

CORSAIR NATIONALS



Line astern at the finish of the fourth race

The largest number ever of Farrier designs in any U.S. event gathered together for the inaugural Corsair Nationals in May at Pensacola Beach, Florida. All Farrier designs were welcomed, and 33 entries were received, from an original Tramp to the new F-25C.

The event was hosted by the Pensacola Beach Yacht Club, with organiser Mark Smith and Race Officer Bert Rice being outstanding, as was Kirk Newkirk of Key Sailing who provided the committee boats and the use of his excellent facilities on the beach. Weather was mostly kind with conditions varying from 5 to 25 knots, a lot of sunshine, and warm waters.

It was a pleasure to see so many of my designs gathered together at the same time, and it was enjoyable talking to the crews, and prospective owners. Congratulations are due to Corsair Marine for sponsoring the event, and The Smyth Team, who were instrumental in arranging the venue and getting things under way.

The only problem area was ratings. Multihullers tend to be more individualistic, and with the multihull still being a relatively new type of craft, many boats are continu-

ally undergoing development. It can therefore be difficult to achieve a stable standard for true one design class racing. A number of owners enjoy developing their boats to achieve the best possible performance, and this experimental pioneering nature of multihulls is one of the attractions to many. This is supported by me, as everything can be improved. Others prefer the stable nature of Class racing and any multihull Nationals will always have a problem catering for the different types and viewpoints. In this regard the fleet was divided into three classes, two one design, and one open 'anything goes' class.

Largest class was the Formula F-27s, a one design fast variation of the F-27, primarily developed with my support by Eric Arens, the Florida Corsair dealer. Stock F-27s made up the other one design class. The open class included the many modified boats, plus the F-24 Mk II, F-25Cs, and F-31s, which don't yet have the numbers for a fully independent class. The PHRF rating system was used in the open class, and for establishing the overall winner. Thanks are due to Corsair dealer Trey Ritter who had the unenviable task of work-

TIME FOR A BREAK

July marks 22 years of multihull design work and sailing, frequently 7 days a week. It's been an interesting ride, the last few years particularly so, with exciting new designs, and the occasional political problem. Could all be worth a book one day.

Multihulls are very time intensive to design, while routine work and demands have become very heavy, making it almost impossible to do anything else. Sailing time has also become limited, which is not good for the development of new and more advanced designs, or improving current ones.

There's now an excellent range of designs available, from 24 to 36', and, in order to maintain an innovative edge, I'm going to take a sabbatical for at least six months, possibly longer. It's time to consider future directions, explore other avenues of interest, and to learn some more advanced computer programs that have been gathering dust on the shelf. Some simple cruising for fun with family will also be high on the list.

Accordingly my Design office will close on September 15, and not reopen until sometime in 1996. There is no guarantee that any mail will be answered after September 15.

Both Corsair Marine Ph. and MPG/Colorado Composites will continue to offer my range of production and kit boats, and all enquiries in this regard should be directed to them. Both are independent companies, operating without any day to day involvement by me, and thus will continue as normal.

Existing home builders will continue to receive full support as needed, by special arrangements, and all builders will be notified of this separately.

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(until Sept 15)



Eric Aren's Formula F-27 JusTRite II, overall National Champion

ing out handicaps and results for all permutations.

Interest centered on how the three all carbon F-25Cs would compare against the well developed Formula F-27s, while the hot new F-24 Mk IIs also came to the Nationals with a record of many race wins under their belt in Australia. F-24 skippers included World Sailing Speed Record holder Russell Long who took delivery of his new 24 KATTUMARAM at the Nationals. Dark horses were the F-31s, also with many race wins, but not fully developed yet in comparison to the Formula F-27s.

Race One was a passage race with downwind start in 15 knot winds, and Eric Aren's Formula F-27 JusTRite II proved just how fast the F-27 still is by taking line honors. The newly launched F-25Cs were still being sorted out, with various gear problems while Randy Smyth remained on the beach with his new F-25C YO, working on battens and main halyard system.

