quickly.

Just launched, is the **F-9A*** and I consider this my best design yet. To follow this will be the **F-25A***, and this is intended to replace the **Trailertri 720 & 680**. Mentioning that I was thinking of such a boat at the recent Australian Trailertri Nationals resulted in my arm being held in an unnatural position for some time, so the F-25A is next....okay Stan, Geoff? As I said, important decisions can be made very quickly!

Why F-25A you ask? Well, as I work in both Metrics and Imperial, I normally choose the figure nearest to the actual size - F-7A just doesn't make it, and F-8A is too big! Satisfied? Besides I make the rules here! The F stands for Farrier, the A stands for Amateur, or Advanced, whichever you prefer!

The F-25A will be 25' (7.6m) long, and will incorporate all my latest ideas. Construction can be of any material, but strip planking is highly recommended. Beams and folding system will be the modular type, as with the F-9A, and only available ready made.

Construction system for the main hull will be of a new monocoque type, that I believe

will break new ground, allow the boat to be much stiffer and lighter, and help break the weight and cost barrier - always a major problem with modern multihulls.

Monocoque construction means using every part to form an integrated structural unit, and while the F-9A and **F-27*** do this to a large degree, they are still not full monocoques. The F-25A, however, because of its interior and cockpit layout, can be. Due to this sophisticated construction system, and other advances, the F-25A should be faster in most conditions than the F-27.

Interior will feature a large permanent double bunk in the bow, and two quarter berths/settees each side, extending aft besides the cockpit. A portable Head is located at the aft end of the fwd. bunk or a permanent Marine Head can be fitted if wished.

There will be a large pop-top, for standing headroom, and this will be a new multi-purpose type that can also slide forward. Cockpit will be large, extend to the transom, and have full length storage areas along each side. The centerboard will kick-up, and be offset for the best room inside. A more efficient daggerboard may be optional. Weight could be as low as 1400lb, depending on materials, and plans for an aluminum trailer will be available. This could keep the trailering weight around 2000lb to allow for towing by 4 cylinder cars.

One interesting aspect of the F-9A's performance, was its rather amazing windward ability. My designs have always been known for their windward ability, but the F-9A is another step up again. Windward ability is achieved by having the right combination of sail shapes, correct sheeting angles, hull shapes, a very stiff boat and rig, and the correct daggerboard shape and position.

The reason for the F-9A's extraordinary ability was difficult to discover, but I now feel this could be the result of an interesting new effect - incorporated quite by accident. I will be using this effect in the F-25A and it should have a similar windward ability. Details of the F-25A will be available early next year, while plans will be available by mid 1992 at the latest.

A further development of the F-9A will be the **F-9AX*** and this will be a wider center hull version, for even more room inside. Bunks will be from 6 to 10" wider, and the only notable difference from the F-9A plans will be a set of different full size main hull patterns. Trailering will not be as easy, the F-9AX being 9' 6" wide when folded, but trailering at this width is possible in many areas, with just a simple permit. If you are already building then you can still build the F-9AX if you haven't started the main hull.

Cost to change your present full size patterns will be \$50, and these will be available in January. The X stands for eXtra room, and I know it should be E, but as mentioned before, I make the rules here, and my wife has always maintained that I can't spele anyway (*he can't - A.F.*).

The **F-9R*** (racing version of the F-9A) will probably be put back until after the F-9AX, there being much more interest in an F-9AX style boat.

A number of F-27 owners have also approached me about designing an **F-36***, and I am considering this. Such a boat would not be trailerable, but it would fold down to 12' 6" or so for marina docking. It would offer a lot of room, plus be a true offshore cruiser with the proven Farrier Folding System™. This is structurally superior to the 'swing wing' type now re-appearing on some bigger designs, not having had much success in trailerables. The hinges in the actual beams of this system remain a major concern and the few cosmetic advantages while folded are insignificant compared to the increased structural problems, and the additional weight and expense required to overcome these.

For preliminary information, **when available**, on the F-25A, F-9AX, and F-36 send a self-addressed, stamped envelope, or just subscribe to this Newsletter.

