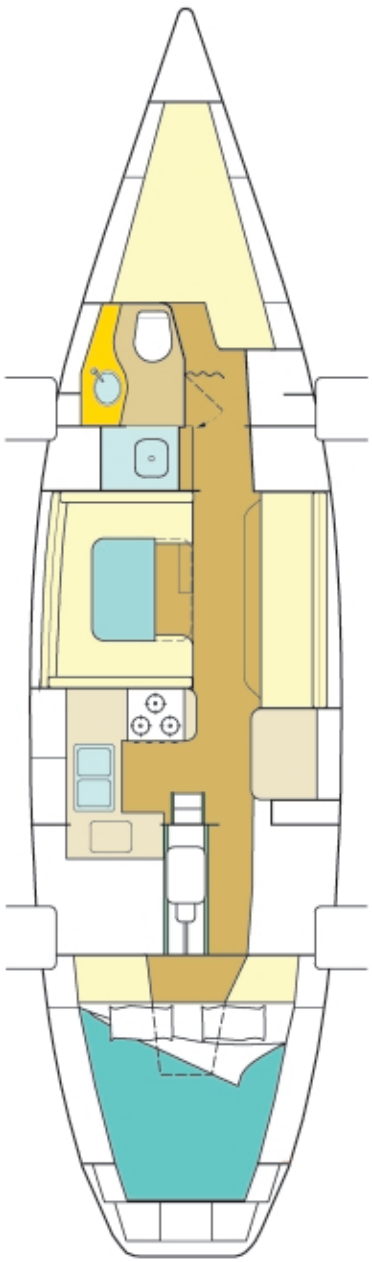
the new Farrier F-39

an ocean going trimaran that folds for docking



by IAN FARRIER

THE F-39 has been based on over 28 years of design, 'hands on' building and sailing experience, and represents my latest design thinking. It is a natural follow on from the Farrier F-36, which is a demountable (non-folding) road transportable ocean cruiser, and already well proven with a number of ocean crossings.

Design work actually started on the F-39 some 18 months ago, and it was originally intended to be a production boat only. Such a large Farrier non-trailerable folding trimaran design had not really been considered in the past, the necessary interest just not being there. But this appeared to be changing, with demand becoming more apparent, and probably generated from the ongoing popularity of my smaller trailerable F-boat designs, with over 2,000 now sailing world wide. There is definitely a growing pool of sailors who just prefer the performance and great handling characteristics of the trimaran.

However, demand still proved insufficient to justify the expense of a full production design at that time, probably because the F-39 was just too big for trailering by folding alone. Meanwhile, another new production/kit design I had also started (the F-33) began generating enormous interest, easily 10 times that of the F-39.

So the F-39 was put on hold, but preliminary drawings were made available for those interested in building their own, while all efforts were put into

the F-33. Now that this is finished, with the first examples being launched (details soon), it is time to come back to finish up the F-39, particularly as there are already around 10 building.

There are two versions of the F-39 available as follows:

F-39 SPORT CRUISER - a high performance cruiser, and available in both aft cabin and aft cockpit versions.

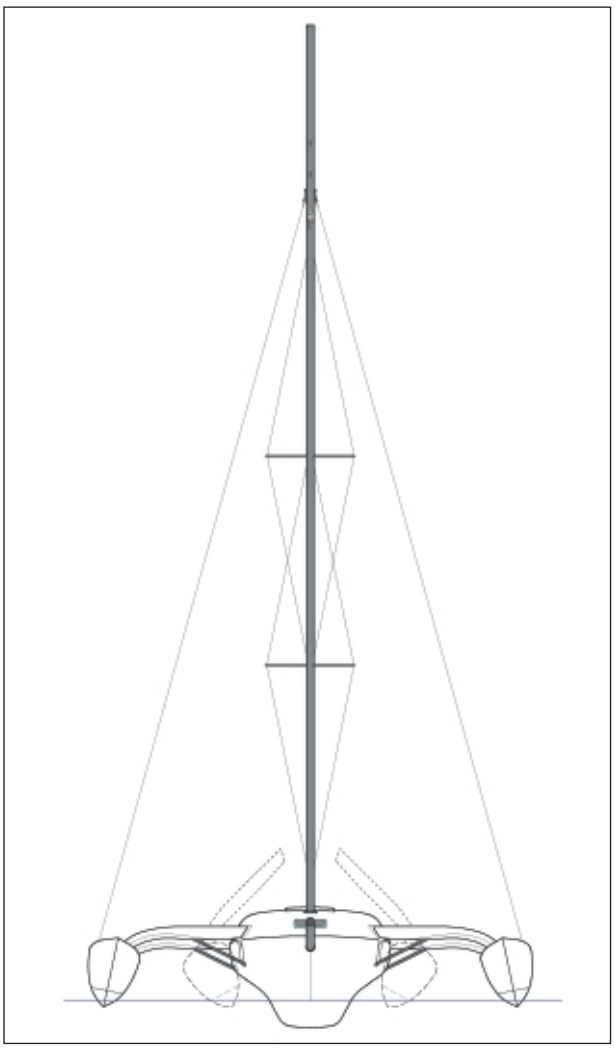
F-39R SPORT RACER - a very high performance version, with a more basic interior, and also available in both aft cabin and aft cockpit versions.

