



TRAILERTRI

The Newsletter for all Farrier Designs

by Ian Farrier

June 1992 - No. 49

F-31 Wins 1992 AMOC SERIES

The OTC Australian Multihull Offshore Championships (AMOC) is a bi-annual event for Australian offshore racing multihulls, and is usually held near Brisbane, the multihull capital of Australia. The series consists of two divisions, the premier Category 1 being run under the IOMR rule, and Category 2 under an Arbitrary handicap system. There are six races, the final race being the Brisbane to Gladstone ocean racing classic.

In 1990 OSTAC won this series with the Farrier designed F-27. Now in 1992 it's no in a row for OSTAC with the latest Farrier design - the F-31 (production version of the F-9A).

There were 18 entries including the F-31 OSTAC TRIUMPH, the Grainger designed MAD DOG'S TIP TRUCK (MTB920), VOODOO (Spoon Bay 10.6) and HARD YAKKA (a highly modified 075); two Crowther Shockwave 37s, WAHOO and XL2, several Crowther Windspeeds, three Arber cats, a Tennant Turissmo 10 ELECTRIC DREAMS (winner of the last Darwin to Ambon Race) and Lock Crowther's own 48' cat DEGUELLO.

Race 1 was a 25 mile Olympic triangle race off Mooloolabah (60 miles north of Brisbane) with 20 to 25 knot winds and a 6 to 9' swell. The racing was spectacular with the faster boats being frequently airborne. The lead was closely fought out between Doug Trott's HARD YAKKA and Fred Gans' OSTAC TRIUMPH, with the F-31 victorious by just 4 seconds. XL2 was third, two minutes further back, followed by Sam Allen's WIND CHEETAH (Arber 39' cat).

The F-31's performance was a surprise to many, being a smaller cruising orientated trailerable boat, amongst mostly larger and many specialized racing machines. There was a lot of broken gear on many boats, including a dismasting.

Race 2, a 160 mile ocean race confirmed the F-31's first win was no fluke with OSTAC TRIUMPH easily taking line honors



Fred Gans' winning F-31 OSTAC TRIUMPH

Photo by Mark Toia

by 47 minutes from WIND CHEETAH, with Bob Hutchings' VOODOO third. Conditions were again very rough with rain squalls gusting to over 30 knots, and these conditions suited the ruggedly built F-31. The first leg was a long windward beat down to a buoy off the Gold Coast, with a fast reach and run back home. OSTAC TRIUMPH also took both the IOMR and Arbitrary divisions on corrected time making it a triple.

Race 3 was a 65 miler into the top of Moreton Bay, and return. Conditions were considerably easier with 10 to 15 knot winds, and XL2 came home first for her first line honors win, with HARD YAKKA second, and WAHOO and OSTAC TRIUMPH following closely 3rd and 4th.

Race 4 was in light airs, which suited the speedy HARD YAKKA which took line honors by 21 minutes (and also the triple) from VOODOO, with WIND CHEETAH third, and OSTAC TRIUMPH again 4th.

Race 5 saw another excellent effort by HARD YAKKA, leading XL2 home by 5 minutes, with Geoff Cruise's Windspeed 32 LIGHT BLUE TOUCH PAPER AND STAND CLEAR third.

The final **Race 6** was the Brisbane to

Gladstone Ocean Racing Classic and several more multihulls joined the fleet, swelling starters to 24. These included PACIFIC CRANES (formerly the 40' Crowther famous racing tri VERBATUM/BULLFROG), the Crowther Buccaneer 40 WINGS, the Nicol 50' racing tri FIRETRUCK, and the 60' Crowther racing cat SHOTOVER.

Race day dawned as forecast, and the large monohull fleet got away first, being led by the 67' downwind flier BOBSLED. The multihulls started 15 minutes later, with HARD YAKKA, PACIFIC CRANES and FIRETRUCK leading the way. OSTAC TRIUMPH got off to a bad start, and after dropping the spinnaker in the water was only 10th as the multihull fleet cleared Moreton Bay. From there things improved, and by midnight OSTAC TRIUMPH had caught SHOTOVER, having passed BOBSLED, VOODOO, HARD YAKKA, and FIRETRUCK. Only PACIFIC CRANES and XL2 remained in front, while SHOTOVER and OSTAC TRIUMPH had their own private duel throughout the race, much to the massive 60 foot racing cat crew's disbelief!

