TRAILERTRI

The Newsletter for all Farrier Designs *by Ian Farrier* January 1993 - No. 50

First F-25A Launched

The first F-25A has now been launched in Western Australia. Everything went smoothly for the first launching, and speeds of 15 to 17 knots were quickly reached. This particular boat was custom built for Mike Tebbutt of England by Windrush Catamarans and will be shipped to England to race in the Micro Multihull class. It should be very competitive.

Next to launch will be either Geoff Finegan, or Mark Stephens, both in Australia. More photos will be in the next Newsletter.

F-25A features include a carbon fiber retractable spinnaker pole, and a multi-purpose, sliding 'pop-top'. The carbon fiber spinnaker pole eliminates the wire braces which can be a nuisance, though this type of pole can be fitted if wished. Additional cost of the carbon pole is minimal however.

The multi-purpose 'pop-top' both slides forward for easy initial cabin access, and also lifts up for standing headroom, an essential feature in a boat of this size.

The F-25A Plans are now complete except for a few minor details which will probably be taken care of by the time you receive this. The F-25A Study Pack is now more comprehensive, and all previous Study Pack buyers are welcome to receive the new, up to date book. Cost is $5 (U.S. & Canada) or $10 (foreign) for postage. You have the latest one if it was ordered after Jan 1st, 1993.

Margaret Finegan has written the following on husband Geoff's building their F-25A. Geoff (now of OSTAC) has been my agent in Australia since 1984, and has already built several Trailertris:

We have had a most interesting month in terms of seeing the boat coming together, and the number of people from all over the world, literally, who have called in to see how it's done. The one thing that seems to amaze everyone is that it really is as quick and easy to build as they have been told. We have had visitors from South Australia, New South Wales, Thailand and Hong Kong, and of course the local interest is extremely high as well.

The first half of the main hull was just lifted out of the frames and everything went

Farrier Marine Has Moved

The last 6 months have been very hectic with a move from California to the Seattle area, Washington, and as a result, this Newsletter is very late. The F-25A plans were also put well behind schedule, and these were given priority over the Newsletter as several builders were very advanced.

The frequency of Newsletter publication is never guaranteed, however we should get back to our regular quarterly schedule this year.

Reasons for moving were many, but a change of climate and fresher air figured prominently, while the scenery in the Northwest is more to the liking of these Kiwis.

Farrier Marine's new address is:

P.O Box 40675, Bellevue, WA 98015-4675, U.S.A.

This replaces our initial address here of Box 1305, Bellevue.

Mark Stephen's F-25A in Australia. Note how cabin settees/berths extend aft under cockpit seats. If both full length berths are required, galley is located at the forward end of cabin, which not everyone favours, though it worked very successfully in the J-24 with over 5000 sold. However, a 'swing away' galley unit at the aft end is a new alternative, or an 'extended cabin' option allows enough room for an aft galley along with two good length side berths.

Traveller fits behind the aft cockpit bridge shown, the tiller then passing under traveller but above the bridge. Tiller is therefore conveniently to hand in the main cockpit and you don't have to reach over the traveller to get it. This also avoids having to perch on the back of the boat (weight too far aft) with the tiller hitting one's legs due to the restricted room.

like clockwork. Five men (four could have managed), easily lifted it from the frames and put it under our carport, hull uppermost. That hull is due to be lifted back onto the second half in the temporary frame this Saturday. The joining together process will take place during the following week and, on Friday, sixth of November Geoff intends to take the completed main hull out of the frames, which will then be ceremoniously destroyed, their job well done. We'll probably drown them in beer or champagne or some such delightful libation.

We are discovering just how roomy the F-25 is going to be, compared to our previous Trailertris. The furniture and bulkheads are of glassed foam, and already the large amount of stowaway space is apparent. Geoff is also delighted with the way everything fits together. He just follows the measurements or uses the full size patterns to cut out, and it all fits together like the pieces of a jigsaw.

BUILDING NOTES

Durakore: A more economical way of buying Durakore is to purchase it in plank form, and saw it into the appropriate width strips. Ends can be finger jointed by using a Freud Finger Joint bit with a 1/2" router.

When planking, glue up all the strips required first, and then plank. Do not make up the strips as you go, or the process will take too long, and humidity changes could warp planking. This is probably the biggest problem encountered with strip planking, and the solution is to always strip plank fast, and then epoxy seal the wood. Don't let a half planked hull sit for weeks, as changing humidity may cause it to warp in the frames.

