



First F-25C Launched



What is probably the most technically advanced and spectacular cruiser/racer production multihull has now been launched and sails beautifully.

Mike and Pam Guthrie of MPG Marine Components trailered the prototype F-25C Ms LEADING II from Denver to Pensacola, Florida, for the occasion. It towed perfectly and there was no sway, even in 40mph cross winds.

Cold weather delayed the launch but on

February 10th, Ms LEADING II slipped gracefully into the water to be then moored in Randy Smyth's backyard marina - Randy is also assembling his own F-25C.

Initial sail was a revelation, with Mike and Pam first opening the screecher to see 10 knots with just 9 knots of true wind. Trying the boomless mainsail alone then gave 9 knots. Unfurling the screecher instantly resulted in 15.5 knots on a hard plane! The goal had been a boat that could plane in just 8 knots of true wind, which had been achieved, and more so.

The next few days saw a lot of tuning and set-up work, with Randy's help. Helm was almost neutral, with a slight touch of weather helm as is usual, changing to slight lee with the screecher, as expected. Being ultra light the F-25C floated very high, but did not feel overpowered, even in the stronger winds. Gusts were simply absorbed by remarkable and exhilarating acceleration.

Winds were generally moderate but top speed reached was still 18 knots under screecher at 40 degrees apparent. The F-25C can now be rightly claimed as one of the fastest production cabin sailboats, if not the fastest, in the world.

Surprisingly the F-25C also did 13 knots under power with a 9.9HP motor, which is quite exceptional. Sailing weight was

F-27 Honored in Magazine Poll

The F-27 was given honorable mention in the January 1995 issue of SAIL magazine, as a result of a poll of America's most notable yacht designers. It was listed alongside such boats as the Laser, and AUSTRALIA II as having had a significant and positive effect on sailing in the last 25 years.

All builders and owners can also take credit as this would not have happened without your decision to buy what were once unusual, even 'way out' designs, and your active support and contributions over the years.

The F-27 continues to set the performance standard for all trailerable multihulls, recently winning on handicap the 1995 Fort Lauderdale to Key West Race. The leading F-27 (Eric Ahren's JUST RITE II) was only beaten over the line by the 40 foot wing masted Newick tri GREENWICH PROPANE. The four leading F-27s also left two factory backed Contour 30s well behind in their wake.

Even though now a ten year old design, there is little I would change, it being such a well balanced and all round proven performer, and it remains a pacesetter on the race course.

1780lbs, including all sails, gear, and the 9.9 HP engine. Note that Hull # 1 is actually 80lbs heavier than the production hulls, so the bare weight of the production F-25C is thus in the 1500lb range.

Over 50 orders have already been taken for the F-25C and 22 have now been delivered. It is intended to be a strict one design racer, and an owner's association is becoming active to formulate class rules.

Note that the F-25C is only available in kit form to keep the cost low, and there is currently no builder who is authorized or endorsed to provide a fully finished production version. Such a boat would actually cost in excess of \$80,000, due to the F-25C's ultra high tech and specialized nature. Thus a production F-24 Mk II or F-27 could be a more suitable choice for those who don't really need such speed or cutting edge technology as embodied in the F-25C.

U.S. Nationals

The first U.S. Corsair Nationals for all Farrier designs will be held at beautiful Pensacola Beach, Florida, May 19 - 21.

Sponsored by Pensacola Beach Yacht Club, in cooperation with Corsair Marine, Farrier Marine, and the Smyth Team, this could be one of the biggest multihull sailing events ever.

All Farrier designs are welcome, including all Corsair models, Formula F-27, F-25C, and all plan boats such as the F-9A. Come and see the different boats and how they perform. Notice of Race is available from Corsair Marine. See you there!



Scott Webster's first F-36 main hull port half, near completion. Cedar strips are being used above gunwale for wood appearance, foam strips below for lightness

THE NEW F-24 Mk II

An owner's view *by Martin Kilpatrick*

It was no surprise to my friends when I purchased plans for a Farrier F-25A early 1994. I wasn't sure if I wanted to build another boat, after completing SIDEFX (Trailertri 680) in the 80's, but the F-25A had everything I wanted from a new boat - a yacht very much like the last, except a newer design, lighter, more user friendly, and of course faster.

Before building could start, I had to extend the shed, but not long after demolishing the garden around the soon to be extended carport, I had a phone call from Bob Forster at OSTAC to tell me of the new F-24 Mk II they were setting up for production.

My partner and I did a few quick calculations and with the cost of the car port extensions, boatbuilding materials, and the time required to complete the F-25A, we couldn't get a deposit down soon enough. And this was before the first F-24 Mk II had been launched.

After seeing how the boat went at the 1994 Australian Nationals I didn't need a test sail. We saw her at the start and then she was gone. The results told all.

