



## LAST CHANCE FOR PLANS

As announced, Farrier Marine will be closing September 15th, for a sabbatical break. Phone will be deactivated on the 15th, but mail and faxes will continue to be answered up until September 30th. All plans need to be purchased by then.

**New Development:** Self-built Folding Systems for both the F-25A and F-9A (still using the patented modular building method) were recently investigated. This was in response to many requests from builders in countries where import duties or unfavorable exchange rates made the complete Folding System prohibitively expensive, or even impossible to import.

While it took quite a bit of work, self-built Central Mounting Modules were found to be possible, with some advantages. These are a more efficient and integrated structure, giving a lower weight. A slightly longer cockpit will also be possible in the F-9A aft cabin version, while there is more storage in and around the Fwd. Module. The module width can also be increased for the F-9AX with overall beam then being 200mm/8" wider. Disadvantages are the extra labor and time required.

A new advanced method of building beams was developed for the F-36, and happily it was found that this method will also work for both the F-25A and F-9A. The beams will be foam core, with either carbon fiber or fiberglass reinforcement. Metalwork parts can also now be self-built.

Building your own beams and Folding System will take a lot more time, and the Folding System or just the beams can still be purchased ready made. Lighter epoxy carbon, oven cured beams are currently also available from MPG. All of these beams will bolt onto the self-built modules.

The self-built Folding System will eliminate import and other problems that made it impossible for many to buy plans. Accordingly there will be one last opportunity to buy F-25A or F-9A/9AX plans, which were discontinued last year.

The additional cost for current builders, or new plan buyers, for the new Folding System drawings is \$95 for Modules only, plus a further \$150 for beams and folding parts. The Module plans for both F-25A and F-9A are now complete, and can be

### Two New F-9As Launched in San Diego



Don and Caroline Schmitzke have now launched their new F-9A TRIFLING (above) in San Diego, as has Joe Oliver (same day). This is Don and Caroline's third tri, their first being a Piver Herald which they built and sailed to New Zealand and back. Their second was a Trailertri 720, and was one of the best ever built, as is TRIFLING. Don's workmanship and attention to detail is superb. Don reports: *"Caroline was amazed at the speed and power. On day 3 we sailed TRIFLING offshore about 5 miles. There was a cross swell running, but those huge floats cut right through the stuff. Passed all sailboats when coming back! Easily! Effortlessly! Fun!"*

ordered by builders at any time - there is no deadline on these. Plans for the self-built beams are still being drawn, and will be forwarded to buyers when completed.

All phone plan orders (F-25, F-9A & F-36) must be received by September 15th, or mail/fax orders by Sept. 30th. F-36 plans will then be unavailable until Farrier Marine reopens, which could be some time.

Though taking a break from active design, and working on other projects, I will still retain a low key involvement in sailing. Updates will continue for builders, who will also be supplied with a confidential phone number for support if required.

Building your own boat is not for everyone, with a lot of labor and sheer hard grind involved. The production versions still represent the easiest way to own a Farrier design for most, and are strongly recom-

mended. However, for those who prefer to build their own, this will be the last chance to obtain F-25A or F-9A/9AX plans.

There may also be some existing builders who have purchased the ready made folding system, but would now prefer to make their own. If so, let me know as many builders will still prefer the convenience of the ready made Folding System.

#### What Now?

Corsair Marine (619) 585-3005 and MPG Marine (*discontinued operations in 1997*) will continue as before, and all enquiries on the F-24, F-27, and F-31 production boats and the F-25C kit boat should be directed to them respectively.

Being very capable independent companies with well proven designs, and plotting their own course, there is no need for any close involvement by myself.



## F-36 Launching

On the left are the first photos received of Mike Henning's F-36 JAM TODAY, which was recently launched in South Africa. As previously reported Mike is delighted with her performance. No sailing photos yet, but hopefully soon and these will be included with future Updates to builders.