AUSTRALIAN NATIONAL TITLES

The OSTAC Australian Trailertri National Titles and Trailerable Multihull Regatta, were once again held at Lake Macquarie, 100 miles north of Sydney, and being present for the first time was a real pleasure for me.

It was easy to see why Lake Macquarie is known as Australia's best kept secret. It is a beautiful area, and perfect for a sailing championship. The lake is actually bigger than Sydney Harbor, but is all relatively sheltered water, with a small outlet to the sea, and many picturesque villages and towns scattered around its grassy shores.

The championships were held at the township of Wangi Wangi (Wangi for short), and were organized by the Trailertri and Tramp Association of New South Wales. This was an outstanding effort and special thanks are due to the President Stan Simankowicz, secretary Alan Murray, Kevin Murray, Chris Nelson, and many others for their efforts in organizing this superb event.

This year the eligible classes had been expanded even further to include large cruising multihulls, as well as miscellaneous other trailerable multihulls in the open and

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25 Akuna Ct., Hemmant, Qld. 4174,
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New Zealand: Gavin Hall
Boatbuilder

Dive Crescent, Tauranga
Bay of Plenty, Ph. (075) 783-978

For information on all designs, send \$6 to
the above or to: Ian Farrier,
P.O. Box 7362, Chula Vista, CA 91912,

*F-25A, F-27, F-9A, F-9AX, F-9R and F-36 are all Trademarks of Ian Farrier

laid back divisions. As a result there was a record entry of 44 multihulls.

With such a large number of multihulls present, the event was perhaps the biggest cruising multihull regatta of its type in the world. Taking part were numerous Tramps and Trailertris, an F-27, three Grainger's, four Crowther's, and David Mason's newly launched F-9A. The number and variety of multihulls certainly set the locals talking.

The shore facilities were excellent, it being possible to nose the boats in to the shore for an easy step off, while the very quick managed to snare a nice spot on the dock outside the clubhouse and RSL building.

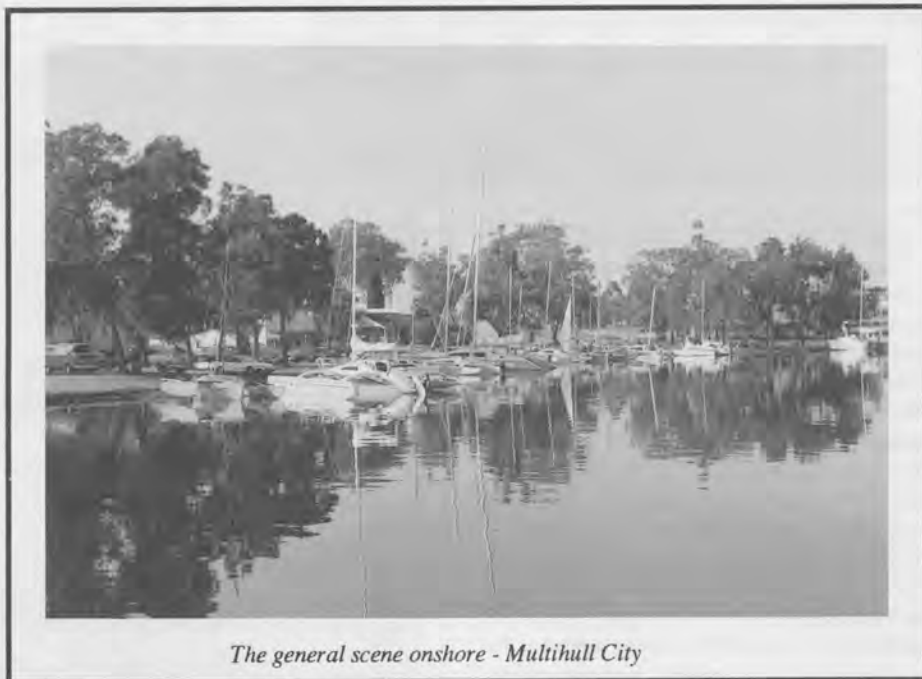
The RSL (Returned Services League) Clubhouse was a gold mine, providing unbelievably cheap meals for everybody. How about a full cooked breakfast, bacon (that's real meaty Aussie bacon), big Aussie sausages and two eggs (however it comes mate - crisp or runny!) for a buck - and that's paradise for a Kiwi always suffering from Down Under food withdrawal symptoms, not to even mention the meat pies and fish and chips! Shrimps on a barbie don't even come close.

