



# TRAILERTRI

The Newsletter for all Farrier Designs

by Ian Farrier

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## New F-24 Blitzes Fleet to Win in Australian Nationals

The new production F-24 Mk II was the surprise of the 25 boat fleet taking part in the 1994 OSTAC Australian National Trailerable Multihull Regatta in late September.

Four divisions raced, Division 1 being for the original Trailertris and Tramps. Division 2 was the open division, and included 3 Grainger 075 trimarans, an MTB920 tri, RAPID RIDE (the prototype Grainger RAIDER300 extreme racing cat and scratch boat), a Dragonfly 26, Windrush 700, Farrier designs such as an F-31, F-25s and Geoff Berg's newly launched F-24 Mk. II MASTER BLASTER. Division 3 was for the not so serious laid back cruising sailor while Division 4 was a special division for larger non-trailerable multihulls.

The sailing started with a 'warm up' Invitation Race which was won on corrected time by David Eban's Tramp EGRET, taking the Farrier Trophy, with Fred Gan's F-31 OSTAC TRIUMPH taking line honors.

The first two championship races were run in relatively moderate conditions, with the still untuned MASTER BLASTER quickly showing it was a boat to watch, by leading the series, along with Allan Murray's modified Trailertri 720 BLADERUNNER. The 3rd race sorted out the fleet with 30 to 40 knot winds, gusting at times to over 50. RAPID RIDE declined to start, and many boats retired with damage, mostly minor, but one 075 had to retire from any further racing. The F-24 revelled in the conditions, carrying full sail, to pip Kim Mitchell's MTB920 MAD DOGS TIP TRUCK at the last minute to take 3rd over the line just behind OSTAC TRIUMPH with Gordon Myer's well sailed 075 PEREGRINE sandwiched in between.

The following races were more sedate, though Race 5 was a sensation with the diminutive F-24 improving rapidly to lead much of the way, only to see RAPID RIDE just snatch the lead at the line by seconds.

A strong wind warning was out again for the deciding Race 6 and MASTER BLASTER once again revelled in the conditions to take 3rd across the line and another win on handicap.

MASTER BLASTER thus took the open division series overall with four firsts and a second. BLADERUNNER was 2nd, and OSTAC TRIUMPH took 3rd. Daryl Dorset's radical RAPID RIDE took overall line hon-



F-24 Photo by Mark Toia

ors as expected, while MASTER BLASTER was a surprise at 4th fastest, behind three 30 footers, and ahead of all the bigger Grainger 075s and Dragonfly.

Division 1 double went to Rob Ridley's Tramp WET-N-WELCOME, with Julie Munroe's Tramp FLYING FOX second and John James's Trailertri 720 JUST MAGIC third. Division 3 double went to Dave Pamplin's Trailertri 680 EXODUS continuing a remarkable record, while David Solomon's catamaran DUAL FORCE also took the double in Division 4.

I was also rather surprised to receive a beautifully designed wall plaque at the prize giving from the Queensland Trailertri Association, congratulating me on 20 years of successful boat design. This was unexpected and appreciated and I thank the Association for this very thoughtful gesture. I would also like to thank all Trailertri owners world wide for their involvement over the years, particularly those early builders who risked building what was a radically different boat in many aspects.

All my new designs have originated from a vast amount of experience, much of which has been contributed by Trailertri builders and owners over the many years. This combined practical experience has been a very important part of my designs' success.

## OSTAC Takes Over Corsair

Paul Koch, owner of OSTAC Yachts (Australia) Pty. Ltd., took over Corsair Marine earlier this year, in a surprising, but welcome development.

Corsair had gone in other directions the past few years, while OSTAC had been setting the pace in Australia with the F-31 aft cabin and the new aft cockpit model.

I resigned from Corsair Marine in 1991 to concentrate on design, having established Corsair's F-27 production and quality systems while Vice President from 1984. Corsair's previous owner John Walton and new management then preferred to do things differently, modifying my designs, and attempting to develop new boats of their own. Nothing new eventuated, while Corsair's modified designs such as the first F-24 and the TPI 31 have now been discontinued.