I picked up SIDEFX TOO the week after the Nationals, and trailered her back to Canberra after our family holiday in Queensland.

I was very impressed with the way my new yacht was presented by OSTAC, the hulls are beautifully molded, and carefully assembled, and all fittings and ropes are of high quality. The boat, rig, and trailer set-up looked great as a package, and towed well.

My boat came with nothing inside except for the forward double bunk and a settee down each side of the cabin - big on space but low on storage compartments. Over the last few weeks we have fitted settee backs, which provide a comfortable back rest and storage space behind.

To the left of the daggerboard case and raised off the bottom, I've built a battery/tool box, and to the right a weekend size ice box. I intend to build a removable galley unit on tracks that will slide up under one of the cockpit seats. OSTAC have since completed molds for the F-24 interior, so it will be interesting to see what they came up with, compared to what I have built.

Full marks to Ian Farrier on the interior. The cabin is long and free from bulkheads, with plenty of full sitting headroom for 6 adults, and with the pop-top up, moving around, in and out is easy.

The mast raising system works well, and a ten year old could rig it with ease. I take about 25 minutes from arriving at the ramp to sailing away with two people working.

The unfolding time, which includes tightening the bolts, is about two minutes, and is fool proof, a real credit to Ian Farrier.

Like the old Trailertri 680, the F-24 runs straight and fast, while being extremely responsive to her helm. With minimal heel, working on deck is effortless, and tacking is easy and efficient.

Overall, the boat is easy to rig, unfold, and a dream to sail. She hammers to windward, and looks a lot safer than any monohull yacht of the same size. Her performance is brilliant and is faster than we expected. Anyone will be thrilled with her

performance and use ability.

The F-24 Mk II is now available from both Corsair and OSTAC. However Corsair does have an order backlog with the next available deliveries not until early June. Thus to ensure a boat for this summer, order quickly. This also includes the F-27 and F-31.

F-36 PLANS NOW FINISHED

The F-36 plans were finished in December, and the most advanced boat is probably now Mike Henning's in South Africa. Mike expects to have his launched in April.

Nearby in Washington State, progress continues on Scott Webster's F-36 with one hull side now planked and bulkheads fitted.

Other F-36 starters include Jim Postlewait in Hawaii, Jim Van Den Berg in Wisconsin, and Howard E. Memmer in California.

As previously noted, trailering the F-36 is not intended to be a frequent occurrence, as with the F-27 etc. The F-36 is a large ocean going boat, and could take a full day to disassemble and put on a trailer. 'Demountable' is quick and easy to say, but even the smaller demountable trailer sailers take a considerable amount of work and quite a few hours to trailer.

The minimum number of people required to demount is probably four, and a crane will be required to raise and lower the mast. This can be done on the water, prior to haul out. However, it will probably be possible to set-up for single-handed demounting, or if in a remote area, provided special handling systems are setup.

This would include a pivoting mast step and mast raising/lowering system as used on the trailerables. Prior to lowering, the mast and boom can also be used as a gantry system to lower and move the floats.

F-36 PRODUCTION VERSION?

There have been many enquiries about this, and cost would be in the \$200,000 to \$250,000 range, which would be competitive with similar size and quality catamarans. However, prior to committing to tooling up for such a boat there would first have to be a reasonable amount of serious interest, to justify the capital required.

Thus if you are interested in a quality full production F-36 (folding or unfolding), and willing to make a refundable 10% deposit in the future, then please let me know.

F-36 PLAN PRICE

The F-36 plan price has been at an introductory level while plans were being drawn and developed, but from from **April 15th, 1995**, the price will be US\$4,500.

This will bring them into line with similar size 'state of the art' plans from top monohull designers. Custom plans for this size

boat can easily reach over \$25,000.

There's actually considerably less design work in monohull plans, and being a monohull sailor from way back this occasionally even causes me to think about designing a mono.

But then thinking about the multihull's sailing performance, the spacious level decks, the unsinkability, exhilarating acceleration, and overall sheer fun soon overcomes such tendencies. Once multihull stability and handling is experienced it is hard to go back.

The F-36 will also have a considerably higher resale value, the monohulls having to contend with a well saturated used market.

