

MARK CAMERON YACHTS

Mark Cameron Yachts, The Braes, Inverneill, Ardrishaig, Argyll, PA30 8ES, UK

Tel: +44 (0)7988 763 254 | info@mcyachts.co.uk



Farrier F36

£120,000 GBP

United Kingdom

Astonishingly quick offshore/ocean cruising Tri

Manufacturer/Model	Farrier F36
Name	HEI MATAU
Designer	Iain Farrier
Year	2000
Category	Sail
New or used	Used
Status	Available
Price	£120,000 GBP

Price comment

Astonishingly quick offshore/ocean cruising

Tri

Lying

Argyll, United Kingdom

Specifications

Length overall	11.20 m
Length waterline	10.88 m
Beam	7.95 m
Draft	1.95 m
Displacement	5,795 kg
Hull	FRP sandwich with dagger board
Keel	Lifting keel

Propulsion

Engine	Yanmar 3YM30AE marine diesel engine (2016) 29hp @ 3,200rpm 3 cylinder, naturally aspirated, indirectly cooled RCD 2 / EPA Tier 3 compliant
Engine hours	744 hours
Fuel	Diesel
Fuel capacity	100 litres

Accommodation

Drinking water capacity	200 litres
-------------------------	------------

Description

Described by Farrier as a true ocean-going cruiser the **Farrier F-36** was the flag ship of the farrier design stable. The ocean going, cruising multihull is capable of being demounted for road transportation providing huge versatility for an ocean capable boat. The Farrier F-36 with its highly efficient fractional rig is easily handled by a small crew from the cockpit in even the most arduous conditions.

An aft cabin version of the **Farrier F-36** 'HEI MATAU' has proven to be to be the ideal ocean cruiser with her current owner having crossed the Atlantic several times along with multiple cruises to Scandinavia. Offering spacious below decks accommodation she has a maximum of 7 berths with a large heads compartment included a dedicated full standing head height shower stall. Benefitting from re-fits in 2007 and 2016/17 her comprehensive inventory includes:

Post construction assessment completed in the UK, fully certified for the requirements of the EC Recreational Craft Directive.

FRP constructed hull and floats, constructed as one piece with integrated deck constructed in epoxy laminate foam sandwich construction.

Retractable dagger board, timber framed epoxy laminate sheathed

Hinged spade rudder, timber framed epoxy laminate sheathed

Yanmar 3YM30AE, 29hp @ 3,200rpm. Installed new 2016

Dripless type stern gland (2016)

Brunton 2 blade folding prop, Gori 3 blade folding prop – as spare

230VAC shore power system – Rewired 2017 with new hardware

Raymarine i60 tri-data Depth/Speed/Log display (2016)

Raymarine i60 Wind system (2016)

Raymarine i70 repeater display (2016)

Raymarine a-series a65 with digital radar scanner on mast (2016)

Standard Horizon CP500 Chart Plotter

Icom IC-M601 DSCVHF

Comar CSB200 Class B AIS Transponder

Icom SSB receiver

Force 10 gas range cooker, 3 burner and oven

Soleboards of plywood with teak and holly laminate finish (2007)

Fully re-upholstered 2016

Stainless steel wire standing rigging (2007)

Profurl B35S roller reefing system on forestay (2007)

Mainsail, Genoa and Screecher all manufactured by Saturn Sails and fitted for 2016 season

Stackpack type mainsail cover with mast boot and lazyjacks (2021, not used as yet)

Sprayhood

Cockpit tent (2017)

Lofrans Project 1000 windlass with chain gypsy and warping drum. Foot button controls on foredeck (2016)

2016 survey report available upon request.

Lying afloat on her berth at Inverness Marina the **Farrier F-36** HEI MATAU is available for viewing by prior arrangement.

DESIGNER HISTORY:

Ian Farrier first started sailing multihulls virtually by accident. As a twenty year old New Zealand engineering student and monohull sailor, looking for a keelboat to do some offshore cruising he couldn't find anything suitable. After searching an unfinished 30' trimaran project was purchased, following a comprehensive two year rebuild it was launched in 1969. Although not the perfect boat it sowed the seed for his future career.

