

The Farrier F-36 triamaran

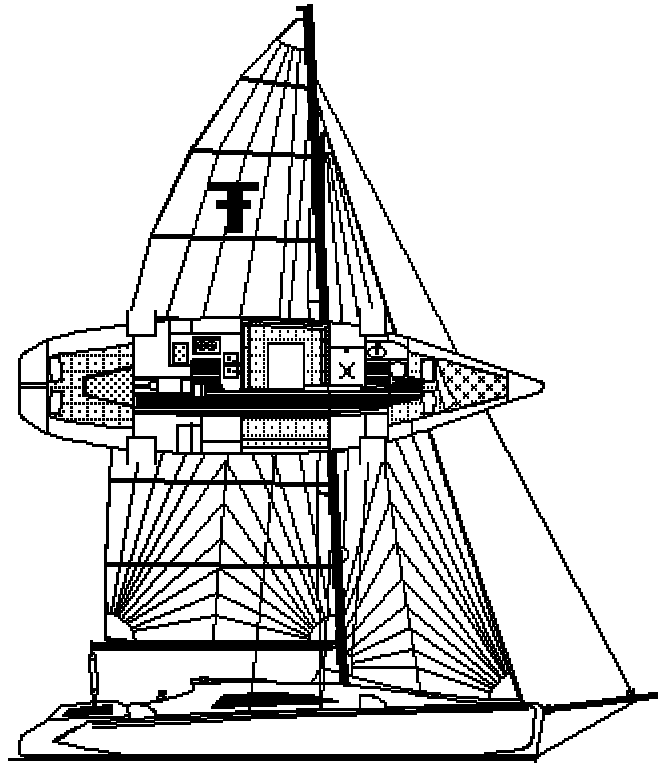
'Unconditional Love'

is now offered for sale

at

\$160,000 (US) o.n.o.

'Unconditional Love' is an F36 triamaran that is now for sale due to the untimely death of its owner Dr Mike Marshall in an aircraft accident in late 2004.



Let me review for you 'Unconditional Love's' highly desirable features. You probably already know that the F36 is one of the biggest triamarans from the stable of Ian Farrier, arguably the most successful multihull designer of our time. The opportunity to own this fast, exciting, high performance, ocean going, cruising multihull in sail-away condition doesn't come around often, (in fact I could only find two F36s offered for sale in the last two years.) so please review this presentation and come see 'Unconditional Love' for yourself.

In the interests of full disclosure I only know of one other, much newer, F36 that is currently for sale in Aussie-land for a substantial premium over our asking price for 'Unconditional Love'. Mike's widow, Carol, seriously wants to sell and get on with her life and we want to see that she gets a fair price for a fabulous, fast, super sailing fantasy.

Let me paraphrase for you Ian Farrier's website description of his F36 design as it specifically applies to 'Unconditional Love' to introduce her to you . . .

[Ian Farrier on the F36 . . .](#)

The F36 trimaran's superior handling and performance makes it the knowledgeable sailor's cruiser of choice. Other advantages include a drier ride, with no immersed windward bow to throw back spray, no problems with wingdeck pounding, nor is a high windage boxy cabin required for standing headroom. The fractional rig is efficient and easy to handle in all conditions, and the boat can be sailed to its full potential with a minimum of sails. A self-tacking jib is optional and the boom can be roller furling. A wire luff genoa (Screacher) set from the bow pole, eliminates the traditional genoa and multiple sail changes, making sail handling a breeze. It's even more ideal for cruising. Rig size is conservative and this coupled with the F-36's enormous 108,000 foot-lbs righting moment, gives a very safe cruiser.