All the best design aspects of my smaller designs are incorporated in the F-39, coupled with many revolutionary new features and improvements. As with all Farrier designs, a high standard of excellence and quality has been given first priority, with the many essential and critical details being properly investigated and developed.

Folding

The Farrier Folding System is being incorporated as standard, for marina docking or canal traversing. It is a completely new folding design, and as such was started from a blank sheet of paper, with a more advanced 'third generation' Farrier Folding System being the result.

This improved folding system has been specifically optimized for serious ocean going ruggedness and reliability,



with a much more sophisticated and simpler structural support system. This is essential for extended voyages where little or no maintenance may be frequent factors for long periods.

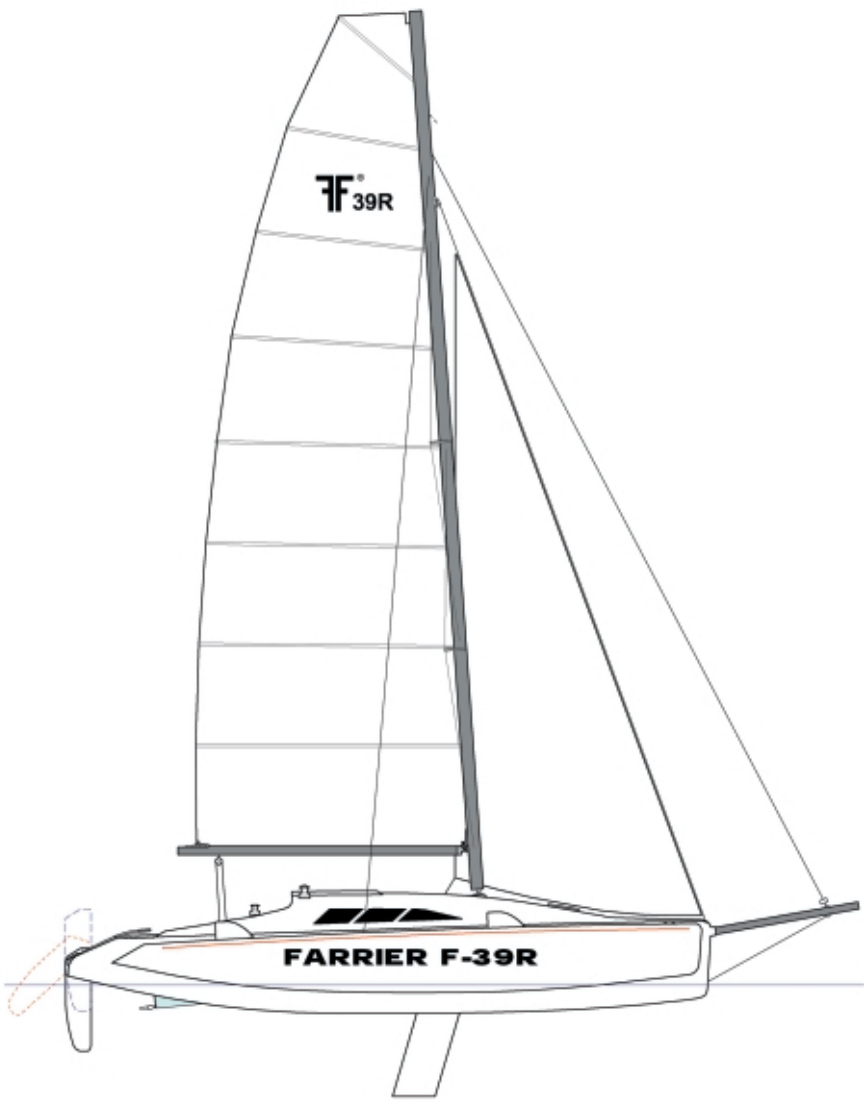
Virtually all the multiple metal brackets, and the numerous large bolts required have been replaced by integrated carbon fibre composite brackets, saving significant weight and complexity. Better still, the brackets are completely internal in the new and more streamlined beams, allowing the folding struts to be set higher for less drag.

The awkward beam recesses and covers in the centre hull deck are also now gone, also eliminating any interior intrusion. Outboard, the highly stressed beam to float joins remain solid as always, which is a major advantage of the Farrier Folding System for an ocean going cruiser, where reliability has to be the prime objective.

