



Special issue for cruisers and builders - No Racing!

New F-9A Design Progressing Well

There are now forty F-9As (new 31' trailerable design, with standing headroom), being built around the world. It has proven to be a very popular design, and builders are reporting back that the construction is fast and easy. There is still some minor work left to do to the plans, but at least they are now 'bus proof' - which means that should the designer get run over by a bus, there's enough plans to complete the boat!

Most advanced private builder is Mike Guthrie in Littleton, Colorado, though Chuck Alldrin of Chico, California is not far behind. Both these boats have progressed so well that the availability of the "Folding System Kit" being built by OSTAC in Australia became the hold-up. Tooling and jiggging up to manufacture this has taken a while, as there are some complex moldings involved. However, OSTAC is now in full production, with 8 sets of beams made, and shipping has begun. A final price has now been established for the Kit, which includes carbon fiber beams, the folding struts, and the Central Mounting Modules. Contact OSTAC for details and availability.

Other builders progressing well, include Richard Roscoe, (England) Terry Dougherty (New Jersey), Warren Chichester (Maryland), Dieter Grewe and Gunter Horstmann (Germany), David Mitchell, (Western Australia) and Otto Stalder in New Zealand. Here in San Diego former 720 builder/sailor Don Schmidtke has now started on his F-9A (Sail #1) and going by the quality of his 720, this could be the "star" of the fleet.

OSTAC's first boat for Dave Mason is also nearing completion, though it is currently under a layer of fiberglass as molds are finished up for the deck and hull. Molds have already been completed for the floats. Bare hulls etc. will thus be available in Australia. Dave's boat is due to roll out the door early next month, and this will probably be the first launched.



Mike and Pam Guthrie's new F-9A being built in Denver. Note the new method of building the main hull in two halves. This has proven to be a real time saver.

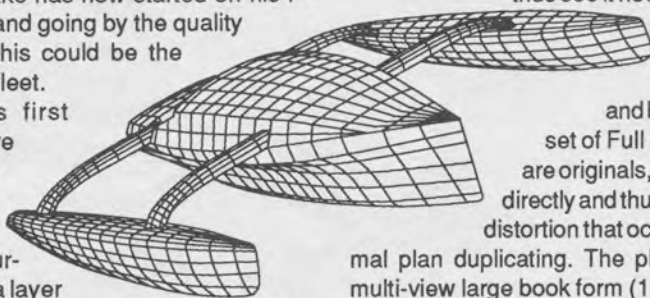
The plans have been a real pleasure to draw, the Mac IIx computer being an incredible tool. The last few years I had not been in favor of doing more amateur plans, one reason being the time required to draw the plans (and inky fingers). However, the MacSurf 3-D hull design program, in conjunction with a general Cad program have solved this. Plans can now have incredible detail, plus most views can be in 3-D. You

thus see it how it is, and this greatly simplifies understanding and building. Each set of Full Size Patterns are originals, being printed directly and thus avoiding the distortion that occurs with normal plan duplicating. The plans are in a multi-view large book form (11" x 17") consisting of over 40 sheets, and this is very convenient to use.

Another new development was the revolutionary new method (patent now granted) of incorporating the Farrier Folding System™. This modular system of in-

stalling the beams and folding system has proved very effective, and cuts out an enormous amount of work. Cost for this system is very reasonable when you consider that you are getting the complete structural backbone of the whole boat, and it will probably save at least 250 work hours, not to mention the peace of mind with professionally built beams.

The strip planking system has also proved a winner, particularly the method of building the hulls in halves, split down the centerline. Floats had been done this way before, but doing a main hull was breaking new ground. Quite a few weeks were spent investigating the possible problems, before deciding to do it this way. It was a nervous time for me, for a while, (I usually build the first boat myself) until both OSTAC and Mike Guthrie reported back that it worked perfectly. It saves on design time, halves the number of frames to be made, allows the deck and cabin to be built as one with the hull, allows much of the interior to be formed before joining, and makes fitting the Daggerboard case a breeze. It is a big relief to not then have to start framing for the deck





Hull now rolled over, and beginning to glass (carbon fiber in Mike's case) the outside

and cabin after building the hull.