I will remain an independent designer, but look forward to a better working relationship with Corsair. The crew at OSTAC have always followed my plans, and cooperated closely with all design changes. Results, such as the new F-24, have been excellent.

The exclusive rights to my production designs held by Corsair also expired just before OSTAC's takeover and though Corsair remains the sole licensee for my full production boats, MPG Marine Components

have now also been licensed to offer a specialized kit version of my F-25 design in North America.

Having two independent companies build my designs in the U.S. is new, but it offers benefits to the consumer as a little competition is always good for both manufacturer and consumer, and the variety of designs available can be also greatly increased.

## F-24 Mk II Offers Excitement and Practicality

After Corsair's takeover, it was decided to restore the F-24 back to my original simple design concepts. Corsair's previous management had redesigned the initial F-24, with unapproved changes, whereupon I had ceased involvement. The result was still a very capable boat, but the changes and many added features made it very expensive and difficult to build.

With OSTAC now in control, I agreed to become reinvolved and the F-24 Mk II resulted. The retooling was done by OSTAC in Brisbane in their usual efficient manner, and a number of new improvements were incorporated.

Cabin roof was raised for more headroom inside and the added flush sliding hatch was replaced by the more practical 'pop-top' as used in all my other trailerable designs. This allows standing headroom for overnighting, rather than taking away interior space. The interior reverted back to the original layout of two single quarter berths each side, and one roomy double forward. This gives a very simple and light monocoque internal structure, and a more practical sleeping layout. Galley option is a removable modular unit that can be located anywhere in the cabin. Centerboard was replaced by a more efficient daggerboard.

Mast is now rotating as originally intended, and this, along with a new square top mainsail and blade jib boosts performance considerably, particularly downwind reaching. A screecher that can be used to windward in light airs eliminates the genoa, and an asymmetric spinnaker completes the sail wardrobe.

The F-24 Mk II now has a much lower entry level price, and a finished weight of around 140kg/300lbs lighter. It is intended to be an affordable, all round safe cruiser for family fun, while remaining a low budget 'one design' racer with outstanding performance. It represents excellent value and the easiest and quickest way to get afloat on a trailerable multihull.

Twelve had been sold in Australia by early October, - a surprising number for the recently depressed Australian market, and even more have been sold by Corsair in the U.S. The F-24 is now reaching its full poten-

tial, and the Mk II is one of my most promising and exciting designs. It could be the pace setter for years to come.

For more information on the F-24 Mk II, F-27, or F-31 contact Corsair Marine, Ph (619) 585-3005, fax 585-3092, or OSTAC, ph. (07) 267-0111, fax 267-0602.

## F-36 News

The F-36 plans have been delayed by other projects, such as the unexpected F-24 Mk II major design revision for the new Corsair Marine, and work on the kit F-25C.

However, work has still progressed and all drawings relating to the floats, main hull construction, and interior are finished, along with the beams. The final miscellaneous details are now being completed, and the most advanced boat now has floats and main hull complete.

New design developments include safety features such as a built-in escape hatch and an inverted living capability. Escape hatches are compulsory on offshore racers and these have been found very practical for other purposes. They make a convenient opening port to transfer supplies directly inside from a dinghy under the nets, while also providing extra light and ventilation.

Another new optional feature is a bow wing. This is a little like the canard wing on modern aeroplanes, but has nothing to do with being a wing. It instead solves a common problem of trimarans - the narrow foredeck makes anchoring awkward. Bow rollers don't work well (poor access) and it can be a struggle to get the anchor over the side clear of the bow and pulpit.

The wing gives more bow net area forward, and will readily accept the anchor line. Se-

rious cruisers can also store the anchor on the wing itself, ready for instant use.

Note that the F-36 is a demountable design for occasional road transport. It is not for weekend trailering as it could take a day to put on a trailer. It's intended for transporting home for winter storage, to warmer waters, or coast to coast cruising without having to use the Panama canal.