Float planking: Note that the position of the first strip in the Float should be right in the middle of the tight Deck to Hull gunwale radius. This gives the best results. On the main hull, plank as recommended, but stop strips just short of the turn of the bilge radius, and then cut the 'developing 'twist' out, leaving a straight fore and aft line. This makes it easier to plank around the bilge curve, and gives a fairer result.

New F-9A Launched in California

Chuck and Lance Alldrin have launched their F-9A in Northern California at Lake Almanor. Having had the opportunity to inspect this boat I can say the workmanship and exterior finish are excellent. First sails were very successful with speeds of 18 knots.

Construction was cedar/glass and it weighed in at 3280lbs. Originally Chuck built this F-9A for himself, but it has now been sold, and Chuck has purchased a second set of plans to build himself another F-9A from Durakore and carbon fiber - just never satisfied.

F-9A builders: those intending to build the F-9A aft cockpit version, and who haven't recently received a package of additional drawings for this option, should contact me.

Having Your F-9A built: Corsair Marine has become concerned about the number of F-9As being built by custom builders, and this situation needs clarifying. Corsair concentrated its efforts on a design of its own the last two years, and hence the F-31 was left unavailable to U.S. buyers.

As a result many purchased plans and decided to employ a custom builder to construct their F-9A. Corsair then became worried about the numbers doing this, and has requested custom builders not to advertise their ability to build F-9As to order, or in one case not to build any more.

Custom boatbuilders say they have only been catering to an unsatisfied demand, and feel they are free to build any boat for anybody who comes to their door with a set of legal boat plans. They also believe that they should be free to advertise their boat building capability, and if Corsair is worried about its market then the F-31 should be produced without further delay.

I will diplomatically not make a judgement, but the legal situation under existing agreements is that, apart from Australia and New Zealand, only Corsair Marine has the right to offer production versions of my designs such as OSTAC's F-31. However, I also have the right to sell plans for my designs and any purchaser then has the legal right to build one boat. There are no restrictions on how that boat is built. I am legally unable to build such boats myself, and the amount of assistance I can give custom builders is restricted.

The advantages of building your own boat are getting an F-9A or F-9AX, aft cabin or aft cockpit, exactly how you want it. Just be sure it is built to plan as leaving off what may appear to be an insignificant item may cause a problem later.

Disadvantages of building yourself include the amount of work involved, while the quality of workmanship and finish may not be to production boat standards.

The easiest and quickest solution for most is to just buy an F-31 when available. Corsair Marine remains the best and most advanced boatbuilder in America, and they always back their product to an impressive degree. Corsair owner John Walton and I certainly agree on this principal, and Corsair would never do it any other way.

Build to plan: Beware of those with little experience or qualifications who want to redesign your boat, as more problems arise from this than any other. Should you find that Joe Wanker from your nearby Boat-Mart says he's now an 'expert' on trimarans and you let him redesign your boat, then please call it a 'Wanker ???'.

If things don't work out quite as planned, then be sure to call Joe to fix it. Such

redesigners really should have the courage to do their own designs, under their own name, rather than put someone else's credibility and reputation at risk. If something goes wrong they can just walk away, leaving the unfortunate designer (the one with his name on the boat) to take the heat.

Design changes can be made, but the correct way is to consult with the designer **first**. Many such changes can be very attractive, and are frequently incorporated in the plans as another option.

What Weight To Expect: It is always a problem estimating the weight of any design before it is built, and I never had much success with plywood or foam core boats. They always turned out heavier. However, estimating ability has improved immensely with my latest designs. I'd like to say it's an improved skill, but the strip planking system is a much more consistent way of building a boat, and the theoretical weight is easier to calculate.

The F-9A was originally estimated to come in around 3000lbs, and the first few have varied in weight from 2400lbs to 3280lbs. The lightest was a professionally built fully vacuum bagged foam core boat, built over male forms, using some exotic fabrics. Not the easiest or cheapest building method, but if you must have the absolute lightest, at any cost, it's the best way. [illegible]ke and Pam Guthrie's Ms LEADING came in at around 2700lbs (Durakore and carbon fiber) while Chuck Alldrin's came in at 3280lbs (cedar and bidirectional glass). Chuck's boat was a surprise as his materials were low tech, and I was estimating it would probably weigh more around 3600lbs.

Production boats will actually be a little heavier than 'one offs', the extra weight coming from gelcoat which is a very heavy and dense material compared to paint.