One could play it safe, and use traditional methods, but this has been one cause of the general demise of the sailboat industry. Building methods frequently remain the same as those twenty years ago, and many of the designs are old, new innovations being stifled by conservative management, or restrictive design procedures. One must innovate and progress, and this will always be my design philosophy. The alternative is stagnation.

'POTBOILER' in the WHITSUNDAYS

The following is a condensed version of Bob Forster's story on a family trip to the Whitsunday Islands, on Australia's Great Barrier Reef.

For most of us building or sailing Trailertris in Australia, the ultimate cruising dream

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with our boats is to cruise the islands of the Whitsunday Passage. This is fueled by the countless advertisements for charter yachts in the area and the plethora of racing and cruising articles which have appeared in the boating media selling the area as Australia's premier cruising ground. What follows is POTBOILER'S (Trailertri 720) expedition to the Whitsundays to discover the story behind all the hype.

The Wednesday after arrival at Airlie Beach dawned fine and sunny, with the forecast for 20 -25 knot south easterlies. But we decide not to delay and head out into the beautiful aqua waters along the coast

(They are just like the post cards !). The Molle Channel is a hard windward work under reefed main and with a strong ebb tide against us, particularly in the vicinity of Daydream Island. Sandy Bay, proves to be an impossible place to stop because of the turbulent water close inshore and the wind. We are almost out of the channel, so with two or three more tiring tacks we round South Molle and make one long starboard tack through a substantial swell across the Whitsunday Passage to make Cid Island.

We anchor on sand close inshore to Sawmill beach where we discover that all the gear and bedding under the forward hatch is saturated. Lines were rigged to dry our wet gear and Potboiler took on the appearance of a floating laundry. A hot meal restored everyone's spirits and we thankfully settled in for an early nights rest after a tiring days sail.

Thursday : - Much to our disappointment, further 20 - 25 knot south easterlies are forecast. We row ashore and go for a walk down one of the 'National Parks and Wildlife' walking trails to Dugong Inlet where there is an excellent little beach and a good shallow water anchorage for Trailertris.

During the afternoon, the winds ease and we are able to make an easy downhill run with the tide to Nara Inlet. In the afternoon sun, the water here is a brilliant turquoise and it is a delight to sail into Nara for the first time. After collecting a few oysters for dinner, Potboiler is moved towards the mouth of the inlet to a good, shallow anchorage to port over sand and inside the fringing reef. This is well protected and out of the swell.

Sunrise over Nara Inlet is a beautiful sight. The steep rugged hills dropping down



to the Inlet are studded with rock outcrops and stands of hoop pine. The changing patterns of light as the rising sun moves across the hillsides would delight any artist's eye.

Our plan for Friday is to sail to Butterfly Bay on the northern tip of Hook Island. Butterfly Bay is one of those 'must visit' places in the Whitsundays for snorkelling because of the extensive coral formations. The winds are again fresh at 20 knots from the south east. We are making good progress downwind on the western side of Hook Island in flukey conditions when a sudden 90° windshift jibes the main with horrendous power. The traveller car explodes in multiple bits which promptly disappear over the side. I head the boat back upwind in lumpy seas while the main is dropped and some semblance of order is restored.

As we are abreast of Stonehaven anchorage, we opt to head in for lunch and a spot of jury rigging. We anchor over coral and the family enjoys the delights of snorkelling for the first time. While we are there, the big charter trimaran, 'Tingira', sails in and spills more flipped bodies over the side to do a spot of exploring around the coral.

As Butterfly Bay is not far distant, we motor sail there under jib to anchor on the port side of the bay where there is a coral sand beach and the reef drops off steeply with bommies (rocks) everywhere.