PACIFIC CRANES went on to take line honors in 22 hours 19 minutes, only a short

time outside SHOTOVER's existing record which she would have probably broken had it not been for damaged sails. XL2 came home second, but first in IOMR, 46 minutes later, followed by SHOTOVER 60 minutes later, whose big rig finally got the best of OSTAC TRIUMPH in the final 30 miles as the wind dropped and tide turned, slowing both considerably. FIRETRUCK came in fourth 54 minutes after the F-31, followed by WAHOO, WIND CHEETAH, and HARD YAKKA.

The second place sewed up the IOMR AMOC series win for the F-31, with GOLD RUSH second, and WIND CHEETAH third. OSTAC TRIUMPH also won the Arbitrary division, with XL2 second, and WIND CHEETAH again third.

It was a great effort by OSTAC TRIUMPH and her crew of owner Fred Gans, Geoff Bierg, Paul Koch (managing director of OSTAC), Michael Pepper and Dave Blake.

BOBSLED, a 67 foot, million dollar, outright racing machine was able to break the monohull record by an impressive hour and a half. OSTAC TRIUMPH (a standard F-31, fully fitted out for cruising, with Dacron sails) was one hour and fifteen minutes ahead of BOBSLED.

.... and the F-9A Leads the F-27's Home in the 1992 Newport-Ensenada Race

Mike and Pam Guthrie's newly launched F-9A, MS LEADING, took 33rd place overall in the 1992 Newport to Ensenada race (500 entries) while finishing just minutes behind the 60 foot racing cat Double Bullet.

This race is always a lottery, with light variable conditions and the course chosen plays a big part in who finishes where. There were 32 multihulls entered, 15 of these Farrier designs, and having many eager F-27s spread around did not make it

easy for MS LEADING. The F-9A has a proportionally smaller rig than the 27, to keep mast handling easy, and is therefore not much faster in the lighter conditions generally predominating in this race, though the handicapper thought otherwise!

The start was crowded as usual, and it was not made any easier by a small trimaran (an unofficial entry without the proper crew or safety gear), barging on to the startline, forcing both Ms LEADING and SUPER FOX (F-27) to turn away to avoid running it over (and in turn being run over by DOUBLE BULLET who couldn't stop for anyone!). When one is an unofficial entry (as sometimes happens) the usual courtesy is to start behind the official starters to avoid disrupting their start.

As the race progressed, MS LEADING's extra speed was enough to overcome the odds, to be the first Farrier design home, in spite of going 12 miles too far out to sea. The first F-27 (John Simpkin's FLYING FISH) was still close behind, showing just how competitive the F-27 is.

It was a pleasure to have the extra comfort of the bigger F-9A in this race, the standing headroom, and better comfort (particularly in the galley and head departments) making what can be a tiring trip reasonably pleasant.

Mike and Pam have done a tremendous job on their F-9A and the finish would put many a production boat to shame. Only problem that occurred during their visit to San Diego was the daggerboard being sawn off by a sunken steel cable! Yours truly and local F-9A builder Don Schmidtke put together another in record time (1 1/2 days)

for the Ensenada race.

MS LEADING's original board was the optional hot wired foam, and carbon fiber type, weighing only 23lbs. Mike had done a beautiful job with this board, one of the best I have ever seen. However, hot wired foam cores are soft, and such boards are more vulnerable than most to attack by underwater cables!! But they are perfectly acceptable for normal use, provided they have been built to plan. This is very important. It was found with the first few Trailertris 15 years ago, and the original Tramps, that the board had to be super strong, and constructed correctly, particularly if fiberglass.

Board breakage is rare now on Farrier designs, provided one does not take the advice of 'experts' who may try to tell one the board is too strong, or to make it in a different way. If you want to try something different, then check with designer first to avoid problems!

CORSAIR NEWS

As regular readers are aware, I have resigned from Corsair Marine, and have resumed work as an independent designer. I continue to own the F-27 design, which Corsair builds under license to me, but I am no longer involved with the Corsair 24 design, or its production.