Folding Kits: These are still being made in Australia, and my plans to build them here in the U.S. have been on hold due to the Australian dollar losing 15% in value the last year. This makes it difficult to beat OSTAC's prices, even with freight included. However, kit parts remain a future option for the U.S. market, and now that the F-25A plans are complete, such a venture will be looked at more closely.

OSTAC now has production of the Folding Systems down to a fine art, even to having complete units in stock. Delivery times are therefore very reasonable, but to be sure, please always order early. The ships coming to the U.S. sometimes stop unexpectedly on the way, which can stretch out the shipping time. OSTAC now offers many other custom parts and these can be shipped with your folding kit for minimal extra freight, so don't forget to look at these before ordering. The prices are good. OSTAC's latest price list is always included with Study Packs and Plans.

All Builders: If your F-Series construction book is getting worn out, then you can get a replacement book for $15 plus postage ($5 U.S. & Canada, $10 foreign).

Wire Braces: Both the F-9A and F-31 use diagonal wire braces to increase fore and aft stiffness, and to prevent damage from possible collisions. They are also optional on the F-25A. These are not visible, the forward brace being used for the bow nets, while the aft one is under the wing nets. The F-9A and 31 are large powerful boats and these wire braces are essential to give good rig tension (the cap shroud wants to pull the float forward, and the brace counters this). So do not leave these off. The boat will not break without them and they were not actually fitted to the first F-9A launched until after it had competed in the Australian National Trailertri Titles. However your windward ability will suffer, and it would be easier for damage to occur should you hit a dock with a float bow. Similar braces are options for the F-25A, and are highly recommended. But being a smaller, less powerful boat, they are not so important.

The 'swing wing' folding system relies solely on such wire braces for their fore and aft strength, and the loss of one of these would allow the boat to fold up. It's reassuring to know that the F-9A is still strong enough on its own should one fail.

Rudder Cavitation: This can be a problem for any trimaran at very high speed. It is caused by the water flow not being able to stay attached to the rudder when turned too far for the speed. Air is then sucked down to fill this void and the rudder blade is then 'ventilated' with no control. You are steering in air. Symptoms in the cockpit are a mushy feel to the rudder and no response. Sometimes you can hear a 'whoomp' and a large 'rooster tail' appears out the back. Fortunately the boat tends to keep tracking relatively straight and control can be regained by bringing the tiller back on center so that the flow re-attaches, and you have steering again (wiping your brow).

To prevent this happening, make sure you have a generous radius on the rudder leading edge as per plan - a sharp entry is a mistake. The best solution is a horizontal rudder 'fence' attached to the front of the blade about 400mm/16" up from the bottom edge (details in plans). This prevents the air travelling any further down the leading edge of the blade so flow remains attached from here down. You will never completely solve this problem, particularly when speed exceeds 20 knots in rough seas, but the fence seems to eliminate most of it. A fence is not always practical, but fortunately cavitation only affects the dedicated racers who really push hard.

Outboard Tilt: F-9A builder John Scholl has found an after market 12 volt electro-mechanical tilt system for outboard motors. This is an outboard bracket that itself tilts, and it looks to be ideal for remote tilting of the F-9A or F-31 outboard. For information contact Altus, 11569 Encore Circle, Minnetonka, MN 55343, Ph. 1-800-264-8458

Another F-9A - In Thailand

Dr. Rachot Kanjanavanit working on his F-9A float, in Bangkok. Dr. Kanjanavanit had previously built a Trailertri 720 and raced it very successfully.

Things that Go Crack in the Night!

There's nothing more worrying than suddenly hearing cracking noises coming from your boat, particularly in the beam area! However such noises usually have simple explanations as follows:

Years ago I crewed for OSTAC owner Paul Koch when he first launched his own Trailertri 680. Winds were moderate, but while sailing around, a sharp cracking noise kept coming from the aft beam area. This started to cause some concern and Paul was adamant that he had used glue to bond his beams together! I had recently found another builder who was intending to use contact cement because it worked well in kitchens! Closer examination showed the noise to be coming from the join between the aluminum traveller track and traveller horse. The very slight movement between these two hard anodized aluminum surfaces was enough to generate a pronounced crack. Reassembling these with a little silicon solved the problem, and every Farrier design since, including the F-27, has used silicon in this area to prevent such a disconcerting noise.

