



MORE F-25As LAUNCHED

I have just returned from Australia having sailed on Geoff Finegan and son Warren's newly launched F-25A SATISFACTION III. It was so new I was pressed into helping with the finishing touches the moment I stepped off the plane at 8pm. Two days and nights of hard work later, it was in the water.

The first sail was only brief, with probably 12 to 15 knots boat speed. Just enough to check out any problems that would need fixing, prior to departing the next day for the 1993 Tin Can Bay to Hervey Bay Race (north of Brisbane). Problems were few, and next day, after an easy tow to Tin Can Bay, the second launching quickly took place in approaching darkness.

Finally there was time to leisurely inspect the results, the interior cushions having arrived only minutes before our departure. Amount of room was surprising, the forward double bunk being huge. Geoff and I each took a smaller quarter berth (product testing), neither of which require awkward fold out panels. Both berths turned out to be very comfortable, and the roomy footwells were ideal for storing bedding after use.

The new multi-purpose 'pop-top' worked well, having the ability to slide forward like a normal hatch for quick cabin access, yet also lifting up like a 'pop-top' to give full



The first launching - 'plug in' mast raising pole being used to raise the mast. This system is now universally used on all F-Series designs and works very well, giving excellent leverage.

standing headroom in the cabin whenever required. A very popular and practical feature in a boat of this size.

The retractable/removable carbon fiber spinnaker bow pole was a pleasure. No wires or braces required.

The next morning final details were attended to, while entertaining a stream of visitors. Bob Maslen's F-25A MEGAPETERA had also been launched

the same week, and it was great to see another F-25A to compare against. Bob had sailed from Hervey Bay the day before, into very strong winds, and had been very pleased with the windward performance. Like us, he had not had time to even raise a spinnaker as yet.

It was soon time to head out to the startline, and watch the 180 or so monohulls make their starts in several divisions before us. The 'Bay to Bay' race is now a classic, being a passage race in sheltered waters along mostly narrow channels with beautiful sub-tropic scenery. There's an overnight stop at Garry's Anchorage on Fraser Island, an ideal natural harbor with sandy beach.

The 22 multihulls (16 Farriers) were then let loose in pursuit of the monohulls. However, many, including us, picked the wrong 'committee' boats amongst the starting line melee and had to restart. The first leg was a reach, but the untried spinnaker was kept down until we had wended our way through the slower boats for some searoom. But our concerns proved groundless, and once up the kite flew well.

After the first turning mark the course is a square run and our lack of preparation becomes clear. Asymmetrical kites don't perform well dead downwind, compared to full shouldered symmetricals, and the faster, well tuned Trailertri 720s gave us plenty of



Geoff Finegan's F-25A at Garry's Anchorage - plenty of deck space and a very roomy cockpit

embarrassment (and heckling).

However, it was a good chance to experiment, and both tacking downwind and running straight were tried extensively. Tacking downwind was slow (but see later section), and the only way we could make any ground on the 720s was by going wing and wing. This is hard to do, with the main wanting to jibe, and the spinnaker tending to collapse. Obviously we needed tack lines out to the float bows, and these can be used to pull the Spinnaker tack to windward for more projected area, and better control. We were able to pull away from MEGAPETERA, also trying to sort out their asymmetrical.

However, it was enjoyable passing all the monohulls, so we contented ourselves with this, and experimenting with spinnaker settings. Up front Gordon Myer's Grainger 075 racer PEREGRINE was setting a record pace (by tacking downwind - more later), while the F-31

OSTAC TRIUMPH and Kim Mitchell's MTB920 MAD DOG's TIP TRUCK (both in relaxed cruising mode) had their usual battle, with Kim winning out.

The overnight stay at Garry's Anchorage on Fraser Island was as successful as ever, and many sore heads resulted. The next morning we were able to jury rig one tack line to the starboard side, where required, and felt this should improve things.

The start was again nothing to brag about, and PEREGRINE once again took off, while both OSTAC TRIUMPH and MAD DOG's TIP TRUCK both seemed to have trouble getting by various sand banks. The initial run was again a problem with the wind veering enough to make our tack line on the wrong side and ineffective. MEGAPETERA however, now had tack lines both sides and started leaving us behind.