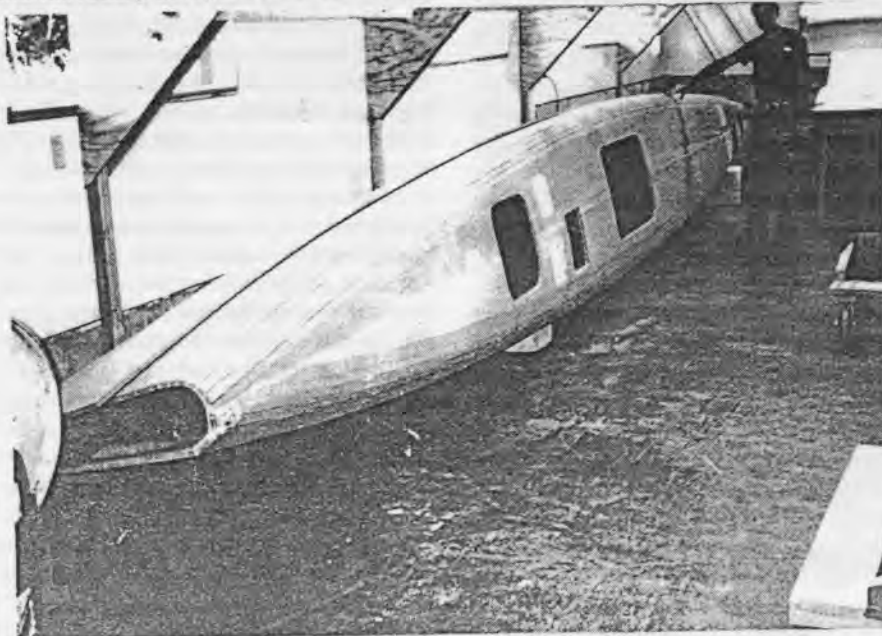
A folding version may be a future option, but this is not definite as yet.

## New F-25C Kit Boat offers Pure Excitement

The F-25C kit project was originated in Denver by Mike and Pam Guthrie, the first to build and launch an F-9A in the U.S. Mike and Pam had trailered/cruised their F-9A around the U.S. for a year but decided they wanted something smaller for local lake sailing. A few friends and ex Hobie sailors agreed, and the F-25A design for amateur builders was chosen. A cooperative effort by eight builders then evolved, and an ultra high tech and very high performance one design racing version of the F-25A was developed, in conjunction with myself. MPG Marine Components was then formed to market the F-25C as a kit boat.

I have never designed a pure racing boat, as they represent a poor investment, due to lack of room and subsequent low value once their racing days are over. I have instead concentrated on design efficiency to achieve a roomy, but fast boat and the success of this approach has been well proven by the F-27 and F-31 frequently winning against specialist racing machines.

However, a roomy, structurally strong boat, capable of taking line honors in any



Scott Webster's nearly completed F-36 float, being built by brother Andy in Everson, Washington. Construction is foam strips and workmanship is superb.



fleet, and in any conditions, has always been of interest, and the new F-25C is such a boat. The formula, is to take a good all round design like the F-25A and build it from the very latest aerospace materials with technically advanced methods, to achieve the lightest sailing weight while optimizing rig and sail plan for performance.

The F-25 is built from vacuum bagged epoxy carbon fiber balsa core composite, which is then fully oven cured for maximum properties. The resulting weight of the finished hulls is without equal, and just two people can lift the main hull and deck. The finished bare sailing weight looks to be in the range of 600kg/1300 lbs or less. Even though this is incredibly light, the structural safety factors remain the same as all my other designs, for a robust, durable boat.

Mast is a tall rotating wing section, while the sail plan has been re-worked for maximum performance by U.S. Olympic medalist Randy Smyth (who has now taken delivery of his own F-25C kit). Power to weight ratio is very high, with a higher risk of capsize, and this rig is definitely not suitable for inexperienced sailors, or extended offshore sailing. Wind capsize force with main and jib is around 23 knots compared to the F-24's more conservative 30 knots. However, the smaller F-25A rig is an option for cruisers, or early reefing is advisable.