In 1972 he arrived in Brisbane, Australia, where the growing popularity of the monohull trailer sailer was noted while crewing on a local trimaran. A trailerable trimaran appeared to have many advantages over trailerable monohulls, so he decided to look at what could be done. The Farrier Folding System was then invented, patented, and the prototype Trailertri 18 was built and launched in 1974. It worked beautifully and he then built five more Trailertris of various sizes, while trying out many different configurations. Over this period the folding trailerable trimaran slowly began to establish itself as a practical and exciting option, to eventually become one of the fastest growing segments of sailing.

In 1984 Ian and his family moved to Chula Vista (San Diego), where financial backing had been found to set up Corsair Marine. He then designed the F-27, built the prototype, and developed and established Corsair's full production system and quality controls. With 100 boats being produced every year, and an excellent reputation established, it was time to concentrate on new designs, so he resigned from Corsair in 1991, and moved to Bellevue (Seattle). Corsair was subsequently licensed to build the F-24, F-28 and F-31 designs, in a productive ongoing relationship, though rocky at times, with varying ownership/management at Corsair.

CONSTRUCTION

RCD Status:

The Farrier F36 'Hei Matau' has undergone post construction assessment in the UK and is fully certified for the requirements of the EC Recreational Craft Directive

The boat has been classed as category A

Hull and Deck Construction:

FRP constructed hull and floats, constructed as one piece with integrated deck

Epoxy laminate foam sandwich construction

PVC foam core

Knitted bi-axial glass cloth
Uni-directional Kevlar stiffening in way of high load areas
Alloy lifting points bonded into hull laminate
Plywood cored outrigger beams with epoxy laminate sheathing.
Stainless steel bolts to secure beams to floats and hull

Keel & Rudder:

Retractable dagger board, timber framed epoxy laminate sheathed
Dagger board retracted and extended manually
Hinged spade rudder, timber framed epoxy laminate sheathed

MACHINERY

Engine:

Yanmar 3YM30AE marine diesel engine (2016)
29hp @ 3,200rpm
3 cylinder, naturally aspirated, indirectly cooled
RCD 2 / EPA Tier 3 compliant
Mechanical reversing marine gearbox
Single lever morse control

Maintenance & Performance:

Engine last serviced April 2022
Engine running hours recorded 744hrs at May 2022
Cruising speed under engine 7kts

Propulsion & Steering:

Stainless steel propshaft
Dripless type stern gland (2016)
P-bracket
Brunton 2 blade folding prop
Gori 3 blade folding prop – as spare
Cable driven wheel steering
Stainless steel steering wheel with leather cover

ELECTRICAL SYSTEMS

Voltage systems:

12VDC onboard power system
230VAC shore power system – Rewired 2017 with new hardware

Shore Power:

Single 16 amp connection
Extension lead to connect to shore supply
RCD protected system
Ring main, battery charger, water tank heater

Battery Banks:

Domestic Battery Bank – 2x 12V, 80Ah, lead acid
Engine Battery Bank – 1x 12V, 80Ah, lead acid

Alternator:

Single engine driven alternator
14VDC, 120amp

Battery Monitoring:

NASA BM-1 battery monitor
Voltmeter on switch panel

General:

12VDC charging sockets

PLUMBING

Fresh Water:

Pressurised hot and cold water system
Mixer taps in galley and heads

Shower in heads

Calorifier, heated by engine and 230VAC heating element

Bilge Pumps:

Manual Bilge Pump

Electric Bilge Pump

TANKAGE

Fuel:

Single diesel tank

Stainless steel tank located below starboard saloon settee

Approximate capacity 100ltrs

Fresh Water:

Single fresh water tanks.