Wing and bow nets have yet to be fitted in the photos. Bow wing can be clearly seen, and this is a very convenient feature.

### Building Of OUTER LIMITS

Alan Main has now launched his F-9AX OUTER LIMITS in Western Australia, the first to be launched there, and has sent the following entertaining story:

Once upon a time there was a mad keen yachtie who wanted to go faster. He started his sailing career with monohulls and an S80 when he knew nothing about the game. He learned lots of lessons fast in a very competitive field.

He then graduated to a bigger boat - an S&S 36. He had more room and went very well - but - he wanted something more.

He read magazines, articles and cruising stories, and started to dream of multihulls. The concept of a trailerable multihull was presented, and the idea grew. Hence 'Outer Limits', whose birth was in our shed at home, Easter, 1993.

Jock and John Yeadon (shipwright) laid the first planks on the frames which had been laboriously traced out and jigsawed out over the previous couple of weekends. Having an experienced and confident person like John to start us off was of enormous benefit, saving us days of agonizing whether we started at the right point, at the correct angle, with the right gaps etc.

At about this time, we were invited to go out on Willem III (F-31) on the river. That really got us enthusiastic and was our first sail on a multihull.

From that day IT GREW. Wow we said, at this rate we'll have this unit in the water by Xmas!! Half the main hull built and only going a couple of months (we thought). Having 'built' the previous two yachts from the hull and deck stage, just doing outfitting we thought we knew it all. We were in for a rude shock!!

All the bulkheads and bunk fittings were put in the first half before lifting it out of the frames to set it aside and start the next half. That was a sight to see.

It was the weekend of the Avon Descent and traditionally every year the Mains have a sheep on the spit. Everyone troops down to Bells Rapids to watch the idiots go under the bridge, then gather back at Avonwood for tucker. This time they had a

chore to perform before being fed and watered. All hands on deck ( or half a deck) and with much instruction and heave ho's the first half of the hull was lifted, turned over and laid to rest.

The second half was set to with great gusto, the image of a complete boat well to the forefront. It was completed in October, 2 months later, and again we organized a gathering of clans for the big heave ho to place the two sections together. It was with no small sense of pride that we found the two halves matched together beautifully.

We did cheat just a tad - we had Peter Miller (with John Yeadon) build the two floats. Our vision of getting this craft in ASAP wasn't going to be held up by a couple of lil' outriggers, so we figgered we could go hammer and tongs on the main hull outfitting while the 'trainer wheels' were made elsewhere.

Christmas and holidays interrupted the action for December, and then a major hiccup. We had a serious house fire (when we first got the news at work Jock thought the shed and boat had gone up - most relieved when he found it was just the house!!) We had to live in a caravan for 4 months and rebuild the house, so work on 'Outer Limits' came to an abrupt halt. So nothing much happened until around July - a break of 6 months.

Then the bunks, galley, head and cockpit started to form. Peter Nicholl, another shipwright spent a week with us and we really got cranked up again, when we saw



*Alan Main's aft cockpit F-9AX 'Outer Limits' at launching in Western Australia*

things starting to fall into place with the arms being put on. The reality of the whole project was starting to dawn.

By December, with the help of our good friends Skip Tobey and Ross Knight who whiled away the hours telling unrepeatable jokes to each other, we thought the hull was ready for painting. After hours of bogging, rubbing down, bogging and rubbing down it was looking pretty good!! Call up the painter, we're ready to go.

Neil arrived, took one look and shook his head "No, No sez he, you have to bog

and rub it down, and bog and rub it down til it's smooth"

"But it is", we sez. "let's paint."

But Neil, who did his apprenticeship on RAAF planes dug his toes in and it was back to the torture boards. Every little pin-hole, mark or microscopic bump was marked and filled and rubbed back and the sandpaper got finer and finer.