To avoid high development and production costs, the F-25C is only available in kit form, and this keeps the price for such high technology at a reasonable level. Assembly and painting is required, which is not for everyone. As a kit boat, more options are possible, with different interior layouts (or none at all), and either a daggerboard or centerboard can be fitted. Interior room is excellent, being identical to the F-25A.

The F-25C could be the fastest trailerable multihull in the world and a potential line honors boat in just about any fleet. Twenty two F-25Cs have now been delivered, and there is a backlog of orders.

Current F-25A plan buyers can convert to the F-25C if wished.

For more information on the F-25C contact Mike or Pam at MPG Marine Components ph. (303) 274-2259, fax 274-4457.

## SAFETY

Sailed poorly, any sailboat can capsize, and my designs are not immune from this. However, most capsizes happen while racing on the limit, as a result of a crew decision to take risks. Sail safely and responsibly, and the risk can be virtually eliminated. With over 1000 Farrer designs now sailing even a low 1% capsize ratio would mean 10 capsizes a year. However, the capsize rate actually appears to be averaging around 0.03%, for racers, whereas a rate more like 0.001% applies to cruisers.

The F-27 TRIHARDA was capsized late last year in England, and was one of the few that have done so while not racing at the time. It was a racing boat however, with an experienced crew, and the capsize occurred in gale force winds while running against a strong spring ebb tide in the Needles Channel, notorious for its steep waves in these conditions. One skipper of a large 'round the world' racer had stated the worst seas he had ever seen had occurred in this area.

Some questioned why the boat chose this entrance, with its reputation, as there apparently is a safer alternative. However, the crew were experienced, with a number of successful offshore races and wins, and had confidence in the boat. TRIHARDA was running goose winged with reefed main and full jib. Speed was 10 to 15 knots, with bursts to 19. Skipper was sitting on the coaming, but slipped across the cockpit, moving the tiller to leeward, causing a broach, and neither the main or jib was released, due to the skipper falling onto the crew (sitting on the leeward side).

After capsize, the biggest problem was no flares, cutting gear, or VHF radio in the safety compartment for this purpose, and accessible when capsized. However, these were passed out by one crew member who went inside the boat, to stay in apparent relative comfort, though spending 6 hours inside without easy access to the outside

eventually became traumatic.

Rescue was achieved with only moderate damage, though special efforts had to be mounted to get the inside crew member out, due to rigging tangles etc. underwater. The conclusion, besides not taking unnecessary risks, was that safety gear should always be carried in the emergency hatch, and an inverted escape hatch is a major safety and comfort feature on any boat venturing offshore. The crew outside were safe and comfortable, but felt a night on board without easy access to shelter inside could have been a major problem.

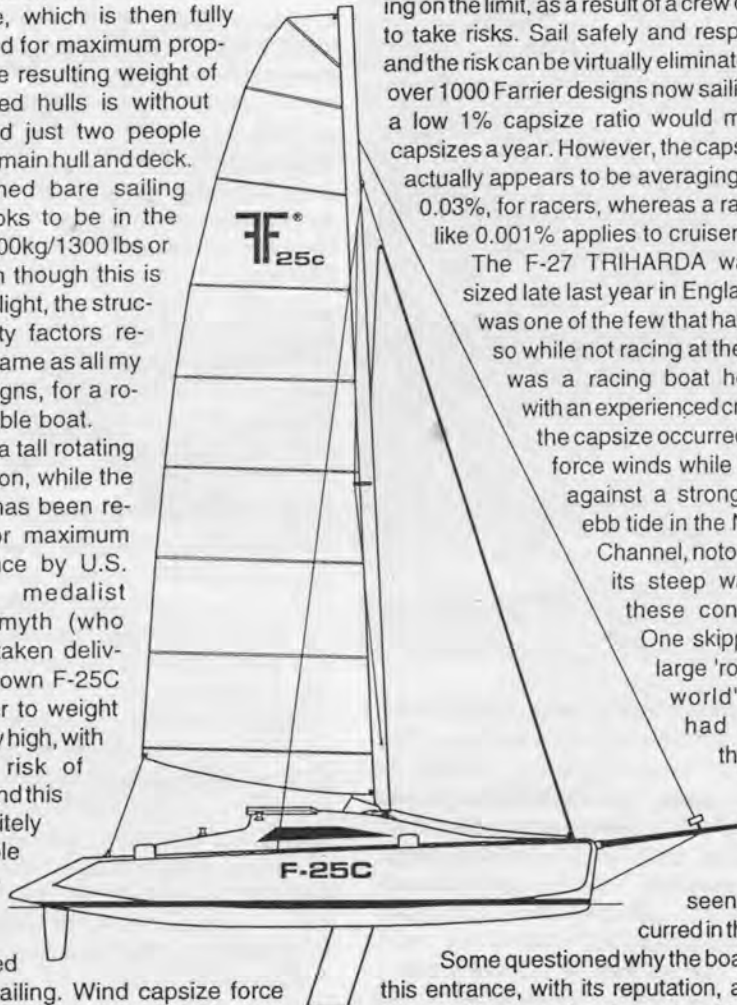
A number of monohulls and lives have been lost this year, but as with multihulls, this is actually only a very small percentage of the total number sailing. Sailing is safe, but as with most activities, there are risks, so never be complacent. Always be prepared for the worst, and **always** carry safety gear in the proper compartment.