The first major course change brought a true reach, and it was good-bye everyone with SATISFACTION rocketing away. We quickly ran down MEGAPETERA who had elected not to carry a spinnaker this leg, but seeing our speed quickly changed their mind. Our next victim was Ted Kerr's leading 720 TRANQUILITY, a former National Trailertri Champion, who had now switched to an asymmetric, but was no match for the F-25A in full flight. The fun ended, with another dead run, but this time the wind was on the right side allowing us to use the tack line. We soon left TRANQUILITY behind, while MEGAPETERA did even better. The



Bob Maslen's F-25A MEGAPETERA setting the spinnaker

wind slowly increased, and veered more to our beam to where one monohull capsized, and several lost masts. But this was fun for the multihulls, and we powered quickly through the monohull fleet, to turn for home on the final leg, hard on the wind.

After the downwind disappointments, this leg was a joy, with SATISFACTION sailing to windward at around 11 knots, going above or below the remaining monohulls at will, to the finish. Up front PEREGRINE had taken fastest time again, in a new record overall time, but it was OSTAC TRIUMPH's turn to lead in MAD DOG's TIP TRUCK. Overall winner on corrected time was R. Staff's well sailed Seawind 24 JABBAWOKKIE, with OSTAC TRIUMPH 2nd, and PEREGRINE 3rd. The separate Trailertri 680 class was won by J. Ksiazek's THOR.

PEREGRINE is a seasoned campaigner, and now sports a rotating wing mast. Owner Gordon Myers was delighted to have beaten Doug Trott's old record in AWL GRIP ON and was willing to be grilled on the secrets to get the maximum speed tacking downwind with an asymmetric with devastating effect. These are included with the article later on using Asymmetrics.

The finish was the usual zoo, with 200 boats trying to use a 3 boat ramp to retrieve, so we decided to just watch, and retrieve with dignity the next morning.

Overall the F-25A had proved a very comfortable cruiser for overnighting with 3 or 4 adults, and had exceptional speed

upwind and reaching.

The interior room, coupled with a very competitive potential will probably make it the most popular Farrier design ever. The simple single spreader rig worked perfectly, while the very high stability gave excellent sail carrying power. Stepping from a Trailertri 720 to the F-25 saw the 720 float rise a foot while the 25A float hardly sank at all. Almost like stepping on to an F-31. The cockpit was large and roomy, while the tiller was easy to hand (passing under the traveller) for easy hassle free steering and single-handed sailing.

All Farrier standard rigs are conservative, intended for cruising, but it was obvious that the F-25A could easily handle a larger rig. Farrier designs have achieved an excellent racing record, even though they generally use smaller cruising rigs than the competition. Having been besieged by requests for a taller racing rig, to compete with racers

on a more equal footing, I have capitulated. So a racing rig option will soon be included in plans for both the F-9A and F-25A. Cost for these extra sheets for current builders and Study Pack buyers will be \$10. The taller rig will boost speed even further, but the longer and heavier mast will increase handling problems while rigging. Such rigs are not recommended for cruisers, unless in a generally light wind area.

Interior worked out very well, particularly the forward mounted galley. This was necessary to allow two separate quarter berths as well as the bow double, to cater for the usual crew of three who don't always want to share a double. I had my doubts about the practicality of the galley but it works very well, perhaps even better than an aft galley. A large icebox under the forward bunk was readily at hand for the cook, a small opening hatch in the deck above the galley took care of ventilation, while the crew could come and go in the cabin without disturbing the cook. However, for those who prefer the galley aft, a new extended cabin option will allow this, without losing the two separate bunks.

Also now available are additional full size patterns for lifting the F-25A cabin roof 50mm/2". This is for those cruisers who will appreciate the additional room. A similar option is also available for the F-9A and raises the roof 64mm/2 1/2". These are now included as standard in the plans, and cost to current builders for new patterns is \$25.

Mike Tebbutt reports that his F-25A ARLETTE took second overall in the U.K. Micro Multihull Nationals. Quite a number of competitors suffered damage during the series, with conditions varying from light to over 30 knots, but the F-25A had no problems. Had it not been for a disastrous first race where ARLETTE seemed to be the only one caught in a calm patch, the result may have been even better (placings in the five races were 11,4,1,4,2). Once fully tuned ARLETTE will be very competitive.

F-9A Update

The F-9A plans now include an installation drawing for a diesel inboard. However, this is a difficult installation as there is not much room for easy access below the cockpit. The outboard still represents the best, lightest, and most convenient solution.

Incidentally, it is possible to incorporate the F-9A aft cockpit style head compartment in the aft cabin version of the F-9A. This gives a completely separate head, and a much bigger double bunk forward, but at the cost of main cabin room, one settee bunk, and possibly the sense of spaciousness. However, this is a viable option, and worth consideration. One advantage of building your own boat, is that many such different options become possible.