Corsair dealer Bob Gleason's F-24 Mk II TRI ME was very impressive on its first outing, finishing 6th over the line and only just behind Mike Guthrie's F-25C to be



Bob Gleason's F-24 Mk II TRI ME, Open Class Champion

second in the open Class, while Pat Hogan's HOOTIN took line honors in the stock F-27s.

All crews then indulged in a very welcome barbecue lunch on the beach, and it was with some reluctance that they ventured back out for the second race, particularly in view of the 25 knot winds that developed, making the

beach a rather rough lee shore. However, everyone got off without any major drama.

Race Two, was a return to windward in the rough conditions, and again JusTRite II took overall line honors, while the F-24 Mk II gave a great exhibition of windward sailing in the tough conditions, to finish second just behind Pablo Aguilera's improving F-31 CALIENTE 3 in the open class, with John Achim's TRY & CATCH ME taking first in the Stock F-27s.

Race Three was a passage race out into the Gulf of Mexico, and Randy Smyth now had his battens fitted to be a starter on his first sail. Conditions were very pleasant with 10 to 15 knot winds, and Randy took the lead immediately from the start to easily take line honors. JusTRite II was again fastest Formula 27, while Patrick Hogan's HOOTIN took first in Stock F-27s.

The final two races were around the buoys, in light conditions, and again Randy's F-25C was easily fastest, with JusTRite II making it five in a row in

the Formula 27s, and HOOTIN taking first both races in the stock F-27s. Russell Long was becoming accustomed to his new F-24 and led home TRI ME by just seconds in both races.

The new F-24 MK II is proving to be a great low cost strict one design racer/cruiser. It always finished amongst the Formula 27s and ahead of all the stock F-27s in 3 out of 5 races. It probably now offers more fun and performance per dollar than any other multihull, as well as being a great family cruiser, something few high performance boats can claim.

The F-25Cs had shown some outstanding bursts of speed as their crews sorted them out. They looked impressive on the water with their tall rotating carbon wing masts and colorful high tech Smyth sails. Problems were minor, apart from one broken rudder (not built to plan). They will probably become the gun boat in just about



Pat Hogan's HOOTIN, Stock F-27 Winner

any fleet, with a strong claim to being the fastest trailerable multihulls afloat.

Also impressive however was the performance of the Formula F-27s, which showed they still have what it takes.

Overall Combined Results:

- 1st JusTRite II - Eric Arens
- 2nd STRONG PERSUADER - Jim Buffum
- 3rd LIONS PAW - Phil Styne

Class results on corrected time:

Formula 27

- 1st JusTRite II - Eric Ahrens
- 2nd STRONG PERSUADER - Jim Buffum
- 3rd LIONS PAW - Phil Styne

Stock F-27s

- 1st HOOTIN Pat Hogan
- 2nd LADY OF GLENHURST Jim Mulligan
- 3rd TRY & CATCH ME John Achim

Open

- 1st TRI ME Bob Gleason (F-24 Mk II)
- 2nd JUST DO IT Mark Milam (F-27)
- 3rd YO Randy Smyth (F-25C)

F-9A Makes Double Atlantic Crossing

Competitors came to the Nationals from as far away as Oregon and Massachusetts, but honor for the most distant visitor had to go to Denis and André Poupart who sailed their F-9A to Pensacola from Quebec, Canada, but with a double Atlantic crossing thrown in on the way!

Arriving in the Caribbean on the return journey, they got word about the Nationals, and couldn't resist dropping by, arriving the first morning by sea during the skipper's meeting. Quite an achievement by Denis and wife André, who covered over 9000 miles in their trip.

They left Quebec in September last year, and headed south and east to reach the Azores. From there they sailed to Madeira, the Canary Islands, and then returned across the Atlantic to the Caribbean. From Pensacola they were heading back to New York and then on to home.

During the voyage they encountered 55 knot winds and 16 to 21 foot seas. Denis is a meteorologist, so these are accurate figures. A sea parachute was used during the bad times, and Denis reports that this worked very well. Their F-9A was built to plan, and arrived in Florida in extremely good condition, with no significant problems. The F-9A is identical to the F-31.

A warning note. While the F-9A/31 is strong enough for ocean crossing (if built to specifications) it is still a small boat for such passages, and this is not recommended or endorsed. The F-36 is my only design that is big enough in my opinion for ocean crossing, and then only with proper seamanship and caution when required.