## Notes and Changes

**F-27 owners:** Note that any sponginess or movement underfoot of the beam tops should be checked and remedied. This softness can result from voids in the foam inside, and such voids have been found in a few boats built by Corsair during the later part of 1992 or early 1993. Cause may have been due to a bad foam batch or mixing. Beam tops should normally feel very solid, and any significant voids will show up as obvious movement under foot. If the voids are large enough, the beam top can flex and buckle, to eventually crack, which is then a serious problem. Any voids are easily fixed (contact Corsair or your dealer) and this should be done as soon as possible. Steps have been taken to eliminate this possibility on all later boats, with new foam metering and mixing equipment, and other safeguards.

**Always Bolt Beams Down:** Earlier designs up to the F-27, could be sailed without bolts in the beams. It was always fun on F-27 demonstration sails to have someone ask how strong the beam bolts were, and answer by taking them out to check. However (unfortunately), this shouldn't be done on later designs due to a slightly different folding system and beam geometry.

If bolts are left out, sailing loads can actually force the inner beam ends upwards slightly, transferring the load to the Upper Folding Strut, instead of to the compression pads as designed. These later struts are not intended to take the full sailing loads and the Upper folding strut mounting points can be damaged. This does not threaten the boat's structural safety, but repair can be expensive. The beam bolts actually remain structurally of minor importance, their only purpose being to hold the beams down in



## F-9A wins Show Award in New Zealand



Ken Wood of Timaru had just finished building his F-9A SHEENA in New Zealand, when he was asked to display it at the Christchurch Boat Show. SHEENA was then voted Best Yacht in the Show.

the correct position, and bearing against the compression pads.

**Compression Pads:** F-Series owners should regularly check that the plastic compression pads on the inner ends of the beams are properly in position and fill the near vertical gap that may exist between the end of the beam and the pads on the hull. If any inwards movement is allowed here, the full compression load on the beams is again directed through the Upper Folding Strut mounting points as above, with the possibility of damage. Note that this gap will vary from boat to boat, and sometimes a compression pad may not be required.

**Racing Rig and F-9AX:** These don't go together, as F-9AX builder Colin Wartman recently reported. The spreaders come down on the aft beams when lowering the mast, and while the spreader width has been kept just wide enough to go between the normal F-9A beams, the beams are closer together on the F-9AX. Ouch! However, there is a solution, and any builders of such a combination should contact me.

**New Building Method:** Two new and alternative methods for foam stripping have now been developed, and these offer considerable weight and cost savings over wood strips, wood having increased so much in price recently. Details are included in all Plans and Study Packs.