The next morning greeted us with overcast skies and passing rain squalls. Needless to say, we were not impressed with Butterfly Bay, nor inclined to stay there. With the jury rigged traveller, I decided to play safe and double reef the main. This proved fortuitous, as soon after leaving Butterfly Bay, a severe squall with blinding rain hit us while passing through the passage between Hook and Hayman Islands. At one stage, our cruise laden boat was reaching at 15 knots under double reefed main and working jib while towing a dinghy! This exhilarating reach was all too short and we soon had to turn into the teeth of the storm. However, the storm passed as quickly as it had descended and the wind abated back to 20 to 25 knots.

Apart from the lumpy seas, the boat was sailing well to windward under the double reefed main. We pressed on and passed a couple of yachts making very heavy going

OSTAC PROFILE



OSTAC Pty Ltd., is the Australian agent for Farrier designs and the licensed builder for the F-9A in Australia, and the F-9A Modular Folding System kit world wide. OSTAC was formed in 1982 by a group of multihull enthusiasts, and has gradually evolved over the years, building both trimarans and a range of catamarans.

Managing Director is Paul Koch, who built his own Trailertri 680 (VAMOOSSE) in 1980/81, and Director of Sales is Mark Helin. A new Division of OSTAC was recently formed from a merger with TRAILERTRI SUPPLY CO and the new division will be known as OSTAC KIT BOATS. Geoff Finegan, the former proprietor of TRAILERTRI SUPPLY CO, will be the guiding hand behind OSTAC KIT BOATS. Geoff has personally built around six Trailertris (even more than the designer), and was the sole agent for Farrier designs in Australia for the last 7 years. Both Paul and Geoff are very experienced sailors and builders. They are convinced that amateur builders will respond most favorably to a knowledgeable company that will supply them with quality materials at a competitive price and a friendly smile.

Tooling Guru at OSTAC for the F-9A is John Davidson. John is a professional pattern maker who originally built a Trailertri 18 during the seventies in Sydney. He then moved to Brisbane, and has since built many more Trailertris (probably more than Geoff or the designer) for various owners around Brisbane. An independent thinker, John will tell you how it is, and is known for his sharp wit. He is a dedicated perfectionist, and the tooling for the F-9A is a credit to him.

in the conditions. We watched them give up and head back into Nara Inlet. We continued on and made Cid Harbor by mid afternoon where we anchored off the sandy beach we had seen earlier in the week in behind James Point.

The following morning, Sunday, we were away early for a short invigorating bash to windward in 20 knots (again!) to make Hamilton Island by 0930 hours. This little jaunt confirmed my finding that a double reef in the main is the only way to go for cruising in 20 knots plus.

At Hamilton Island the first priority ashore for the girls was to find hot showers and a laundry. A look around the resort to see how the moneyed section of the population is surviving (definitely not us!) is also on our agenda. Hamilton is definitely upmarket and the girls are quick to note our very

downmarket status as the smallest yacht in the harbor (but not the slowest, I observe with some satisfaction.)

Monday morning saw us head out of Hamilton Harbor bound for Whitehaven via the Fitzallan and Solway Passes. Compared with our earlier sailing experiences, the 15 to 20 knot breeze was easy going and we negotiated both passes against the current without difficulty.

Once through the Solway Pass, the renowned vista of Whitehaven Beach stretched out before us northwards. It is a beautiful spot to stop and go ashore, although its popularity means that there is a lot of company. Around the corner in Tongue Bay, however, we found good shelter at the head of the inlet, where a Trailertri can sneak up towards the end over a shallow sandy bottom and escape any swell.

**For information on the F-27,
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Our next destination was Chalkies Beach on Haslewood Island, across the way from Whitehaven. We found this to be an even better beach than Whitehaven as we were able to cross over the fringing reef and anchor stern-to off the beach where we spent a leisurely few hours. The fringing reef was an easy swim out for the usual bit of snorkelling. By now we were becoming quite blasé about the crystal clear turquoise water and brilliant white sandy beaches. The winds had dropped out and this was Whitsunday cruising as I had imagined it.

Late that afternoon, we motored around to Windy Bay on Haslewood. This had been highly recommended to us and it is indeed a beautiful little palm lined bay with two sandy beaches. On a future Whitsunday visit, it would be my pick as a delightful place to spend a couple of days. Again, the shallow water close in makes it an ideal spot for a multi. Unfortunately, we had to start heading back towards civilization, so regrettably, we sailed back to Whitehaven as our overnight anchorage.