Corsair has just announced a price rise for its 24, the cost of a sail away boat, with trailer now being \$39,500.

The F-27 base price stays the same at \$49,500. There are now 330 F-27s sold and for information on the Corsair 24 or the F-27 contact Corsair Marine, Ph. (619) 474-4661. fax 474-6961.

OFFICIAL FARRIER PLAN AGENTS

Australia: OSTAC Pty Ltd.,
25 Akuna Ct., Hemmant, Qld. 4174,
Ph. (07) 893-1133.

Netherlands: Evecom BV, Alan Veth
Postbox 19, 9216 ZH Oudega,
Ph. (0) 5127-1955

For information on all designs, send \$6 to the above or to: Ian Farrier.



Proud F-9A owners Mike and Pam Guthrie. Note the superb finish on the float side

F-31 Availability

The F-31, (built in Australia by OSTAC Pty. Ltd.), is currently unavailable in the U.S. This is controlled by Corsair Marine which currently has exclusive rights to my production designs. Corsair will take delivery of its first F-31 in early July, and will then decide on what to do. This boat is already sold to Michigan, and will be at Corsair only a short while, so if you want to see the only one in captivity in the U.S. then give Corsair a call at (619) 474-4661.

The F-31 is available in Australia, New Zealand, where I retain the rights to build production boats, and Corsair is permitting the F-31 to be sold in Europe and Japan. Jan De Boer (Holland's F-27 dealer Ph. (31) 2507 13815) is expecting his first to arrive soon, and has already ordered another.

The only current way to get an F-31 in the U.S. is to buy a set of plans for the identical F-9A, build it yourself, or hire a custom builder to build it for you. Cost will vary depending on what you want to put in and to what stage. The only legal requirement is that you buy a set of plans first, which gives you the right to build **one boat** only, or have it built for you.

F-27 owner Rafi Francke is doing just that in Los Angeles, while F-27 owner John Scholl is building his own. John reports that he took just a week to sell his F-27, which was a bit of a surprise as he was hoping to get some sailing this summer. Jan De Laet, an F-31 buyer in Belgium, also took a week to sell his F-27. Even in these slow times the resale demand for Farrier designs remains excellent.

Fully finished custom boats can be more expensive than a production boat, but there is the advantage of getting a boat built to your exact requirements (a pink F-9AX with aft cockpit for instance). Durakore, epoxy resins, and a polyurethane finish are the usual materials. Shaw Boats of Aberdeen, Washington (Ph.206 532-9338), is one such custom boat builder, and is now in the process of building an F-9A for Rich Richmond of Newport, Oregon. Lance and Chuck Alldrin, Chico, CA. (916) 342-3152, are also building an F-9A to order.

Any of these custom builders could also build you a set of bare hulls from your plans, and for cost, contact them. A list of other custom boatbuilders is available on request.

F-9A News

There are now over ninety F-9As being built around the world, and this is fast becoming one of the most successful Farrier designs ever.

One of the biggest problems in building



The F-31 interior, looking aft (the F-9A interior is identical)

your own boat is getting the materials. This can take a lot of time and to avoid this, Farrier Marine will be offering many parts in kit form as time goes on. This includes the full folding systems, which will be manufactured in the U.S. later this year.

The Californian manufacturer Forespar is also now offering a complete rig and mast package for the F-9A, this starting from \$1896, for a self assembly kit. They are also offering a complete hardware package, and details are now included with all plans. Similar packages will become available for the F-25A as time permits.

A complete kit of fiberglass materials, etc. is now available from Erskine Johns, in