GRP constructed tank located beneath outboard section of port saloon settee

Approximate capacity 200ltrs

Tank Monitoring:

Analogue gauges at chart table for water tank and fuel tank

NAVIGATION & COMMUNICATION EQUIPMENT

On Deck:

Depth/Speed/Log – Raymarine i60 tri-data display (2016)

Wind – Raymarine i60 (2016)

Repeater – Raymarine i70 repeater display (2016)

Chart Plotter – Standard Horizon CP500

Below Decks:

Chartplotter/Radar – Raymarine a-series a65 with digital radar scanner on mast (2016)

GPS – Garmin GPS65

Communications Equipment:

DSCVHF – Icom IC-M601

AIS – Comar CSB200 Class B AIS Transponder

SSB – Icom receiver

Handheld VHF – Standard Horizon HX270E

DOMESTIC EQUIPMENT

Galley:

Galley Stove – Force 10 gas range cooker, 3 burner and oven

Double stainless steel sink

Mixer tap

Heads:

Heads – Jabsco Manual marine toilet

Wash hand basin

Mixer tap

Shower

Lighting:

Overhead and bulkhead mounted lighting throughout

Additional battery powered deckhead mounted lights in aft cabin

Entertainment:

Boss Marine CD/Radio with auxiliary input.

Speakers in saloon and cockpit

ACCOMMODATION

Summary of Accommodation:

Open plan living space

Double cabin forward

Large heads compartment with shower stall

Saloon providing upto 4 occasional berths

Galley

Nav Station

Twin aft cabin, converting to a double.

Accommodation Finish:

Interior furniture unit constructed of GRP sandwich laminate moulding and panels

Furniture bases, hull sides and deck heads all finished with carpet linings

Hardwood trims to finish around lockers and furniture detailing

Soleboards of plywood with teak and holly laminate finish (2007)

Fully re-upholstered 2016

Fitted passage covers for saloon and starboard aft bunk

Description of Accommodation from Forward:

Forward Cabin:

Double cabin forward.

Double V-berth at forward end of cabin with standing room aft.

Shelves running along outboard sided of berth aft.

Cave locker storage compartment aft of bunk port and starboard

Sail locker beneath bunk with access below from aft.

Heads access from aft end of cabin to port

Passage way extending aft to saloon with hanging locker outboard to starboard.

Heads:

Accessed from port side of forward cabin.

Aft facing manual marine toilet located at forward end.

Countertop with inset wash hand basin outboard of heads

Vanity lockers above countertop aft

Shower stall at aft end of compartment with dedicated showerhead fitting

Drying rail within shower stall

Saloon:

Passageway fore and aft slightly offset to starboard

Bench settee to starboard, fitted with lee cloth for use as single bunk. Back rest lifts to increase bunk width and create additional berth or storage shelf above.

Saloon table with wrap around U-shaped settee to port.

Saloon table drops down with infill cushion to create occasional double berth

Cave locker storage beneath forward and aft inboard sections of port saloon settee

Storage shelf outboard of settee back to port with cave locker forward.

Galley:

To port side of companionway.

L-shaped galley

Gimbal mounted gas cooker outboard aft

Double stainless steel sink inboard forward with worktop outboard

Worktop extending aft of cooker with top loading larder locker beneath

Roller door fronted lockers outboard of worktop.

Lockers beneath sink and cooker

Nav Station / Passageway aft:

To starboard side of companionway into main cabin

Linear outboard facing chart table

Ships switch panel, chart plotter, VHF and stereo mounted outboard of chart table

Chart storage within table top

Cave lockers beneath table top

Crawl-thru passageway to aft cabin extending aft from nav station.

Escape hatch within hull side in crawl-thru

Inboard side panel is removable to provide full access to the engine space.

Aft Cabin:

Accessible via companionway from aft end of cockpit or through passageway on starboard side aft of nav station.

Twin single berths in V-berth layout with cushion to create large double spanning full width of cabin.

Storage shelves running the length of the bunks outboard with netting storage pouches mounted on the cabin sides above shelves.

Storage lockers beneath bunks, forward sections accessible without lifting bunk bases.