F-36 BOW WING

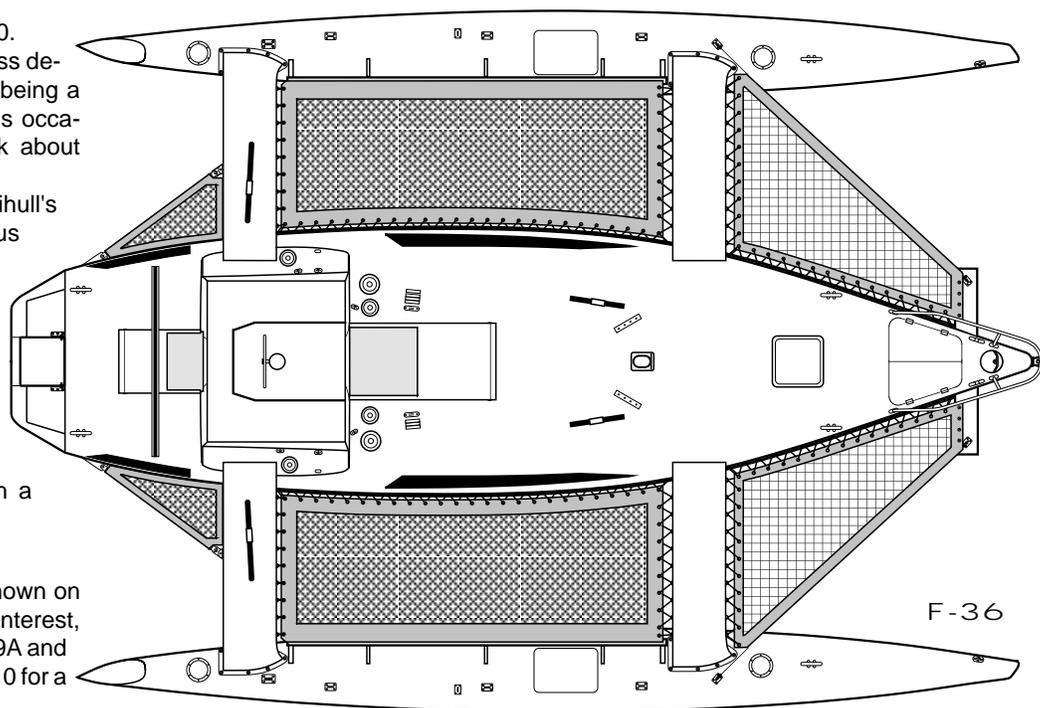
The optional F-36 bow wing (shown on right) has aroused considerable interest, and it can be incorporated in the F-9A and F-25A. For more details send US\$10 for a simple guide sheet now available.

DESIGN NOTES

Extreme wide beam is frequently promoted by some fellow designers, and while it can have advantages in radical racers, I believe it is a mistake in high performance all round cruiser/racers.

Wide beam is important, but extreme beam eventually becomes a liability with increased windage, weight, and docking problems. The rig then needs to be bigger to overcome the extra windage and weight, while adding more windage and weight!

The boat can then be slower to windward, and unbalanced, with fore and aft stability becoming considerably less than sideways stability. Pitch poling can then become a major problem particularly with



very narrow hulls.

This can be seen in photos of extreme racers which are frequently sailing bow down, whereas F-Series designs tend to sail bow up. While low fore and aft stability may be an acceptable extra risk in racers and skilled hands, it is not for cruiser/racers.

A demonstration of this was witnessed while racing an F-31 three years ago. A narrow hulled extreme beam racer just in front suddenly submerged its bows and almost went over in only 15 knots of wind. We had to bear away to avoid colliding with the near vertical hulls. The more balanced and buoyant F-31 was not being pressed hard at all in the moderate winds, and was still faster overall than the racer concerned.

One reason the F-31 won the 1992 Australian Multihull Championship Series was its ability to carry the spinnaker all the way in the rough Brisbane to Gladstone Ocean Race, whereas others had to slow down. Its ability to go faster to windward in heavy conditions was another key factor.

For more stability, go larger, stability increasing surprisingly more in proportion. The 15% larger F-31 for instance has 72% more sideways stability than the F-27, with more fore and aft stability to maintain the correct balance. The ocean going F-36 is then a whopping 116% more stable than the F-31, even though only 16% larger.

BUILDING NOTES

F-25A - a couple of improvements for the unique sliding pop-top. The pivot points in the hatch coaming should be moved down 6mm (1/4) to give more clearance for the mechanism. The 6mm (1/4) plastic bearing pad should also be plywood, or a more abrasive material, and diameter increased from 50mm to 75mm (3") The plastic has proven too slippery, making it hard for the wing nuts to hold the pop-top in the upright position. Ply worked well with the early Trailertris, so I don't know why I tried to improve it!

The pivot hole in the lower end of the al. square tubes should also be moved up 6mm to be 32mm (1 1/4) from lower end.

MPG have come up with a very innovative low cost alternative fabric hatch. This depends on accepting the philosophy that should some one want to break into your boat they will do so regardless of a solid hatch with a padlock. So with a fabric hatch, there will at least be less damage.