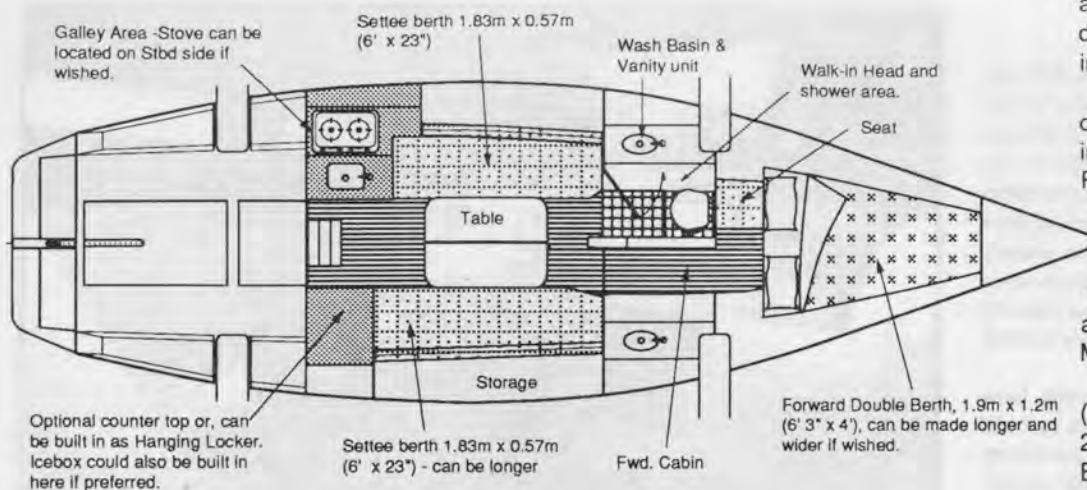
Los Angeles, and this is being set up by New Zealander (they're everywhere!) Graham Bird Ph. (213) 269-0131. Graham knows what you require, having previously built and campaigned the Durakore trimaran RIVERSIDE OAKS in Australia. He is an excellent source for all materials.

Another development being investigated is computer cut Form Frames. These are machined by a computer controlled mill, directly from my own computer generated hull lines and can be shipped anywhere in the U.S. More details in the future.

Other items that will be looked at are metal fabricated parts, wingnets, and various fiberglass parts.



Looking forward (seatback cushions are removed to give full width settees for sleeping)



The aft cockpit version (F-9AX shown)

A new addition to the F-9A design options, is an aft cockpit version, and this can be built as an F-9A or an F-9AX (wider bodied version). The advantage of this layout is a bigger main cabin, with a 'walk in' head and shower area besides the dagger-board case. The forward bunk extends further aft to become a very roomy double, while the cockpit is extended right to the transom, which can be open if desired.

Disadvantages are the loss of the aft cabin, which does have a really comfortable and large double bunk, the cockpit is split into two by the aft beam cross member (which must remain), and one has to be careful about carrying too much weight aft. However, this layout could suit long term cruisers better, the walk-in shower/head being particularly attractive. Bow bunks, however, are not as comfortable as an aft cabin or settee bunk while at sea.

F-25A News

The F-25A plans are progressing well, and all the main hull construction drawings, and full size patterns are now finished. The F-25A plans have now reached the 'bus proof' stage, (*which means that should the designer get run over by a bus, there are enough drawings to finish the boat!*)

The Full Size Patterns took longer than expected, but a lot of time was taken to maximize room inside, while eliminating excessive surface area and non-essential parts for minimum weight and cost. The result is a very integrated monocoque design, with a significant increase in bunk size over the original layout shown in the current brochure. The forward double berth is now 53" wide by 6' 6" long, while the settee berths are now 22" wide.

The folding system and beams have also been established, and work is beginning on these. A factory is being sought to set up

production of both F-25A and F-9A beams and other components in the U.S., and depending on this, estimated availability of U.S. made F-25A and F-9A beams is probably from October/November this year.

Once the plans are completed, F-25A Sail No. 1 is going to be built personally by myself, and used for promotional purposes, such as boat shows and races.

New Folding System

A new Farrier float retracting system for large non-trailerable boats is also now under development, and a patent application has just been lodged. This looks very promising and could be the first really viable system to use on larger multihulls. The floats stay vertical why being folded, avoiding the problem of growth on the sides, but overall boat length is not increased as with the old 'swing wing' type. Details will be released once the patent process allows.

Australian Trailertri and Tramp National Championships

The 4th Nationals for Trailertris and Tramps will be run at Canberra, from Sunday, January 17th to Friday 22nd, 1993 and all trailerable multihulls are invited to intend, as the Open division allows all designs to compete. For details contact Martin Kilpatrick, (06) 288-6424 (H) 205-5484 (W), or write to ACTTMA, GPO Box 1809, Canberra, ACT 2601.