Another instance was with the first F-27s where a cracking noise could be heard coming from the forward beams. This was eventually tracked to two sources, the aluminum mast step where slight movement of the mast against its base would generate the noise, and this can still occur today. The other source was found to be the inner beam ends where they rest in the beam recess. The two hard and highly polished gelcoat surfaces would make this noise with the slight movement possible. This was solved by lightly sanding the underside of the beam, removing the gloss where in contact with the recess.

A cracking noise in the beams again occurred with the first F-9As and F-31s, but the cause this time was a little more significant. The F-9A and 31 are both designed so that the beam will fit down against a 'stop area' that prevents any inward movement while taking quite a substantial load. However, the shrinkage and movement possible with fiberglass parts made this gap too variable from boat to boat for an exact fit every time, so compression pads are designed to fill this gap after assembly. These look insignificant in the plans, and were overlooked in the first boats built with the result that the beam could move in and out slightly, giving a 'cracking' noise as with the first F-27s. Now this is normally just noise, but with the F-9A such movement can overload the Upper Folding Strut, which is not designed to take the full inward compression possible from the beams. Thus, you can get even more cracking noises and eventually the Upper Folding Strut mounting points can be overloaded, resulting in a difficult repair. The boat is not threatened structurally as the beam will just drive itself inwards until it reaches the stop where everything will work as planned. However, the Upper Folding Strut mounting point may now be a little sick.

Never overtighten the beam bolts to prevent these noises, as this could actually damage the beam or the bolt pad. Beam bolts should be snugged down firmly, but no more. They are actually cosmetic and don't do anything except hold the beams down to enable the cap stays to be easily attached to floats. If you don't believe this, leave these bolts undone and go sailing. Nothing will happen.

Fortunately, these problems arose early, and all F-9A builders were notified that the compression pads **must not be left off**. As a result there have been no further instances of these particular 'cracking noises'. It is essential that all builders follow their plans, as what may look like an insignificant item, such as these $5 plastic pads, can be very important. Everything on the plans is put there for a reason, and I wouldn't waste your time and mine by putting something on that is not required. There's been a lot learned the past 20 years.

Something that should also be regularly checked are the folding strut pivot pin circlips if used. There have been a few instances of these corroding badly, but this cannot be duplicated in corrosion tests. We suspect a few bad circlips, or possibly tight clearance in the circlip grooves promoting crevice corrosion (from lack of oxygen). Fortunately, even if one of these pins should fall out (very unlikely due to the tight fit), the remaining folding strut pin is strong enough on its own. But check them regularly anyway.

An F-9A Building in New Zealand

Ken Wood is making great progress on his F-9A in Timaru, and would consider building more F-9As to order for New Zealand customers, Ph. (3) 684-3795. Stripping of main hull has almost got to a stage where strips should be cut fore and aft to give a straight line to make it easy to take strips around turn of bilge.

CHARTER: *Michael Chamberlain's F-9A MEGABYTE is available for charter in the Marlborough Sounds, New Zealand. For details contact Compass Charters, Ph. (64) 3 573-8332 or fax 573-7716. MEGABYTE was also a star at last year's Christchurch Boat Show.*

Here and There

F-27 owner Henry Meilman has a hint for easy trailering: Use a liberal dose of Armor All protectorant on the trailer bed before hauling the boat. It makes the surfaces so slippery that recovery from even a shallow ramp is a breeze.

T Shirt Logos: I now have a range of these available for use on individual T shirts, hats etc. These include my F-Logo (with triple bows - page 1), Sail Logo, model names, and the computer generated wire frame drawing of the F-9A. Cost for this complete package is $7. Note that these logos, along with **F-25A, F-27, F-31, F-9A** are my trademarks, and are not available for commercial use without my permission. For techies, the preferred font for F-27, F-31 etc. is Eurostile Boldextended Two, and a hyphen is used after the **F**. The official sail logo for any Farrier design is a back to back **F**. This is a registered trademark and any boat that is not of my design, or does not meet with my design standards cannot use this logo. So watch for it.

New Multihull Club is being formed in the New York area, to cater for all types of multihulls, and for information on this contact Fred Goldfarb, Ph. (718) 784-9036

Noteworthy Changes: Bob Stevens, Vice President in charge of operations at Corsair Marine for the last two years was recently replaced by Paul Hebert, who is now President of Corsair Marine. Bob and his associate Greg Seiwert were responsible for redesigning and implementing Corsair's 24. Mr. Seiwert still remains.

New Zealand: Gavin Hall is no longer my agent in New Zealand and I will now deal direct with all New Zealand customers. I would like to thank Gavin for his positive efforts in the past.