Standard folded beam will be 15' 9" (4.8m), but this can also be reduced to 15' (4.57m) by a float modification. However, 15' 9" beam is within Category 1 for European canal networks, and is thus small enough to access most canal systems, including right through France to the Mediterranean. It will also fit most travel lifts, these usually allowing for a 16' beam.

The F-39 floats will fold in more vertical, to eliminate the need for anti-fouling high on the float side. Folded trailering will not be a feature, as the centre hull and floats would need to be too small to achieve a legal folded trailering width in this size boat, the interior room then being just too small. However the F-39 can still be trailered at under 10' (3m) wide by demounting.

The floats are large and incorporate a shaped deck that comes up to form a flat raised area for mounting the outboard edge of the wingnets. When folded, the side of this raised area also forms a flat walkway on the float inner edge along the cabin side.



Mast

A rotating mast with synthetic rigging and carbon fibre chainplates are standard. Such masts with synthetic rigging are being used extensively on my smaller F-boat designs, and are now considered more reliable. This is due to the fewer rigging connections required, while synthetic line is not as fatigue or corrosion prone as stainless steel wire. Special end fittings have also been developed that are suitable for the F-39. However, wire will still be optional for those who prefer.

Rig height is relatively conservative and safe, due to the efficient rotating mast, square top main, and the light overall weight. The carbon fibre bow pole is retractable, while lateral resistance is provided by a daggerboard or an optional 'kick up' centreboard.

Rudder

Rudder is a retractable daggerboard style, for the maximum efficiency and ease of use, and this can also safely kick back if required. A more traditional underslung rudder will still be optional.

Deck Layout

This is simple, but sophisticated to where the F-39 can easily be sailed single-handed. All controls come back to the cockpit, including the halyards from the rotating mast. A continuing innovation from the F-36 is the bow wing, which has successfully solved the trimaran narrow foredeck problem by providing additional bow side netting area, and is also an excellent storage place for the anchor, ready for immediate use.

Auxiliary

Auxiliary power is provided by a 20 to 30hp inboard diesel, or a 25hp outboard is optional for high performance versions.

Interior

The interior is spacious, and offers many owner options, with both aft cabin and aft cockpit versions, depending on

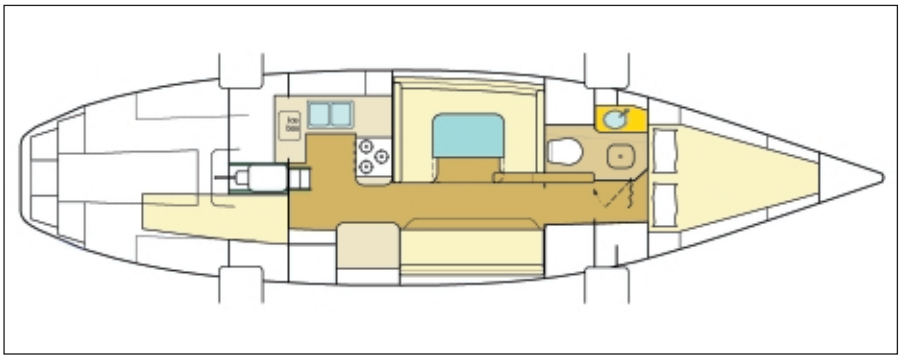
requirements. Berths include single or double berth options in the separate aft or bow cabins, plus a convertible double or single options in the main cabin. Galley size has been increased over that of the F-36, as has dinette area. A private and separate bathroom with shower is located forward.

Plans

These are now available but due to the advanced composite structures being used, availability is being restricted to experienced or professional builders only. Plans are highly detailed, with over 70 drawings, plus extensive full size patterns, all designed to help make building fast and efficient.

More extensive information, including many downloadable drawings, plus further details on Farrier design history and philosophy is available from Farrier Marine's website at **www.f-boat.com** or from

Farrier Marine, Inc
PO Box 40675, Bellevue
WA 98015, USA
Ph: 425 462 5349
Fax: 462 5364



F-39 SPECIFICATIONS	
LOA	39'4" (12m)
BOA	27'1" (8.26m)
LWL	37' (11.28m)
folded beam	15' - 15'9" (4.57-4.8m)
Trailering beam	10' (3m)
Approx bare weight	5000lbs-7000lbs (2270kg-3180kg)
Full load displ (at DWL)	10,500lbs (4775kg)
F-39 rotating mast	52' (15.24m)
F-39 sail area (main and jib)	890sq ft (82.4sqm)
F-39R rotating mast	54' (16.45m)
F-39R sail area (main and jib)	939sqft (86.9sqm)
Draft (board up)	1'10" (0.56m)
Draft (board down)	6'11" (2.11m)

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