F-27s available for charter

There are now many F-27s available for charter around the U.S. and this is an excellent way to see how a Farrier design sails, and if it will suit you.

Chartering in the Great Lakes area is the F-27 dealer, Sailboats Inc., (1-800-826-7010) and they have charter F-27s available in Chicago, Sturgeon Bay, Bayfield,

and Superior. They also offer one day transitional instruction in sailing an F-27.

Other F-27 dealers offering charters include The Finish Line in Florida (six boats available), Ph. (407) 334-4760, and Helm's Yacht Sales, San Francisco (two available), Ph. (415) 332-5067.

More are being added all the time, and for the latest details on available charters contact Corsair Marine, Ph. (619) 474-4661.

Dave and Pat Lussiter, ph. (401) 624-1455, also have an F-27 available for charter in the New England area.

An F-9A on Australia's Sunshine Coast.

Ian Keal's F-9A is progressing very well at Nambour (just north of Brisbane) and Ian writes:

Greetings from the Sunshine Coast and congratulations on the superb performance being achieved by Fred's F-31 OSTAC TRIUMPH. Such success can only improve the value and popularity of the F-9A design.

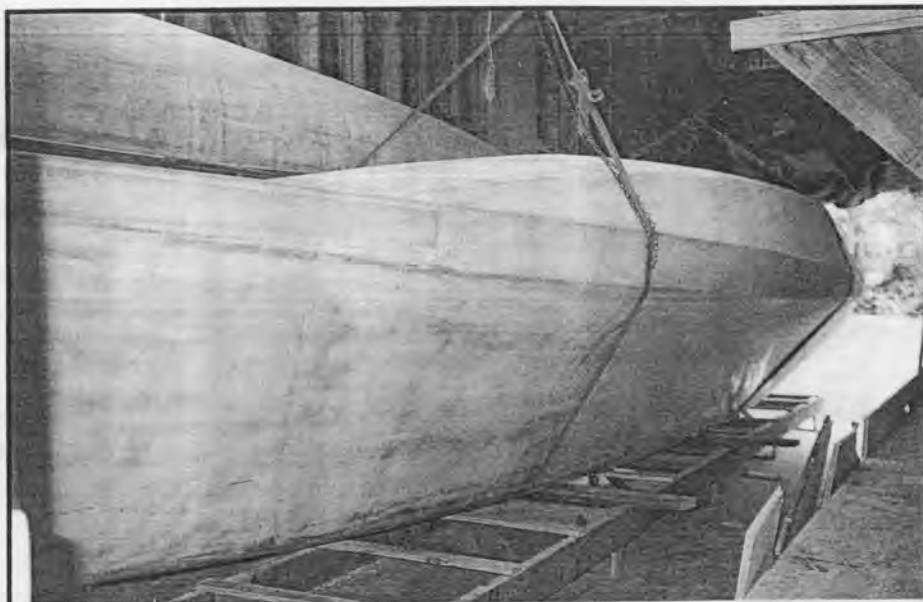
Progress on ours remains steady. We have the floats completed and the main hull has been joined and faired and is now awaiting the fitting of the C.M.M.'s. We are very pleased with the way the whole project has turned out. As never having built a boat of any sort before, we wondered what we had let ourselves in for. However, the plans are so accurate, so well detailed and explained that it is reasonably easy to achieve a top result. So thanks, once again for the enjoyment you have given us.

The main reason for writing regards the installation of an inboard diesel. We intend to use our F-9A for cruising and are very keen to install one of the new lightweight diesel motors such as a Volvo. Is this possible?

Thanks again for making such dreams possible and thank you too for your professional advise on the above queries. This weekend I am crewing for Ian Jones on Dave Mason's old 720 in the Bay to Bay and expect to see plenty of other Farrier designs in the Sandy Straights.

Regards
Ian Keals

It is possible to fit a lightweight diesel in the F-9A, just in front of the aft bunk. The usual installation procedures should be followed, and a folding prop must be used. Eventually there will be a guide sheet available for this type of installation. Don't write yet - it probably won't be available until next year!