Bricks and Bouquets '92

The Bouquet of the Year award for 1992 has to go to the Australian company OSTAC Pty Ltd., for showing how a production multihull should be built and implemented. Even though a small company, with limited resources, OSTAC is well managed and developed the F-31 in record time, and at a reasonable cost. Key to this success is an excellent ability to just get the job done.

OSTAC then demonstrated what the F-31 could do by winning the 1992 Australian Multihull Offshore Championships (AMOC), this being the first time the overall winner was a boat that had also taken line honors in any of the races (two). Many had said the rating rule made this impossible.

But still more was to come with the F-31 being judged **1992 Australian Sailboat of the Year**. This is a prestigious award by the Australian Boating Industry Association, in conjunction with Australia's leading boating magazine Modern Boating. Congratulations to Paul Koch, and all his crew at OSTAC. But for them, and their determination, the F-31 would never have eventuated.

The Brick of the Year Award for 1992 has been awarded to Corsair's Marketing Director Dave Hahn. Just days after the first OSTAC F-31 arrived at Corsair Marine last year, the name FARRIER F-31 on both sides of the main cabin was cut up and altered, and then had to be removed. Dave Hahn later admitted responsibility for this amazing feat, and as the Brick Award is given for outstanding dedication to unusual priorities, Dave easily wins for 1992.

Apologies also for those who may have requested an F-27 brochure. We normally try to include one in our information package, but have been unable to obtain any since last October. They have just become available again, and to receive one contact Corsair's Marketing Department direct.

Another F-27 crosses the Atlantic

We have recently learned that Dr. Werner Stolz and Roswitha Schadt crossed the Atlantic from Annapolis to Vilamoura (Portugal) in 1991. Dr. Stolz writes:

Annapolis to Bermuda: 5 days - 700nm. This was marked by the passage of the tropical storm 'Ana' north of the Bermudas. We were safe in St Georges because our little ship had performed very well, and we arrived about 15 hours before the storm passed by. We had been running under Storm jib (320nm in 48 hours), very safe and without any problem. Wind force was 25 to 30 knots, sea 5 to 9'.

Bermuda to Azores: 14 days - 1860nm. We left after the passage of 'Ana' and steered our course north of the developing high, with winds from NW, W, and SW force 3 to 6. Our record was 192nm in 24 hours.

Azores to Vilamoura: 8 days - 1100nm. We started with force 1 - 2 for three days, then a cold front passed by with heavy rain and SW winds against the southern current in front of the Portuguese coast. Wind force was 5 - 7 but with big seas up to 12' (maybe 15'). After the passage of the front and with a shift to NW force 3 - 5 we made 497nm in 3 days with speeds up to 16 knots before arriving in Vilamoura. After another 1700 miles on the road our F-27 arrived at Lake Chiemsee, south east of Munich.

We are very proud of our little ship. It is comfortable for two people and we had no problems with cooking, or sleeping etc.

This story is published with the warning that the F-27 is a small boat for ocean crossing and such passages are not recommended. It is however very reassuring that the F-27 is seaworthy enough to make such journeys in the hands of experienced and prudent sailors. There is always a different angle and though very forgiving, the F-27 is not foolproof. The following should sober up some of the hotrodders out there who are frequently pushing the limits.

F-27 Capsize: The Corsair Marine crew of John Walton, Mike Michie, and Mark Robson, managed to pitchpole their F-27 CORSAIR while in last year's Oakland to Catalina Race. The reason was simply oversailing the boat, (like trying to take a

F-27 WESTERN CHAMPIONSHIPS: *Eighteen F-27s took part at Long Beach, California. Overall winner of A fleet (trophy winners in 1992) was John Simpkins on FLYING FISH, while Mike Fayhe's PEGASUS was the winner of B fleet.*

Another F-9A Completed in Australia

Custom built by Capricorn Hi Tech Yachts, Gladstone, by vacuum bagging over a male form. Was built for Denis Jobron, who is now now taking it home with him to France.

curve too fast in a car - driver error). CORSAIR was well ahead of the race fleet, and on record pace with 20 knot plus speeds. The crew knew they were pushing their luck, particularly by carrying both mainsail and spinnaker in strong downwind conditions with big seas. The mainsail must be taken down in such conditions, as it is the only sail that cannot be released should the bows be driven under. This transforms a hairy ride into a very safe one (you can release the spinnaker). However, our intrepid crew were nearing sheltered waters, and decided to take the risk. Bad decision.