## Marlay Point 1994

Dean Snow's F-9A TRIDENT continued its winning ways by taking both line (new record) and handicap honors in the 1994 Marlay Point Race - the biggest trailerable yacht race in Australia with 371 entries. Conditions were rough, with 102 retire-

ments, 20 masts were broken, and 10 monohull yachts were capsized, abandoned or sunk, with 4 crews requiring rescue.

The F-9A and other multihulls loved these conditions, and only one multihull retired, by sailing inadvertently up a bank (it's a night race and does get interesting at times).

### FOR SALE

**F-9A**, best material and gear, prof. built. Main/jib/spin, Navico inst., VHF, GPS, Autohelm 2000, solar, trailer Matthew, (705) 361 3967 Toronto

**F-9A parts**, Sparcraft mast, boom, standing and running rigging. Set 'trick' Doyle sails, furling genoa, Cruising Design furler, spinnaker, rudder stock, bow nets and tramps, Lance or Chuck (916) 893 2171 or (916) 899-1835 CA.

**F-9A**, Dave, Miami Beach, (305) 931 2656

**F-9A**, foam/carbon aft cabin, Sparcraft tall rig, Smyth Sails, Anderson deck gear \$124,500/offer sailaway or you finish for less? Lance or Chuck (916) 893 2171 CA.

**F-9A**, great boat and great sailing but sadly, must sell, John (604) 881 2436 or 361-7031 B.C. (Canada)

**Trailertri 720**, incomplete, floats, beams and folding system Bob (804) 623 8742 VA.

**Trailertri 720**, Best offer, recent awlgrip and anti fouling. Scott (613) 731 7222 Ot-tawa,

**Mold for making 680/720 fiberglass beams.** \$400, Over \$600 invested, call evenings Dick, (614) 792-6596 OH

**Tramp**, Pete, Oregon (503) 935 3311

### WANTED

**Trailertri 18, 680 or 720** fully or partially completed. Gary (206) 392 1416 Seattle.

**Trailertri 720/25A**, used or unfinished or other, ph/fax (609) 795 5263 NJ

## IMPORTANT CHANGES

With current commitments to new designs and production boats, the time available for this Newsletter has become very difficult to find. Thus it will now gradually revert back to its original concept of a complimentary Newsletter for builders only. No further subscribers will be accepted, and current subscribers are welcome to request their subscription balance to be returned if they do not want to receive a more building orientated newsletter. You can determine how many issues you have left by the expiring issue number at the top right on your address label (#54 and above).

Particular thanks are due to all subscribers for supporting TRAILERTRI - some have stayed with us for over 20 years. The \$6 subscription has stayed the same too!

Corsair's more comprehensive Newsletter the TRIBUNE will continue, covering all sailing orientated activities, including design news and articles by myself. Subscription rates for the TRIBUNE are US\$10 per year, US\$15 foreign, from Corsair Marine, 150 Reed Ct., Chula Vista, CA 91911, U.S.A.

## Plans To Be Discontinued

Plans for amateur builders were recommended after they became the only way to have my designs readily available on all markets, and it proved to be very successful with the F-9A/F-31, similarly the F-25/F-25C and now the F-36.

However, now that Corsair Marine is back on track, with an excellent range of my latest designs, the need for plans has been reduced. Production or kit boats are the easiest and quickest way to go sailing on one of my designs, and servicing plans is now taking a lot of time, which is better being redirected towards more production or kit boats, and their improvement.

Accordingly, sales of all plans, where there is a production or kit hull equivalent, will cease after December 10th. **The only plans then available will be for the F-25C Kit and F-36.**

Therefore this will be the last opportunity to buy plans for the F-25A, F-9A and F-9AX, the Trailertri series and Command 10 plans having already been discontinued a while ago. **Any F-25A or F-9A Plan or Study Pack orders postmarked later than December 10th will be returned.**

My backup service for all builders will continue unchanged, and availability of the Folding Systems will be guaranteed for at least 3 years or until no longer required. These and other parts will remain available through OSTAC or myself. Contact me if you have any questions.

Best regards - Ian Farrier

### FARRIER MARINE,

P.O. Box 40675, Bellevue, WA 98015,  
Ph. (206) 957-1903, fax 957-1915