The Wangi RSL Sailing Club Clubhouse next door was used for general barbecuing, and occasionally a foolhardy designer or sail maker was forced in front of a crowd to try and explain himself.

It was a pleasure to meet many people to whom I had only written in the past, or spoken with on the phone, many having come from as far away as Adelaide, in South Australia. A tent city sprung up on the extensive grassed area in front of the Clubhouse, and this was the center of many social activities.

The racing was excellent, the weather being very kind, from light (but not too light) drifters up to the occasional 20 knots. The only bad weather chose the lay day to pass through, with a typical southerly front gusting over 30 knots.

In Division One (anything goes) overall line honors went to Arne Duckworth's specialist racing machine (and Australia's fastest trailerable yacht) ATL COMPOSITES (a Grainger design and formerly RIVERSIDE OAKS), while sharing handicap honors with



The general scene onshore - Multihull City

Brent Burvill's WINDRUSH, and Alan Murray's BLADE RUNNER (modified 720) was third.

The F-9A, FLEETWING was second fastest in Division 1, but being freshly launched and untuned could only manage 6th on handicap. We were starting to hum the last race and, using the genoa for the first time, were able to lead the fleet, including ATL COMPOSITES, around the windward mark. However, power to weight reality set in and ATL COMPOSITES swept by to take sixth straight line honors - an excellent effort.

Division 2 (all Tramps) saw Geoff Howarth's new OSTAC Tramp WHITE MISCHIEF take line honors, while on corrected time Ross Wyld-Brown's CASSY was first, Chris Nelson's TRILOGY took second (ably crewed by sons Lee and Craig), and Stan and Sally Simankovic's KYSAL II was third.

Of the Trailertris in Division 3, Kevin Murray's CHRYSALIS (680) took line honors, and the handicap double, with Martin Kilpatrick's SIDE FX (680) second, and John Bowlden's TALISMAN (680) third.

Division 4 (laid back division) saw David Pamplin's EXODUS (680) take line and handicap honors with Elmar and Mara Chach's ZINTA (680) second, and Gordon Oates' SEPHORA (680) third.

In the Division 5 big boats, Stephen Dawes' WAHOO (Shockwave 37) took line honors, while Lock Crowther's DEGUELLO (45' cat) took out the handicap, with WAHOO second, and Steve Meacham's ROGUE (Buccaneer 33) third.

A meeting of the National Trailertri As-

sociation Committee at the Championships decided that the next Australian National Championships will be held in Canberra, January, 1993. See you there!

Hurricane Survival

The recent hurricane that travelled up the east coast of America caused a lot of damage to boats, with many lost or damaged, including a folded F-27 which was capsized. The owner had left it on a mooring, and being worried about possible damage from other boats breaking their moorings nearby decided to fold it up to reduce the 'hitting' profile. However, this considerably reduces stability, which is limited while folded, as stated in the Sailing Manual. As a result, no doubt while swinging sideways, the hurricane force winds blew the F-27 on its side.

The best survival drill for any Farrier design in such a situation is to get it out of the water, and trailer it inland away from harm - the perfect solution, and used by most owners. The F-27s competing at the N.O.O.D. regatta in Newport escaped this way, just before the Hurricane hit Newport. If there is not time for this, and the boat has to stay in the water, then leave the floats extended, and pump some water into each float and the main hull to help weigh it down, and **remove the wing and bow nets**. These don't have much windage, but it is surprising how much lift they can generate in such winds. It is then as safe as anything can be in a hurricane. If the boat has to stay folded for some reason, then at least drop the mast to the trailering position.

**For information on the F-27,
or the new 24 contact:**

Corsair Marine,

150 Reed St., Chula Vista,
CA 91911, U.S.A.

Ph. (619) 585-3005, Fax 585-3092

WINTERSUN CRUISE/RACE

I was fortunate enough to be in Australia during the running of the 1991 Wintersun Cruise/Race. This is now an annual event in the Brisbane area, having started just after I left Australia in 1984, and this was my first opportunity to take part in what has become a popular classic for trailer yachts.