F-9A Rig: the forward lower shrouds used to steady the mast while raising can be a nuisance when sailing. As stated in the plans, these are structurally important and allow the use of a smaller and lighter mast section for the best performance. However, many are using a heavier section (transverse moment of 4.1 and above) and in this case the lower shrouds can be disconnected once their raising job is over, or removed if single-handed raising is not required. Why wasn't the standard swept aft lower shrouds used as in the F-27? Well, this makes the mast step more complex, as it has to extend further aft to pivot in line with these shrouds. It is then very difficult to make strong enough for the heavier and longer F-31 mast, and considerably increases load on the mast raising line.

Handling Techniques for Asymmetric Spinnakers

On first using an asymmetric spinnaker you may be disappointed with downwind performance - unless you take note of what is said here. The asymmetric cannot match a full symmetric spinnaker dead downwind because of the smaller, flatter area, and a restricted ability to project to windward. Their big advantage is considerably easier handling, and a much superior reaching performance.

Tacking downwind does not work well with fixed masts, as the mast interferes with mainsail flow, and the main is thus not very effective. A rotating mast solves this, and such boats can achieve a very large performance increase, making downwind tacking the fastest way to go.

However, the same effect can be achieved by using the jib inside the spinnaker which, besides increasing area, helps smooth the flow over the main with spectacular results.

This system has been developed and frequently espoused by Eric Ahrens of the Finish Line (F-27 dealer in Stuart, Florida) along with Randy Smyth and Rick White. They have been achieving impressive results using asymmetrics and variations, including the recent Miami to Key Largo Race where Eric's F-27 JUST RITE II averaged 18.2 knots over a 44 mile course, followed

closely by Pablo Aguilera's F-27 CALIENTE II averaging 17.9 knots!! Eric (ph. 407 692-4048), incidentally sells a complete asymmetric Bow Pole system to fit on F-27s while Randy Smyth (ph. 904 581-4555) would be delighted to supply the sails.

The basic technique/rule is to sail downwind always keeping the apparent wind at about 90°, trimming the sails so they are not stalling or luffing. Jib, for instance, should be sheeted to the float just aft of the forward beam. Rick White has written an excellent article on this in the Jan/Feb. 1993 issue of Multihulls. The extra speed generated will pull the apparent wind further forward, allowing you to go deeper and deeper while maintaining a very high speed. Just keep the apparent wind at around 90°.

I have had my doubts about this, but now having tried all other possible options to increase downwind performance of the asymmetric equipped F-9A and F-25A it was obvious that something better had to be found. Nobody wanted to return to the harder to handle symmetrical spinnaker.

Hearing that John Carson of HCH Marine Service Center in Seattle was going to enter an OSTAC built F-31 in the 1993 Swiftsure Classic, I suggested he try flying the jib. The results were devastating - see race report. John said he couldn't believe the difference - they were tacking downwind at 17 knot speeds in 15 knots of wind! So try it!!

A New Trailertri 720 in Brisbane



Tom and Heather Whipp's Trailertri 720 being built in Brisbane. Tom is the Editor for the Trailertri Assoc. of Queensland's Newsletter and is doing a fantastic job of his 720 (and the Newsletter). Tom's boat has many innovative features which hopefully will be detailed in future issues.

1993 Australian Trailertri National Titles

The ACT Trailerable Multihull Association and the Canberra Yacht Club were proud to be host to twenty trailerable multihulls and their crews and families. There were competitors from Queensland, South Australia, Victoria, NSW, and the ACT. All enjoyed the fair wind, smooth water sailing, the closest competition, and a chance to swap stories and ideas. Lake Burley Griffin provided nice sailing breeze for all races. All but two starters were Farrier designs, these being local Buccaneer 24s.

Final results were

Open Division: 1st CHRYSALIS (Kevin Murray), 2nd. SIDEFX (Martin Kilpatrick), 3rd TRANQUILITY (Ted

Kerr). Fastest TRIFUGLY (Peter Taylor)

Tramps: 1st CASSY (Ross Wylde-Brown), 2nd WHITE MISCHIEF (Geoff Howarth), 3rd COP THAT (Dieter TIETZ). Fastest WHITE MISCHIEF

Laid Back Div: 1st ILLUSION (Craig Bryant), 2nd DYNAMO HUM (Graham Jackson), 3rd TRILOBITE (Peter Withington). Fastest DYNAMO HUM

TRAILERTRI CHAMPIONSHIP DIV.