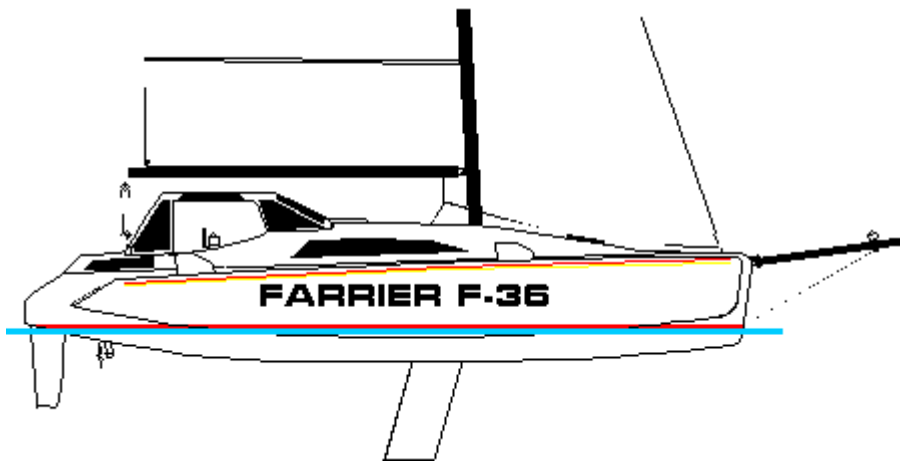
'Unconditional Love, has a daggerboard and wheel steering. The self-draining center cockpit seats six adults, and the 27HP inboard Yanmar diesel (model 3GM), located in a roomy and accessible area under the cockpit, provides excellent maneuverability under power due to the trimaran's superior turning ability and its center hull and daggerboard acting as natural pivots.

The beams are demountable, to give an occasional trailering capability at 10' (3m) wide. The strut-reinforced beams eliminate the need for full width beams, increasing interior room. The beams are smaller, lighter, and easier to demount, and allow standing headroom between the forward beams.

Interior can accommodate six to eight, with standing headroom throughout. Galley is to port, and a chart table is on the starboard side, along with a wet

locker. Dinette will seat five, and can be converted into a large double bunk. Starboard settee is wide and comfortable, and can be converted into top and bottom bunks.

Forward, there is a private bathroom with head, washbasin, and a separate shower. Forward cabin has a double berth, with seating room aft, and large storage areas underneath. The aft cabin has a double or two single berths with full sitting headroom. Access is through a hatch in the aft cabin front, or through under the cockpit.



Unconditional Love has a Dynacell foam cored composite hull. As with all Farrier designs, a monocoque structural system is used, with interior panels being designed to absorb and distribute structural loads making the hull a very efficient, strong, and light unitary structure. The connecting beams are made from fiberglass with foam core.

As early as 2002 an F-36 had crossed the Atlantic (twice) and another had sailed from New Zealand to Japan. Since then there have been more trans ocean crossings and extended cruises to exotic places proving that the F36 is a true 'ocean going greyhound'.

The Story of 'Unconditional Love' . . .

Mr. Rolland Halle bought plans from Mr. Ian Farrier in 1992, launched 'Unconditional Love' in 1996 and sold her to Dr Mike Marshall in 1998. No one I have spoken to knows where Rolland is now but we were able to track down Mr. Brad Smith who berthed 'Unconditional Love' on his private jetty in Maine and often sailed on her with Mike & Carol as well as on his own from time to time. Brad was fulsome in his praise of 'Unconditional Love' and is happy to speak to you about his many experiences on her.

At one point Brad spoke fondly of sailing from Maine to Gloucester, of beating at 13 knots in 18-22knot winds whilst relatively flat and comfortable. He describes her as a strongly built, fast, safe ocean going cruiser. Somewhere in our talk he spoke of a top reported speed of 17knots. (I am not sure whether he or Rolland Halle was at the wheel on that breathtaking occasion – but who really cares?)

I also spoke to Mr. Walter Green, the experienced boat builder of Green Marine in Maine, who did quite a lot of additional work on Unconditional Love during Mike's ownership. Walter remembers her as being built closely to plan specifications (or better) of 'Dynacell' foam composite construction. Interestingly he feels a new owner who wants to cruise far away and lonely places would really appreciate her full cruising inventory, but if he wants to race her seriously around the buoys he should probably take some of the cruising 'luxuries', like the hot water heating system, other out of her.

Everyone who has sailed on 'Unconditional Love' that I have been able to talk to has only good things to say about her construction, performance and condition. Dr Mike Marshall brought 'Unconditional Love' to Corpus Christi a couple of years ago where she is now berthed and available for your inspection.

So without further ado here is the broker's gallery of photos of 'Unconditional Love' in all her glory . . .