The race starts on Saturday morning, on the beautiful Gold Coast Broadwater, some 50 miles south of Brisbane (the Gold Coast is now also host to a CART Indy series race). It then traverses over 50 miles of sheltered waterways, to finish Sunday afternoon, at Manly Boat Harbor, in Moreton Bay (near Brisbane). An overnight stop is made in the Canaipa Passage, a beautifully sheltered area about half way.

Most boats motor down from Brisbane on the Friday, and the host club, the Royal Queensland Yacht Squadron (R.Q.Y.S.) puts on a bus service for errant crew members (including yours truly) to come down early Saturday morning.

This year there were over 100 starters, fifteen of these being multihulls, making this one of the most popular local sailing events. Of the multihulls, eleven were Farrier designs of some sort, but mostly Trailertri 720s and Tramps. The rest included a couple of Seawind 24s, an International 23, and Kim Mitchell's new MTB 920(30') MAD DOG'S TIP TRUCK. There were some discussion about whether this was really trailerable or not, but nothing resulted, as this was a fun race after all. I was to crew on Ted Kerr's Trailertri 720 TRANQUILITY, with my old crew mate Keith Cutcliffe also aboard.

The multihulls start first, and TRANQUILITY got an excellent start to lead in very light airs. The channels are relatively narrow on the Broadwater and one has to be careful not to go aground. This we soon did, and Tony Goschnick's STICKY FINGERS (720) slipped through along with Bob Forster's



Early morning scene at Brown's Anchorage

POT BOILER (720), while Brian Midgely's OSTAC Tramp MY PATCH sailed remarkably well to keep us all honest. The race continued in a similar fashion with the lead swapping around several times, with MAD DOG'S TIP TRUCK eventually passing us all near the finish (after a bad start) to take line honors, with TRANQUILITY second, and STICKY FINGERS third.

The overnight stay at Brown's anchorage in the beautiful Canaipa Passage was a pleasure, with an incredible meal being put on by the R.Q.Y.S., even down to plum pudding and custard! The home cooked genuine Aussie breakfast next morning was just as good. Must do this more often! This sort of low key cruise/race event is definitely to be encouraged, as it really makes a sailing event enjoyable for all concerned, including families.

Sunday's race was again run in predominantly light winds, and clear sunny skies - just beautiful weather. Being from San Diego I even felt a little envy at the clear blue smog free skies, and a winter water temperature that was higher than San Diego's in the summer!

From the start, there was a tremendous tacking duel between all the Trailertris, while MAD DOG'S TIP TRUCK (yes, that's really its name) got its act together and soon did a horizon job on us all.

Eventually the Trailertris sorted themselves out with STICKY FINGERS taking second, Kev Walker's TRIPLE TIME (720) third (they finally got that other ex Farrier crew member Graham Healey to stop talking and start sailing), and TRANQUILITY fourth (glad to be out of earshot of Graham)!

Overall handicap results saw STICKY FINGERS take first, TRANQUILITY second, and Richard Hartog's THIRD PARTY third.

Corsair's Newsletter

The advent of a new bi-monthly newsletter from Corsair Marine, concentrating on production boats, was announced in the March 1991 issue of TRAILERTRI. This is to be edited by Corsair's Marketing Manager, Dave Hahn, and the first issue was due out in May. However, this has not yet appeared and I must apologize for its absence. I am assured by Dave that it will be out in December.

For Sale: Command 10 - the low Australian dollar makes this a bargain. This 33' boat was professionally built in 1984, from fiberglass sheathed ply, and is in excellent condition. It is fully equipped, including a Yanmar Diesel inboard, electric fridge, Sat. Nav., and Radar. Folds for Marina Docking. For details contact Lionel Rockman, R.M.B.-3733, Adams Road, Yanakie, Vic. 3960, Australia. Phone or fax 61-(56)-871-262



Mike Vincent's 680 and Bob Forster's 720 - Breakfast time

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