1st CHRYSALIS (Kevin Murray), 2nd SIDEFX (Martin Kilpatrick), 3rd TRANQUILITY (Ted Kerr).

Fastest KNEE TREMBLER (Phil Day).

Provisional date for next year's Titles is September 1994, to be held in Brisbane.

New Patents Granted

The U.S. Patent Office has granted a patent for a new Farrier Folding System™ that is intended for use on marina docking trimarans. This new system is for larger non-trailerable boats, and overcomes the cosmetic problem of growth on the folded float sides that can occur with my trailerable designs. While such growth is of no significance for temporary dock stays, as is common with trailerables, it does become a nuisance for long term marina docking.

The new folding system allows the floats to stay vertical while folding inwards, but without extending the boat's overall length which can require a larger dock. Structural integrity matches that of the original Farrier system, while various limitations of the 'swing wing' folding system, as commonly used by other designs, are avoided.

The first Farrier design to use this new system will probably be the F-36™, of which rumors are now floating about.

The Australian patent No. 637805 has now also been granted for the Modular System of installing the Farrier Folding System as used by the F-9A and F-25A.

NEW DESIGNS RUMORED???

Really, where???

But if you have been hearing rumors about an F-36™ and maybe an F-42™, then this is the place that probably starts such rumors. Yes, these may soon eventuate and if interested in either of these boats then please let me know your requirements, preferred size, interior layout, folding capability etc. No questions yet, as neither design is specific and time spent answering questions will only delay the design and development process. Both these designs are intended to redefine the larger trimaran, with a lot of room, combined with outstanding performance.

Due to the high interest, and to speed release, larger designs will initially be available as demountable non-folding boats for amateur or custom builders. This will quickly

A New F-9A in Thailand



cater for the many who do not require full folding capability. The new patented folding system may later become obtainable as drop-in place modular units once development and testing is completed.

These larger designs are not intended to be trailerable, but will be transportable in demounted form.

Custom Builders

If you don't have the time or inclination to build your own Farrier design, and the production F-31 or F-27 will not meet your needs, then it is possible to arrange for a custom builder to build your boat from bare hulls to the completed boat.

Purchasing plans gives the right to build **one boat**, by however method you wish. Note that the quality of a custom built will vary depending on price and it is not possible for me to endorse any custom builder. The individual must investigate and satisfy himself that the builder chosen is reputable, has good references, and is capable of the type of boat and quality required.

There are also many 'experts' out there who can't resist redesigning everything, so be wary and insist on having your boat built to plan, or only make changes you or I authorize. It's a case of 'buyer beware'.

Easiest solution for most is to purchase the production F-31 or F-27, and the OSTAC built Farrier F-31 is currently available through F-27 dealers.

LETTERS

Dr. Rachot Kanjanavanit's F-9A CEDAR SWAN has now been launched in Thailand (photo above). Dr. Kanjanavanit writes:

Dear Ian,

Just to let you know that I have completed

F-9A No. 94, which I named CEDAR SWAN. It was launched through a passage under my house to the beach in front with 2" clearance on both sides and just clear of the room above after deflating the trailer tires on April 13. It floats quite high above the waterline. I have yet to weigh it.

I have made a sliding mount for the engine which permits a low operating position which allows the use of a standard 9.9HP Mercury. In the up position the engine is stored well clear of the stern. It works quite well.

It took me 6 months to build this boat. I really enjoyed doing it, thanks to you.

Stan and Ron from OSTAC came to Thailand and sailed my 720 NINJA to victory in the multihull class of the Jing's Cup Regatta in Phuket. We are representing OSTAC for Thailand now.

Best Regards,

Rachot Kanjanavanit, Bangkok

An F-25A in New Zealand

Dear Ian

I want to say how much I am enjoying building my F-25A. I just can't keep out of the garage! It's a great challenge never having done any boat-building before and with the fantastic plans and super-detailed drawings, it's so easy. To date I have built, faired and painted the floats and have started on the main hull.

I've done everything mainly by myself. The only time help is needed is when planking.

My present monomaran crew members are even more impatient than myself to get on the water, therefore they are summoned to help me with the dirty jobs - glassing, fairing, shifting the hulls around etc.

I use an electric staple gun with 24mm x 4mm wide spaced staples for strip planking and this is perfect into particleboard frames. Fairing strips between frames were not required, strips being held in place by firing staples thru into the next strip - perfect. Using this method 3 of us did one float half in 6 hours. I found it best to use a slow hardener as this gave us time to scrape off all excess, leaving a nice tidy job, minimizing sanding later.