Unconditional Love alongside in Corpus Christi marina

Unconditional Love's Specifications

L.O.A.	36' 10" (11.2m)
L.W.L.	35' 8" (10.88m)
B.O.A.	26' 1" (7.95m)
Draft	1' 8" (0.5m)
D/board down	6' 9" (2.07m)
Empty weight (an honest estimate – you be the judge)	6000lbs
Displacement	9400lbs (4272kg)
Sail area (main & jib)	838sq.ft. (77.5sq.m)
Mast Height	49' (14.94m)
Replacement cost:	\$250,000 or more
Time Required:	4500 to 6000 hours NONE

Accommodations

Forward v berth



Main Saloon

Dinette

The accommodation offers plenty of room for cruising or long distance racing. Inside, find a V-Berth forward, small but capable of holding 2 adults if necessary, followed by a Head to port, and Lockers to starboard.

Central to port and just forward of the galley area is the Dinette with room for 5 adults.

Central to starboard is a Pilot Berth, complete with a Lee-Cloth, and storage behind and beneath.



Looking aft in main cabin

Galley



Main cabin, port side aft

The Galley features a 2 Burner Force 10 Propane Stove with a Broiler, a Xintex Propane Solenoid, a SeaFrost Refrigeration System, Stainless Sink, Pressure Hot and Cold Water, good Storage Space for utensils and provisions, and excellent Counter Space for food prep.

The Engine is beneath the Cockpit and behind the Saloon.



Navigation Station



Main cabin, starboard side aft

The Nav Station has some Storage beneath the Charting Table, a Panel with Electrical Distribution Switches, and Batteries stowed beneath. The Electronics aboard include Standard Horizon Depthsounder, Knotmeter, Wind Instruments, a Ray Marine AutoPilot, a Garmin GPS 75, a Standard Horizon VHF Radio plus a Handheld VHF, and a 406 mhz EPIRB. At the Binnacle there's a Ritchie SP-5 Compass.

A narrow passageway leads to the Aft Cabin, Featuring a Double Berth.



Aft cabin

On Deck

Side Exterior



Cockpit

Cockpit Close-Up



Sails

The Sails aboard are a recently purchased Calvert Mainsail (rated Good), a Jib (Good) on a Roller/Furler, and a Screecher (Good) which attaches at the fold-away Bowsprit.

Deck

On Deck forward is a CQR and a Fortress Anchors, plus 180 ft. of Nylon Rode and 20 ft. of Chain. The Trampolines were recently replaced. In the Cockpit find 2 Lewmar #58ST Primary Winches, 2 Lewmar #50ST's and 2 Lewmar #48ST's for Halyards and Reefing, and 3 SpinLock Sheet Stoppers.

Additional

Also, a Weems and Plath Barometer and Chronometer Set, a West Marine 10' 6" Inflatable with a Nissan 5 HP Outboard, 2 Solar Panels, a Lifesling, and a Swim Ladder. This boat is a bereavement sale, and all offers will be carefully considered.

Disclaimer

The Brokerage Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

Unconditional Love is one of only a few 36's built, and is for those sailors wanting to go *fast!* All offers will be carefully considered.

An e-mail eulogy to a Life Well Lived . . .



I never met Mike personally and wondered what kind of person he was until I came across this e-mail posted on the F-boats user group site by a friend and fellow triamaran sailing enthusiast. I thought you might like to share in this beautiful, unintentional eulogy by e-mail to a life well lived . . .

The Boat

The F-36 is a Farrier Designed TRIMARAN that in this case is wonderfully maintained by its current owner Dr. Mike Marshall. Mike had begun construction of his own and found 'unconditional' for sale for less than the completion costs of his own. So he sold all his bits off to Finland (less 5 packages of Duracore which are (still) available for purchase if you are interested.)

First, the central hull is significantly more spacious at 10 foot width than the trailerable F-boats that I am used to racing. Down below this translates to a very comfortable living environment where the three of us each had our own personal space, provisions that could have lasted to CUBA, and functional access to the 2 burner kitchen and nav layout. This is made more amazing, when one considers that we made the trip with the amas empty, and that the inflatable, stores, anchors, warps and drogue, etc. were stored in the main hull with us. The space comes from greater width at the water line (though not really much more depth). I suppose this translates to greater wetted area, but even overweight at about 8k pounds, we were able to exceed windspeed

at only 50 degrees off the wind and hit 18 knots surfing in the Gulf Stream.