On Wednesday, a beautiful day greeted us over Whitehaven for our last full day on the water. I have decided to sail the rhumb line between Whitehaven on the south east corner of Whitsunday Island and Pinnacle Point on the north east corner of Hook Island. This will take us close by Border Island and makes a good opportunity to stop off at Cateran Bay, a renowned diving spot. Having left Whitehaven at 0830 hours, we have made good time in the light south easter to make Border Island for morning coffee. We broke out the full main and spinnaker for the first time on the cruise and had the pleasure of leaving a couple of large charter cats far behind.

In Cateran Bay, we anchored alongside the reef for a spot of snorkelling. After lunch, we continued our sail to Blue Pearl Bay (aptly named), and motored in close to the steep rocky shore where half a dozen wild goats were clambering around the rocks.

The next morning it was time for a final swim before heading for the mainland. We had anchored fairly close in to shore below the point where a stand of hoop pines grow above the rock face. The water beneath us was inky blue but crystal clear and we could see the bottom a long way down. Towards the shore, two large bommies, covered in variegated corals, rose out of the depths. These were teeming with fish and provided us our best snorkelling experience of the holiday. I even managed to catch a decent



No racing photos in this issue, as stated, but this one sneaked in of Ian Farrier at a recent San Diego Autocross meeting - it's not sailboat racing! You may have noted a lack of the usual sailing/racing articles from yours truly the last year, but having suffered a little from sailing and sun burn-out after 16 years of sailing almost every other week, the change of pace for a while has been welcome - at least until the next new boat is launched!

fish for breakfast.

The passage back to Airlie Beach in the freshening south easter was a great sail. I was able to ease sheets and maintain a steady nine knots for an enjoyable final ride.

All things considered, the cruise had been a very satisfying one. In our ten days on the water, we seemed to have run the gamut of Whitsunday sailing experience, from weathering storm and blustery trade winds to days of balmy spring weather in idyllic island surroundings.

Even in ten days, there were many inviting bays which we sailed past where we did not have the opportunity to explore. It is definitely

worth a return trip and hopefully, it will be with a more leisurely timetable.

Bob Forster, Burbank, QLD.

New F-24 Due Out Soon

Tooling is now under way for the new Farrier F-24 production boat at Corsair Marine. More detailed news will be in Corsair's own new bi-monthly Newsletter. All subscribers to TRAILERTRI will receive a copy.

There will also eventually be a 'F-A' series version available for amateur builders, using the new advanced building systems and some other unique features.

OSTAC 1991 Trailable Multihull National Regatta

Planning continues to make this the seventh Australian Trailertri Titles the best event ever, with a record number of entries expected. It is being held from Sunday 29th September to Friday 4th October, on beautiful Lake Macquarie, N.S.W. Ian Farrier will be there the last two days, and for more information contact Alan Murray, Trailertri Tramp Assn., of N.S.W., 1 Rees St., Wangi Wangi, NSW 2267, Ph. (049) 752-604.

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We said we would not publicize any race results in this Newsletter for a change, but we lied! Sackville Currie reports from Japan that he took line honors in the 1991 Double Handed Oshima Race around the Islands in Japan. Sackville, sailing his F-27 FOLLOW ME, was first over the line, followed by the 48' IMS racer CONTESSA 5 minutes later, with CALIFORNIA DREAMER, a new U.S. built 50' ULDB costing over US\$1,200,000, a further 8 minutes behind. FOLLOW ME cost 1/25th of CALIFORNIA DREAMER. Not a bad effort from a fun family cruiser

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The Farrier design office has recently moved and the new phone numbers are (619) 656-0025, fax (619) 656-0024.

The TRAILERTRI Newsletter is compiled and published by Ian and Alicia Farrier and subscription (air mail) for four 4 page 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 Ian Farrier, P.O. Box 7362, Chula Vista, CA 91912