DECK EQUIPMENT

Rig:

Deck mounted, double spreader, fractional sloop rig
Alloy mast and spars with mast finished in white paint
Stainless steel wire standing rigging (2007)
Profurl B35S roller reefing system on forestay (2007)
Harken mast track and cars for fully battened mainsail
Harken flexible furler for screetcher
Rod kicker
Running backstays with Harken block and tackle tensioners
Folding bow sprit with Harken flexible furler rigged for Screetcher/Asymmetric
Harken mainsheet track and car system with Harken block and tackle
Harken genoa tracks and cars with barber hauls to adjust sheeting angles
Harken ball bearing foot blocks for lines running aft
Harken ball bearing deck organisers
Harken Spinnaker/Screetcher track and car system

Winches:

Primary Winches – 2x Harken 48, Self-tailing, two-speed
Secondary – 2x Harken 48, Self-tailing, two-speed
Halyard Winches – 2x Harken 48, Self-tailing, two-speed

Sails:

Mainsail – Square top, loose foot, tri-radial cut. Saturn Sails (2015)
Jib – Roller reefing, tri-radial cut. UV strip. Saturn Sails (2015)
Screetcher – Furling on flexible Harken furler with torsion rope. Saturn Sail (2015)
Asymmetric Spinnaker
Working Jib
Heavy weather jib
Tri-Sail – Never used
Storm Jib – Never used

Canvas Work:

Mainsail cover – Stackpack type cover with mast boot and lazyjacks (2021, not used as yet)
Sprayhood
Cockpit tent (2017)
Fitted set of cockpit cushions
Cover for aft cabin companionway with cushion in top section to create helm seat
Halyard bags in cockpit

Anchoring & Mooring:

Bower Anchor – Fortress with chain and warp rode
Electric Windlass – Lofrans Project 1000 windlass with chain gypsy and warping drum. Foot button controls on foredeck (2016)
Mooring warps – Selection
Fenders - Selection

Tender:

Yamaha 2.8m dinghy, hard transom, inflatable floor panel
Outboard – Mercury 5hp, two-stroke

General:

Stainless steel pulpit rail
Single bow roller for anchor offset to port side of bow
Heavy duty mooring fairlead offset to port and starboard sides of bow
Stainless steel mooring cleats mounted on foredeck, forward end of port and starboard floats and aft end of central hull.
Outriggers at forward and aft ends to secure floats to hull
Nets between hulls
Access into port and starboard hulls via opening deck hatches located forward, midships and aft

Running backstays mounted on outboard hulls aft
Stainless steel grabrails running along outboard edges of hull coachroof
Sprayhood fitted over companionway
Moulded instrument pod over companionway forward.
Primary and halyard winches located under sprayhood to port and starboard sides of companionway
Secondary winches mounted on coamings outboard of cockpit
U-shaped wrap around cockpit seating
Centrally mounted steering pedestal with stainless steel grabrail
Instrument pod mounted on grabrail above pedestal
Cave lockers within coamings.
Cockpit locker beneath port cockpit seat.
Companionway to access aft cabin located aft of cockpit centrally
Short section of deck extending aft of cockpit.
Mainsheet track spanning aft deck
Stainless steel port and starboard pushpit rails with built in 'G&T' seats
Sugar scoop style transom with access to steering gear beneath
Folding swimming ladder mounted on transom

SAFETY EQUIPMENT:

General note on safety equipment: Any safety equipment such as liferafts, Epirbs, fire extinguishers and flares etc. are usually personal to the current owner(s) and if being left on-board as part of the sale of a used vessel may require routine servicing, replacement, or changing to meet a new owners specific needs.

Navigation Lights:

Masthead tri-colour
Steaming light
Low level navigation light
Deck flood light

Life saving:

EPIRB – ACR RapidFix 406 – Battery requires replacement
KIM MOB rescue sling
Danbouy
Horseshoe buoy with light x2
Throwing line

DISCLAIMER

In this case we are acting as brokers only.

The Owner is not selling in the course of a business. whilst every care has been taken in their preparation , the correctness of these particulars is not guaranteed. The Purchaser is strongly advised to check the particulars and where appropriate at their expense to employ a qualified Marine Surveyor to carry out a survey and/or to have an engine trial conducted which if conducted by us shall not imply any liability for such engine on our part.

This vessel is offered subject to prior sale, price change, or withdrawal without notice.