I went up to Picton with two friends and we chartered Michael Cambridge's F-9A MEGABYTE before I started. What a beast! An incredible boat. Impeccable handling - even at warp speeds the tiller was a one finger affair. No frights, we had about 20 knots of wind and tried everything that you just wouldn't do on my Ross 780 (25' monohull). Top speed for the day was 22 knots, one reef in the main and jib half furled. Totally safe, totally predictable. Yes the trimaran is the way to go - for me there is absolutely no doubt. The speed, safety, stability, room to move with the wing nets - it all makes so much sense. Monohull trailer yachts are stone-age in comparison.

All the best, I feel you have certainly hit the nail on the head with your designs. Kind regards from the southernmost Farrier builder in the world.

Colin Walkington, Invercargill, N. Z.

A Happy F-27 Owner

Dear Ian,

I have been going to write to you since the end of Summer '92 both to subscribe to TRAILERTRI, and to say thanks for designing and building such a great boat! I've now had one summer sailing my F-27 (YUKON HO!, Hull No. 114) and I wonder how life even existed before I purchased it.

This past summer I spent many enjoyable hours daysailing, weekending, and racing YUKON HO!. I was also able to spend eight days aboard during my vacation. What a great boat!! During the vacation sail (solo) I encountered six to eight foot waves on Lake Michigan. While these waves may be small to many people, it was my first experience with seas this large. After about ten minutes at the helm I was completely comfortable with the boat. It handled the waves like child's play. This topped off the vacation ...sailing in a fun, seaworthy vessel.

In November '92 I was fortunate in that I was able to attend Rick White's sailing/racing seminar where the F-27's were used. This has greatly increased my sailing knowledge and confidence. What a pleasure to sail with such experienced sailors as Randy Smyth, Carleton Tucker, Dick Tillman, and John Burnham. Now the only

problem is outlasting winter here in Michigan. Again, thanks for a wonderful boat!!

Kenneth L. Frymire, Traverse City, MI

Another F-9A launched in Australia

Just a short note to let you know that I have completed my F-9A and it was launched on the 24th March this year. As yet it has only sailed in light winds, speed was about 10.5 knots.

The boat is constructed from epoxy, Coretex, and uni-directional glass, with foam bulkheads and 5mm ply furniture. On Sheet 19, Central Mounting Module installation, to avoid trial and error, it should be noted to insert the forward CMM from the Port side, as a longer notch needed to clear daggerboard case can be made in the area to be removed later.

Time taken to build was approx. 1600 hours with no help. This includes trailer, all fabricated parts, and mast assembly. Cost was approx. A\$50,000 (US\$35,000).

The boat has been a pleasure to build, and I must thank you for the brilliant design and very well prepared set of plans.

Dean Snow, Geelong, Vic., Australia.

PS As yet boat is unnamed (the hardest part of building it).

Note that Dean's figure for building hours is excellent, and probably represents the minimum required. Most builders will probably take longer. This is a difficult figure to give, as it is so dependent on the builder's skills, available tools, and the degree of finish and fitting out. Materials cost appears about average, and this can also vary considerably from builder to builder.

Hint from F-27 owner Pablo Aguilera - tired of folding your jib? Presuming you're

not just stuffing it into the float! Then how about instead rolling it up around the boom after the mainsail has been furled? Can be easily done, while afloat, keeps the jib from being wrinkled or folded, and it no longer takes up any room below.

Epoxy Allergy - this can be a problem for some builders, and F-9A builder Joel Quartermont was one such afflicted. Joel tried all sorts of suits, gloves, respirators etc., which helped keep it under some control, but he still suffered. He found that the usual surgical gloves commonly used were of little use as they apparently allowed the epoxy vapors straight through. He then tried some Nitrile gloves which he states made a huge difference, and the problem has been greatly reduced.

More Launchings are reported by Dave Coker (F-9A, Florida), Wayne Gorrie (F-9A, Vancouver Is., Canada - weighed 2635lbs), Rich Richmond (F-9A aft cockpit, Oregon), and John Jones (F-9AX aft cockpit, Texas). Both Rich and John employed Shaw Boats of Aberdeen (WA.) to custom build their boats. John's is the first F-9AX launched and is an impressively roomy boat. Photos and more details next issue.

Trailertri 720 Crosses Bass Strait!