The day arrived that Neil decided it "might be okay" and along came Des with his truck (Jan. 23rd) to move the hull and pontoons to a nearby shed to paint. The old adrenaline and heart were working overtime as we watched the hull hanging precariously on what looked like pretty feeble straps to go onto the tray of the truck. Getting it out of our shed was an art in itself as we only had about 6 inches from the top of the crane arm and the roof of the shed.

Once in the painting shed Neil still wasn't completely happy and resprayed and rubbed down the entire hull and pontoons before being prepared to paint.

By this stage there had been words, and one pretty frustrated owner - there was the hull ready to paint and this fella wouldn't get on with it. But Neil, you were right!! The paint job was magnificent and the finish "looked like a bought job!"

There were wet eyeballs when, with pontoons attached like a Pterodactyl, it emerged from the shed on its trailer, white, sleek and - bluddy big!!

No longer able to fit into the shed, she parked in the back driveway and we set to putting on the deck fittings and finishing off the interior. Looking like the White Winged Warrior with arms outspread, we then attacked that immaculate deck with drills, boring holes all over the place to put on



*A great photo by Karlene Gentile of Randy Smyth's F-25C YO at the Corsair Nationals, planing in around 10 knots of wind. Top speed achieved by an F-25C is now 23 knots.*

fittings. This took about six weeks. We did have frustrations then of not getting gear through from Ostac on time.

In late March we had graphics done and on Sunday, 26th of March the big day arrived. We launched her at Royal Perth Yacht Club. She did cause a bit of a ripple there - the only multihull in the club! Again there was no small amount of nerves and adrenaline as we cautiously backed her into the water. We didn't have a mast but that was the least of our worries! She floated!! - so out with the Champers and hugs all round, all on board and out onto the river for its motoring ' sea trials'.

On Tuesday we had the mast fitted, and Wednesday afternoon Mark Robbins arrived with the sails. Around 4:30pm we launched and raised the sails. It was a very quiet day, and the Wednesday afternoon's race from Royal Perth had just been cancelled due to lack of wind. Imagine our delight when we just sailed past them all having to be towed back to the club. We loved the yells of "turn off the motor". Jock had announced that we wouldn't be able to be out long because we wouldn't want to be loading it in the dark. Guess what we were doing at 8:30pm??

The rest is history, except that we found out what we had the next weekend, on its third sail when we reached 18.7 knots in the river with 11 people on board, 7 of them who had never been sailing before!!

Easter this year, exactly 2 years after commencing her, we were enjoying the weekend at Rottnest, and I know which Easter we enjoyed most!!

We would never have had the boat finished in the time had it not been for a lot of very good friends who came and helped us at weekends and in their spare time.



**Another New F-25C** Bill and Leslie Adam's F-25C nearing completion in Colorado, with a superb paint job. Bill and Leslie own Colorado Composites, who build the high tech. F-25C hulls for MPG Marine. Note the opening window ports on the side of main hull bow for very effective ventilation of the fwd. bunk, while improving forward visibility - they are also rain proof, being located under join flange.

Thanks to the likes of Dobs, Poly, Sharpie, TST, and all the others who gave a hand from time to time, all on a promise of a sail when it was in the water.

What we are also finding is that, as ex-monohull sailors, all of our crew are monohullers too. Most of them, like us, had never sailed a multihull before. Boy are we getting some converts, and they include National and State Champions and international sailors. Maybe, just maybe we may find a few more multihulls around, just by giving more monohull sailors the thrill and pleasure of sailing on a multihull.

### FINAL REMINDER

Farrier Marine's office (phone 425 462-5349, fax 462-5364) will be closing on September 15th. All phone orders must be made by then, or fax or mail orders by September 30th.

After that, contact Corsair Marine (619) 585-3005 for information on production boats (*F-25C was discontinued in 1997*).

My best regards to all and thanks to those who have sent their best wishes for our sabbatical.

*Jan Farrier*

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LETTER

*First Class Mail*

*Air Mail*