MPG's hatch is formed by two remov-
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Scott Webster's completed F-36 floats, with builder's Andy and Mark Webster



David King has now launched his Farrier Command 10 (33') in Canada. Looks a beautiful boat

able fiberglass hoops, which keep the fabric in shape. Hard to describe, but it looks great, is very effective, streamlined, and is very light. I was impressed. Contact MPG for details.

The F-25A rotating mast step, incorporating internal halyards, is also used for the F-25C and works extremely well. However, note that the vertical part of the Rotator bracket should be 10mm (3/8") plate not 6mm (1/4"). Pivot arm spacing then matches the mast step when rotated for raising mast.

MPG also now have a unique pre-wired switch panel for the F-25C, with the boat outlined and incorporating indicator lights.

F-9A: If mounting the mainsheet track on top of the Aft Beam C.M.M., an extra layer of DBM1208 tape, 150mm/4" wide, 600mm/24" long should be fitted each side of the bulkhead underneath the top flange, to absorb the extra load from the mainsheet.

WHICH BUILDING METHOD IS THE BEST?

No one method can claim to be perfect for every situation. However, strip planking is now chosen and preferred by 90% of all designers and custom builders. It is the most versatile, the quickest and easiest method when all aspects are considered.

Hull shapes are not restricted, or indeterminate, and the result is a clean stringerless finished hull, for more interior room. Interior finishing is simple, without numerous crevices and moisture traps that occur when stringers have to be added.

Building the hulls is only a small part of the time involved in building a boat, so in reality any time saved here has little effect overall. It is still however important to choose

the best method, and for an unbiased opinion, ask any professional builder which method they prefer, particularly the builders sometimes recommended by promoters of obscure 'quick and easy' methods.

WHICH DESIGN?

There are many unique and interesting multihull designs available now, and the choice is getting harder. But after determining needs, one of the most important factors when choosing any design is resale value. In reality, similar size designs will cost about the same on average, and take about as long, if built to the same standards. If one design has a resale value 50% lower than another, then it is not a good investment. Non-folding trailerable boats can have a resale value half that of a Farrier folding design, and be very hard to sell.

Construction method is also important, with foam core probably having the best

BEAM TEST

MPG recently set-up an F-25C beam and test broke it. Not easy to do and quite a bang as can be imagined.

Such tests are important for establishing actual strength and mode of failure, as there is little test data available on such carbon fiber composite beams.

The beam performed better than expected, taking over 13,000lbs to break - strong enough to take on the proverbial truck. It failed where predicted, and the data obtained will enable all F-Series beams (which all use the same safety factors and design principles) to be further refined and improved.

resale value, followed by Duracore® and then cedar strip planking. Unusual building methods can also be a major drawback when selling. The 'For Sale' columns of multihull magazines can help determine relative resale values.

It was noticed recently that another U.S. designer was claiming that the Farrier Folding System™ may be used in his designs. This is untrue, as provisional permission was withdrawn in May 1993 as a result of claims being made about such designs.

Unfortunately this designer also continues to be very critical of others, even after both Dick Newick and Derek Kelsall had to publicly condemn these unpleasant tactics in the May 1993 issue of the English magazine Multihull International.

Claiming that all other designs are inferior, slower, and out of date, lacks credibility without a track record of significant race wins, or even a good following. Designs should be promoted by their merits, not by running down others.

FOR SALE

F-9A: Professionally built, best equip./materials/systems, fabulous sea trials summer 94, aft cabin, 18HP diesel, wheel steering, enclosed head, hot water, refrigeration, trailer, sail, **SOLD** \$23,000, William Jones, Ph (207) 848-4691, Maine.

Trailertri 720: partially complete, floats built, Main hull frames, folding kit, 3 beams. All plywood, fiberglass, **SOLD** the timber, \$5000 firm, Larry (214) 377-4519, TX.

F-25C Kit: all carbon, 80% assembled on trailer, beams still require **SOLD** save time, \$30,000, call Tom (860) 385-8522 (203) 838-5440, CT.

Hobie Shop To Represent Corsair Marine in France

Coast Catamaran France has now been appointed the southern France representative for Corsair's F-24, F-27, and F-31. They will be sold through the Hobie Shop operation in the Mediterranean area.

Who's Who or What's What?

Corsair Marine: Builds the production F-24, F-27 and F-31, and markets them world wide. Ph (619) 585-3005, Fax 585-3092

OSTAC: Agent, developer, and builder of Farrier designs in Australia. (Now Corsair Marine Aust. - Ph. 07 3893 4099)

MPG Marine: F-25C kit Manufacturer. (F-25C production ceased in 1998 after 50 had been built and demand appeared satisfied - may resume if interest warrants)

FARRIER MARINE:

P.O. Box 40675, Bellevue, WA 98015. Ph. (425) 462-5349, Fax 462-5364