Ian Keels F-9A being built on the Sunshine Coast, Australia

Mast Raising System

As is seen in the F-9A video, the original mast raising system for the F-9A didn't work as easy as it should, due to the lower overall beam height of the F-9A beams. However, the new system developed to replace it is excellent. A number of F-27 owners have already decided to use this, because of its simplicity and the ease of raising the mast on the water (no need to fold the boat up).

No matter which system you use to raise the mast there are some points to know. Be aware that the mast can still swing to some degree sideways while almost down. The reason is that the pivot points (chainplates) for the lower shrouds cannot be in the exact same line as the mast pivot, because if so, you will not be able to connect the mast to the pivot pins when rolling it back to the raising position - the shrouds will be too tight, and the mast will not go back far enough. The lower shrouds are tight while the mast is up, but are designed to slacken slightly as the mast is lowered and this can allow the mast to swing out, to some degree.

However, this will not usually occur providing one parks **into the wind**, or on **level ground**. The mast will normally then stay relatively straight those first few feet where it could swing out.

The F-9A mast step is of more advanced design, and it just plugs into place, with no removable pins to lose. It is designed to allow swinging out to some degree without damage. However, the F-27 step could be damaged if the mast goes too far. If a strong crosswind or a sideways slope can't be avoided, then get someone

to steady the mast the initial few feet, or rig up a temporary line off to the side.

The mast raising pole tends to stay on center, but will lean over if the mast swings out, but this does no harm even though it looks scary. On a test model it could lean over way past 45° and still pull the mast up. Again a person can steady this, or a light line taken to each side if wished.

BRISBANE - MOOLOOLABA VIA AN F-31

Dave Mason, the proud owner of FLEETWING, the first F-31 built, wanted crew to help him bring FLEETWING home from Brisbane after she had some work performed on her by OSTAC.

Of course when Dave asked me, I had to think real hard if I would like to sail 60 miles in beautiful Moreton Bay, on one of the hottest multihulls in the land (What time are we leaving?). It didn't quite work out like that as we were delayed for one reason or another so it was a few weeks down the track before we set off.

Sally, my better half, dropped me off at OSTAC, which is located on the Brisbane River at Hemmant (5 miles east of Brisbane), with enough food for about 5 days. The weather forecast for Moreton Bay was great (strong wind warning 25/30 knts, seas 4 to 6'). Having experienced the Bay in these conditions before, to say I was a little apprehensive is an understatement. Anyway, we set off at 10.00 hrs., the 10 HP Yamaha moving us swiftly into the channel and once safely away hoisted up the full(?) main and working jib. In the shelter of the Brisbane River we settled on a comfortable 10 knots. I was impressed how quickly the F-31 accelerated, there seemed to be no distinct transition between displacement and planing, the boat just smoothly accelerated. Once out of the river we turned north to follow the coast up to Mooloolaba, with just a few navigation checks on the way to avoid some shoals.

As we moved out of the sheltered waters and turned north we were heading on a broad reach, the boat immediately accelerated to 20 plus knots (the log actually showing 30 knots, but Dave felt it was a bit optimistic). I felt we were doing 50 knots at least! The boat sat dead flat, no wake, and as we were running, very little spray came on board. We were virtually skimming the tops of the waves. It would



The mast raising system being used on Ms LEADING. Note the height of the pole above the beams which gives excellent leverage, considerably lowering load on winch line.

have to be one of the most exhilarating rides I have ever had.

Of course this was all too good to be true, about an hour after getting under way, with yours truly on the tiller, the boat violently swung to starboard scaring the life out of me. I sort of worked out there was something wrong due to the fact that the tiller was wobbling around in my hand doing nothing. At this stage Dave, after picking himself off the deck, asked me nicely (unprintable) what was I doing, and naturally I said very nicely "nothing".

What had occurred was "the old rudder lifting out trick", which anyone with a TRAILERTRI or TRAMP has experienced some time or another and is no problem. The helm gets heavy but you still have control of the boat. With the F-31, the rudder is located in a rudder box and the whole assembly kicks back for beaching etc. If the pull down line slips, and the rudder box lifts out, the boat does its own thing (no rudder control). Dave had not fitted the safety lock/shear pin, which locks the rudder down, before we left because of new anti-fouling paint which was not allowing the rudder box to seat fully down.