Terry Travers, reports that he has crossed Bass Strait **twice** in his Trailertri 720. Bass Strait is one of the roughest areas in Australia and I initially had some concerns on first hearing of Terry's crossing in a boat as small as the 720. But these were eased after speaking to Terry, who obviously understood the dangers and had been well prepared with sea parachute, EPIRB etc.

The Bass Strait crossing was the start of

Dean Snow's New F-9A in Australia



Another F-9A in New Zealand



Otto Stalder launched his F-9A HELVETICA last year in New Zealand, and was the subject of a major sailing test by the New Zealand magazine BOATING WORLD (May issue) in which it made an excellent impression. Not too many 31 footers can sit on the beach as easily as this!

a fund raising voyage (Children's Challenge '93) by Terry on behalf of three charities who assist children with life threatening illnesses - Make a Wish Foundation, Camp Quality, and Ronald McDonald Children's Charities. The project was officially launched by Sir Albert and Lady Abbott in March.

Terry is intending to now sail north to Cairns, Qld. stopping at towns and cities on the way. His wife and four children will be travelling overland in support, helping with publicity prior to Terry's arrival in each town. His stated goal is \$50,000 and donations to the trust fund can be sent to P.O. Box 1, Walkerston, Qld. 4751.

Trailertri 680 wins SOMR

Leon Alexander's Trailertri 680 RAINBOW CONNECTION was overall winner of the ATL Composite's Southern Oceans Multihull Regatta in Victoria, Australia. Rod Richard's Crowther 40 AUSTRALIA'S CHILD (formerly VERBATUM) was 2nd, and fastest in the series.

Ed Eppel's brand new F-9A STRANGE DAYS also impressed with surprising speed during the series, according to reports, and then went on to take second across the line in the Round French Island Race, being beaten only by Duncan Sandell's super fast racing tri STANDING ROOM ONLY.



OSTAC now have Folding System Kits in stock ready for immediate delivery. F-9A kit shown.

F-31 BREAKS RECORD IN 1993 SWIFTSURE CLASSIC

The annual Swiftsure Race Washington State, is the major event of the Pacific North West, with a combined entry of over 200 monohulls and multihulls.

Conditions this year varied from 5 to 20 knots and thirty of the biggest and fastest competed over a longer course out to sea. Starters in this division varied from 70' sleds down to F-27s, and included an OSTAC F-31 (FLIPPER) for the first time.

Sailed by John Carson and Mark Schraeder of HCH Marine (206-623-9500), Seattle F-27 and F-31 dealers, FLIPPER easily took line honors in the multihull division by over 4 hours from a 39' custom tri (with a 75' high mast). FLIPPER smashed the old multihull record by 3 1/2 hours, and took 1st on corrected time, while finishing 3rd outright just behind two maxi sleds.

Having just arrived in Seattle, FLIPPER was taken right out of stock, with no knotmeter, no windspeed gear, and no wind indicator! If you would like the full story or want to buy an F-31, then John would be happy to help you.

OSTAC's F-31 was also recently in the Singapore Boat Show, and attracted a lot of interest, particularly after press coverage of its performance in a preceding race. Starting an hour after a large fleet of monohulls, the F-31 overtook and passed all but one.

OSTAC has now moved into larger premises, and their **new address** is 3/925 Nudgee Rd., Northgate, Qld 4013, Australia, Ph. (07) 267-0111, Fax (07) 267-0602.

OSTAC currently has a good stock of Folding System Kits for immediate delivery, and are currently offering special freight rates (even free) to anywhere in the world. This, combined with a Australian dollar at its lowest level in years, is hard to beat.

For Sale: Farrier F-9A, prof. built, Durakore/epoxy, quality materials and gear, launched 92, complete with sails, electronics, and trailer (416) 231-2713 (Ont.)

Wanted: Trailertri 720 - Mike Faudree, Wisconsin (414) 984-3755 is looking for an unfinished 720 (hulls built).

For Sale: F-25A Floats and plans, unable to finish, \$5000, located Arizona, Jim Dell, Ph (602) 282-6715 or (907) 235-7771

Farrier Marine is also moving offices and **new phone numbers** from July 17 are (206) 957-1903, fax (206) 957-1915. Postal address remains the same.

TRAILERTRI is compiled and published by Ian and Alicia Farrier and subscription (air mail) for four issues (usually over 1 year) is US\$6, A\$10, NZ\$12, with all other foreign US\$8. Checks are accepted in all above currencies.
Send to: **FARRIER MARINE**,
P.O. Box 40675, Bellevue, WA 98015-4675