Layout has a large aft sleeping cabin that we had set as 2 doubles in a U. A crouchway goes under starboard side of the cockpit, with access to the escape hatch and diesel, and runs forward to the main cabin where it continues on past storage, hanging locker and head to the forepeak v berth. Under the port side of the cockpit is the refrigerator and some tanks, with the diesel and saildrive directly under the steering station. There is a 4 winch setup (2 jib, one main, one halyard, 2 screecher), wheel, and traveler on the aft bridge. Screecher/spinnaker tracks on the rear beam, and jib tracks and halyard clutches on the cabin top. The cockpit also has hatch access to the rear and main cabins.

Down the main hatch you are in the galley directly facing the sink. The 2 burner stove to the left and the refrigerator under the port cockpit seating. On your right is the nav table and electronics. The galley abutts a square seating area that runs forward to the daggerboard bulkhead, would make for a good sized booth in a restaurant and converts into almost a queen sized sleeping berth. Starboard of this is a couch / berth that runs from nav to bulkhead and fits my 6 foot 2 inches of deck ape-ness. I had standing headroom in the main cabin, despite bilge tanks under the entire area. For a man who is rarely impressed - I was, and could easily live on the boat for extended cruising

The rig is a fixed, double diamond with large roach main, furling jib to the bow, and screecher on a pivoting 8 foot sprit. A spinnaker could run to the end of the sprit, but we didn't have and didn't need it. The amas are probably the most beautiful of any that I have seen from Ian, with plenty of reserve buoyancy forward, and his safety v shape aft. I would guess about 250%, but I would more pragmatically rate them by mentioning that I rarely could stuff the ama under, even when pivoting between cross seas and slamming into the back of a wave. They just got to about 6 inches from going under and popped up onto the surface. And trust me, I tried to put them under. I was impressed by how stiff the boat was. There must be a lot of carbon in the beams, because I jumped up and down on the bow of the floats and nothing wiggled. I have done the same on Ostar boats, boats in The Race, and round the buoy boats (including my a-cat) and found more flexibility. Thank you Ian for another solid design, I bet you had fun stretching beyond the trailerability constraints.

Overall, she performed like a champ. We made approximately 680 miles in 4 and a half days of easy weather sailing that never really saw more than 20 knots of breeze for any extended period. The big cross-seas of the hurricane, Gulf Stream, and northeast wind pushed the stern around a bit when they hit on the aft quarter, but there was nothing uncontrollable, and I do so love hunting

for waves to surf. The real joy was cutting loose on flat water in the cape, and south of Hatteras, where the boat zipped along like an aircraft carrier, with only the slightest wiggle of her hips in response to slapping chop. It was quite a surprise to look down and see 11.8 on the knot meter, with only the rarest of whitecaps visible in the moonlight

I had high expectations going in, and they were exceeded. The boat, if executed strong and light in construction, would put up quite a fight if raced against the production trailerables, and has enough space for 4 or 5 to cruise comfortably for a month or so. I want one. And as I thankfully said to Mike when we parted, "Thank you for working 80 hour weeks for so long, so that you could buy a great boat like this for me to play with. "

It is a great tribute to his character that he laughed.

Cheers

Lincoln

Contacts & Enquiries:

Carol has retained Mustang Island Yachts as her broker and you should talk with Mr. John Lillard whose also operates

The Corpus Christi Sailing Center

200 South Shoreline Blvd.

Corpus Christi, Texas 78401

Tel. No. 361-881-8503 (office)

361 244 0059 (mobile)

John will be happy to answer your questions and to show you over the boat. I have known John for a while now and I can tell you he is a very experienced sailor who runs a sailing school, delivers and charters yachts and is an all round

straight talking good guy who is easy to do business with – if he isn't out of the office sailing something!

I live about 600 miles from Corpus Christi in the same city as Carol so when I go to Corpus Christi it is because I want to go sailing. Nevertheless if you would like to talk with me you may telephone me on 806 549 0750 (mobile) or e-mail me at jockcameron@sbcglobal.net and I will be happy to respond. I can also put you in touch with any of the people I have spoken to during my research into Unconditional Love's history if you feel they might be able to offer you useful independent testimonial opinion and corroboration.

I hope you will take the time to seriously consider whether you shouldn't move up to this real thoroughbred ocean going dream machine and if you do become Unconditional Love's new owner and you want to take me out on her for a few days – that would be OK by me!

Thank you

Jock Cameron