Randy Smyth's F-25C YO - fastest boat at Nationals

Farrier Designs in Thailand



Dr. Rachot Kanjanavanit and Rangsi Ratanaprakarn's F-9As Cedar Swan and Manta Ray in Thailand. Dr. Kanjanavanit is a three time builder of a Farrier design, having built a Trailertri 720, the F-9A (F-31) and now an F-36.

More F-25C News

Randy Smyth took his F-25C out the weekend following the Nationals and gobbled up a fleet of Tornados and Prindle 19s. This was accomplished in light and strong wind racing. The F-25C flew past the competition on all points of sail. Randy's only comment was "unbelievable".

The following weekend Randy tried out the heavy air performance, on the edge of a Florida hurricane. Randy writes:

We were flying upwind at 12 to 14 knots with no one easing any sheets. Very stable! We flew the full main and blade fully sheeted in. The main traveller was down 9" off center line. What was amazing was the automatic derotation of the mast from about the normal 50° to about 30°. At this rotation the top of the mast had some tip bend to leeward. This combined with the twisting Square Top Main really depowered the top half of the main. Perhaps some day we'll get the main hull to fly...
Randy

The draft F-25C Class rules have now been written, and these will keep a tight control over all the important variables, but allow a degree of flexibility in areas that have little effect on performance. To avoid class legality problems, just build to

plan. **Not following the plans** was also the cause of the few gear problems at the Nationals. Changing specifications can be very inconvenient and costly if not careful.

Mystery Stealth Trimaran in Northwest

The Pacific Northwest was recently treated to a mystery stealth trimaran that blasted through the 1995 Swiftsure Race Fleet, to be first boat home, breaking the course record by 4 hours in the large 120 boat Cape Flattery fleet.

Wayne Gorrie and Janine Bell's bright yellow F-9A REDSHIFT was listed as an official entry, started with the fleet, and crossed the line first. But this must have been in a stealth mode as REDSHIFT apparently evaded detection by the Race Committee and Media. This can be the only explanation of why the glare of publicity focused on slower boats following behind, with a Mumm 36 being announced as the first boat to finish in record time, even though an hour slower than REDSHIFT.

Wayne was surprised to escape media mention, as he paid all the fees, followed all the rules, used only windpower like everyone else, though admittedly his fiberglass is arranged in a more efficient way, and is lead free. Someone even presented him with what must have been stealth champagne for his record breaking feat.

Seattle Corsair dealer John Carson corrected out first by 24 seconds in his F-27 FIIPPER, while Dave Dupree came third in his F-31 CORAL REEFER.

This stealth tendency has been a common phenomena with multihulls, particu-



Scott Webster's F-36, hull halves now joined, and upright.

larly when first to finish. Yet multihulls can become very visible after a mishap, attracting intensive publicity. The monohull has similar characteristics, but reversed, in that race wins receive considerable publicity, while their invisible tendencies only arise after sinking, to escape publicity. The America's Cup boat one AUSTRALIA, recently demonstrated how such invisible tendencies can be assumed, and so quickly, that no still photographs exist - only video.

F-24s SWEEP AUSTRALIA'S 1995 BAY to BAY RACE

Following its victory at the Australian Trailerable Multihull Nationals, the F-24 Mk II has now added line honors and the first 3 places on corrected time in Queensland's premier Trailerable Yacht Race, the 4HB Bay to Bay. Geoff Berg's F-24 MAST'R BLASTER took the double with the fastest time by 6 minutes from M. Ray's F-24 NOTHING TOO SERIOUS, also second on corrected time, with Ian Davis's F-24 HOOD third.

F-31's SWEEP 1995 NEWPORT- ENSENADA

F-31's took the first three places on corrected time in the Multihull division of the 1995 Newport Ensenada race, with Rich Richmond's aft cockpit F-9A TRI DREAMIN first, Gary Helm's BAD BOY second, and Phil Parker's BONSTER third.