Once comfortably inverted, all the emergency gear was readily available in the standard F-27 safety compartment (accessible from both top and bottom) and an embarrassing radio call was made to the Coastguard. The EPIRB allowed them to be quickly located and then be taken for a helicopter ride.

Upon returning to the scene of the crime, attempts were made to use the righting system, but this was found too difficult to do. I have successfully achieved this before in actual tests, but not being there personally, could not evaluate how well this was attempted or what the problems were. But as a result it seems better to just safely stay with the inverted boat, rather than attempt righting at this time. Righting was eventually achieved with the rollover being assisted by a power boat. The boat is now back sailing, none the worse for wear.

One can argue for years about the merits of hard racing a multihull offshore, but the fact remains that the modern multihull is unsinkable, and provided proper precautions are taken, it is proving to be the safest boat afloat for crews. A 30' Morgan recently disappeared off Mexico with its crew.

The chance of the boat coming to grief with a reckless crew are greater with a multihull than a monohull, but the risk to the crew now seems much less in the multihull.

Modern technology will soon make this debate irrelevant, with satellite, pocket size, position indicating and communication devices. Disappearing, sinkable, boats will become the major problem, with expensive searches having to be made. On a relatively comfortable and safe inverted multihull, one will only need to call up and arrange for a minimum expense pickup, or a tow to achieve righting, by the next ship due by.

Ms LEADING Wins New Year's Day Race

Mike and Pam Guthrie's F-9A Ms LEADING (built by Mike and Pam in 14 months, and the first F-9A launched in America) won overall in the Multihull Division (67 boats) of the New Year's Day Race in San Diego. Ms LEADING was able to outpoint everyone in her class, including the F-27s, and did a horizon job, taking both line and handicap honors. An excellent effort by Mike and Pam, particularly as there were only the two of them on the boat, in a very crowded race that requires excellent crew work to be competitive. The F-9A layout fortunately allows easy handling, while Mike and Pam's tactics were superb, as the F-9A is really not that much faster than the F-27 in light airs.

Mike and Pam have had a very relaxing time cruising on Ms LEADING, having covered 3000 miles on water, 7000 by land, in 13 states, plus Canada and Mexico over a period of 9 months. They've cruised the San Juan Islands in Washington, Florida Keys, Gulf of Florida, and a number of large lakes. They are now once again terrorizing the F-27s in San Diego.

Other race victories on the way include a new race record (by 6 hours) in the Trans Mac, Lake MaConaughy, Nebraska, plus a division win, and overall trophy in the Flathead Lodge Regatta, Montana. Ms LEADING now also holds the speed record for F-9As to date with an incredible 28 knots on Lake Flathead, and this was confirmed by their GPS showing speeds in this range (never below 20 knots for 15 miles) and confirming the log's accuracy. This was under main and assymetric spinnaker, with all three crew perfectly dry in the cockpit - just cruising along!

Due to changed circumstances Mike and Pam's F-9A is now reluctantly offered for sale (preferably after the Newport-Ensenada Race this April) and this is an excellent opportunity to buy a well proven, race winning, all epoxy/carbon fiber Durakore boat, with one of the highest standards of finish I have seen. As Pam and Mike have proved, the F-9A is an ideal short handed and comfortable 'Trans Am' cruiser. For details you can leave a message at (303) 331-2304.

F-31 U.S. Availability

Corsair Marine has now taken [illegible] option under a previous agreement to build the F-31 in the U.S. and this will become available later this year. Corsair is proposing to redesign several areas of its 31 and for further information, prices, etc. you should contact Corsair Marine direct, Ph. (619) 585-3005, Fax 585-3092.

Should you wish to purchase the original AMOC winning F-31, as built by OSTAC, then Corsair is now permitting this to be sold through its dealers until its version is available.

For Sale: Trailertri 720. Launched September 89, self tacking jib, cruising spinn. with sock, 8 HP Evinrude and trailer. $17500, Peter Abresch, Ph. (410) 586-2539 MD

For Sale: F-27, trailer, roller furling, inboard 18HP engine, dodger, electronics, sea anchor, and many extras, Excellent condition, building F-9A, ph. (310) 478-1882, 839-6031 (A.H.) CA

For Sale: TRAMP, the 19' 6" first Farrier production design. Loaded with extras and ready for next adventure, $15000, o.b.o. Steve (619) 222-2414. CA

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