At this stage we were abeam South Pt. Bribie Island. The sea was bigger than forecast (est. 6 to 10') and 30 knots showing on the wind indicator, so in the interest of safety we continued on under jib alone. The rest of the trip was no less exciting with the F-31 surfing down waves, dolphins bow wave riding and the waves getting bigger. (official reports were 10 to 12')

The occasional wave did break over the stern but generally the ride was quite dry. The entry into Mooloolaba Harbor was uneventful with just some care needed to avoid the breaking waves closer to shore. We tied up to FLEETWING's jetty at 1555 hrs. an elapsed time of 5 hrs. and 55 mins. for the 60 N.M. trip. Not bad considering that half the trip was done under jib alone.

After this it is going to be awfully hard to sail my poor little TRAMP at 5 knots again! I'd better keep buying those lottery tickets.

Kind regards,

Stan Simankowicz, Cleveland, QLD.

The F-9A/F-31 rudder can kick back as described, and in heavy weather the lock/shear pin should be inserted to make sure it won't cause elevated laundry bills. An alternative is to cleat the pull down line to a horn cleat, (as possible on the F-27) which will prevent kick-up, but be sure you will not be venturing into shallow water.

The F-9A rudder will steer the boat while kicked back, and in shallow water, provided the rudder is not allowed to kick back too far. The advantage of this system



Steve Turansky's F-9A being built in Newport Beach, California. Hull half shown, black covering is carbon fiber.

is that there is no heavy helm as occurs with earlier designs while kicked back.

F-27 SOUTHEAST REGIONAL CHAMPIONSHIPS

by Wendy Freedman

The Miami Yacht Club and the Multi-hull Association of South Florida (MASF) hosted the First Annual F-27 Regional Championships on Biscayne Bay the weekend of March 21st and 22nd. A record setting 16 boats registered for the event, putting the rest of the F-27 fleets around the country on notice that Florida is where it's happening. The competitors were nearly evenly divided between the "Stock Spinnaker" class and the somewhat more radical "Sport Spinnaker" class which has become so popular in Florida. Sport Spinnaker boats are essentially identical to the stock, rather strict, one design F-27's except that bowsprits and asymmetrical spinnakers are legal. Owners sailing in Sport Spinnaker rave about the multiple advantages of their more avant garde headsail configurations, Easier to handle, super fast and safer than the traditional symmetrical chutes. And the results of the regatta seemed to confirm their claims, at least as far as speed was concerned as the Sport Spinnaker boats invariably dominated the Stock class.

The first day of the event saw the F-27's running 3 heats, on a Modified Olympic triangle course in breezes starting at around 6 to 8 knots at noon, and up to about 12 knots later in the afternoon. Anyone who thinks the F-27 is just a cruiser's class should have seen the tightly packed starts and the very close competition

around the buoys. Sunday the winds picked up a bit to around 16 to 18 knots, and the race committee obliged the fleet with an 8 mile reach down the Bay to the Blackledge marker and back. The fleet put on a show of speed that other sailors on the bay that day are not likely to forget for some time to come. Eric Arens, from Jensen Beach, Florida took the honors in the Sport Spinnaker class with Jim and Dee Dee Buffum from Sarasota, Florida, hot on their heels in each heat. Pat Hogan, from Key Largo won a hard earned 3rd. Local favorite Pablo Aguilera, just managed to edge out Kim Cole of Homestead, Florida for first in Stock Spinnaker. Dr. Phillip Styne of Orlando, Florida, a veteran sailor, but quite new to the F-27 placed a very respectable 3rd place. All received beautiful custom redwood trophies, donated by Corsair Marine and the FINISH LINE, Inc.

FOR SALE

Trailertri 680, 75% complete, on new trailer, with sails, mast and rig. Robert Paddock. (702) 565-9208 (Nevada)

Trailertri 680, Excellent condition, stored under cover, trailer, O/board, racing rig, cushions, \$16,500, Robert L. De Beauchamp, 218 Polk St., Suite 315, Port Townsend, WA 98368

Trailertri 18, built System 3 epoxy & ply. 5 sails, trailer, \$6000 or best offer. Rich (407) 683-7861

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