Steve Fosset's 60' racing trimaran LAKOTA was first home, Arthur Steven's Formula 40 cat

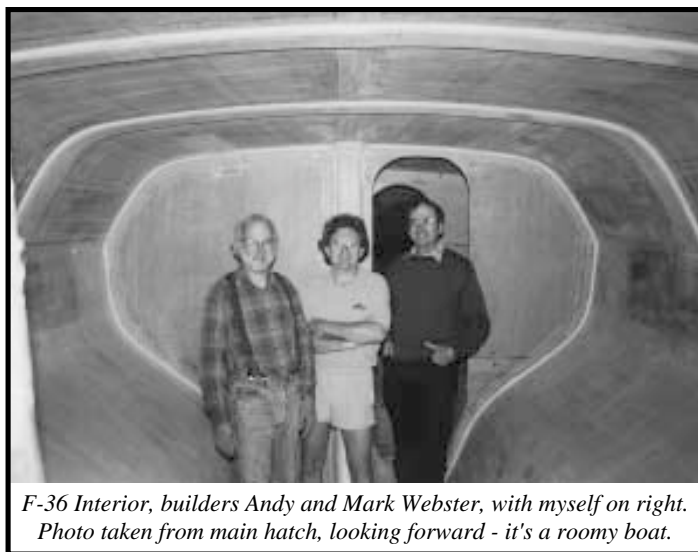
WHIPLASH 2nd, and TRI DREAMIN 3rd.

Fastest of the maxi monohulls was Roy Disney's Santa Cruz 70 PYEWACKET, sporting a new taller carbon rig, but still 10 minutes slower than TRI DREAMIN.

First F-36 Launched!

Mike Henning has now launched his new F-36 in South Africa and reports "she sails and handles beautifully". Fifteen knots was achieved on the first sail in moderate winds, with just main and jib.

Mike had not sailed a trimaran before, and was most impressed with the maneuverability, and how easily the helmsman could control everything. He also found the light airs ability remarkable, still sailing at around 2 knots when everyone else was motoring. Being used to the noise of a monohull, (creaking/groaning and objects falling about inside) he also remarked on



F-36 Interior, builders Andy and Mark Webster, with myself on right. Photo taken from main hatch, looking forward - it's a roomy boat.

how quiet the F-36 seemed in comparison.

Photos had not been received at time of printing, but will be included in a special 'mini' F-36 Newsletter to be sent out soon to those specifically interested.

There are no further developments yet on a kit or production F-36 but possibilities in this regard continue to be investigated.

For Sale

F-9A Professionally built, Duracore, Sobstad Genesis Sail, Trailer A/P Tri-data, Isomat Spar and Boom, VHF, Stereo, Self Tailing Winches, away \$US79,900 Vic. BC, (604) 2436. **SOLD**

F-9A Aft Cabin, Foam/carbon ultra light, tall rig, Smyth Sail, reduced \$100,000 or offer. CA (916) 2171. Also F-25C. **SOLD**

OSTAC Tramp (Eagle) 20', updated. Forward and aft cabins, sleeps 2 adults, 2 children, Porta potti, 8' folded beam, 6 sails, Mariner o.b., trailer, cockpit tent. Consider trade for 720, 25A, F-9A or other Farrier design. Pete Heineman Oregon (503) 93311 **SOLD**

FUTURE EVENTS:

U.K. Nationals: To be held at Bembridge, Isle of Wight, July 9 to 11th.

F-25C Nationals: Being planned for Labor Weekend, at Lake McConaughy, Nebraska, 120 miles of perfect sandy beach. Will include an open class for trimarans of any type. Contact MPG for details.

1995 Australian Nationals: These will be held at Lake Macquarie, October 28 to November 3rd, hosted by the Wangi Wangi Sailing Club. Lake Macquarie is probably the best venue I have seen for Nationals. Call John James, 176 Booker Bay Rd., Booker Bay, NSW 2257, Ph. (043) 410 466

Sailing Clinic - The Finish Line in Florida will have another three day Performance Sailing Clinic in late October, for basic through advanced multihull sailing techniques. Randy Smyth, Corsair National Champion Eric Arens, and a team of super sailors will take the classes, both on and off the water. I was able to drop by last time and found it to be an excellent event. Cost is \$475 inc. boats, meals and accommodation. Call The Finish Line, Ph. (561) 334 1965

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