

Inventory
Sailing vessel “KISS”
Sail number F 44



Mast, boom and by S&H Spars on the Gold Coast, built to Farrier specifications.

Jib reefing system “Reefit” supplied and fitted by Almasts Australia in 2017.

Sails:

Main. Vektran/Dacron with Windslyce roller car system on mast.

Jib - blade. Vektran/Dacron.

Jib - #4 heavy. Dacron - Orange.

All sails by Hood.

Deck gear – All Harken and Ronstan.

Main cockpit sheet winches: 2 X Harken 48ST.

Secondary cockpit sheet winches: 2 X Harken 46ST.

Jib, spinnaker halyards: 2 X Harken 40ST.

Reefing winch: 1 X Harken 32ST.

Main halyard winch – Electric: 1 X Lewmar 40 ST.

All controls led aft through Spinlock rope clutches except main halyard through Lewmar rope clutch.

Engine and drive:

Nanni N3-21 21 HP. 800 hours at time of writing.

**Coupled to a Seahawk Slipstream 15 X 11 Stainless steel prop.
140 litre fuel tank.**

**Diesel delivery system has additional electric fuel pump, a
dedicated water trap and two water trap/filters.**

Accommodation:

Double V berth forward.

Dinette easily converts to large double berth in saloon.

Settee berth on starboard side. (An excellent sea berth).

Safety equipment:

Fire extinguisher X 2.

Jackline around deck.

Life jackets.

Drogue.

EPIRB.

Life ring.

Gas detector.

Galley:

Two burner Broadwater stove with grill.

2 X 4.5kg galvanised gas bottles.

340 litres water tanks. 2 X 100L. 1 X 90L. 1 X 50L.

Water delivered by electric pressure pump galley.

Fridge and freezer. Either one can be a fridge or a freezer.

Anchor gear:

**Delta 35lb, (sleep at night) primary anchor with 45 metres 5/16”
chain and 50 metres 8 braid nylon.**

10kg secondary anchor with 15 metres 5/16” chain and rope.

**Anchor winch – Muir Storm 1250 all stainless steel vertical drum
with gypsy.**

Electrics:

450 AH house batteries.

200 AH start battery.

70 amp alternator on engine.

BEP 20 circuit breaker switchboard.

Solar panel – 150 watt, mounted on stainless steel Targa bar, and regulated through an MPPT controller.

Air wind turbine with Flexcharge controller.

LED lighting throughout.

Electronics and navigation:

Raymarine eS series Chart plotter.

Raymarine EV 100 autopilot.

Raymarine Depth sounder.

Raymarine AIS650 Class B Transceiver.

VHF radio.

All LED navigation lights with super bright light at masthead.

Excellent for alerting shipping of your presence.

Other stuff:

Dinghy.

2HP Honda 4 stroke outboard motor.

Cockpit awning.

KISS has been built to a professional standard at my premises by myself, with the assistance of 3 professional boat builders – two of them multihull sailors.

Everything is foam cored with epoxy construction with Klegecell being used in the hulls and bulkheads.

All interior furniture is foam core, vacuum bagged, Klegecell or Airex and all adds to the overall buoyancy and structural integrity of the boat.

All flat panels have been vacuum bagged to provide the strongest possible structure while eliminating unnecessary weight.

Balsa core has been used in dagger board case sides where high compression loads might be expected.

Carbon fibre has been used where specified in the beams, rudder and daggerboard to increase strength and eliminate unnecessary weight.

Epoxy resin has been used throughout construction. You will never see osmosis in this hull.

Core samples have been taken from various parts of the boat during construction. These can be made available on request*.

**Can be seen but I will not send these out to people. The new owner can have them all for reference purposes.*

KISS has been built as exactly as possible to Farriers plans and specifications, which will be made available to the new owner. This boat is, as you would expect from Ian Farrier, immensely strong and very fast.

KISS is very much a sailors boat, she will outsail almost any other cruising boat of the same length, including catamarans. I know of only one other aft cockpit version of the F36 around so I do believe this boat to be quite unique in that regard.

If the new owner wishes to race, the spacious aft cockpit, with 8 winches and all lines led aft, make crewed handling easy. For the single or two handed cruiser, KISS will cruise happily, and very comfortably at 8 – 10 knots day and night under minimal canvas. If you want to make a few more miles during daylight hours, just hang some more rag on, do a bit of sail trimming and you will reap big speed rewards 12, 14, 16 knots, you pick it. That's for cruising sailors, the racing boys will be pumping for better than that, and they'll get it, consistent 18 knots + is no problem.

I am not sure what more I can say about this boat. As with my last boat, the one Jessica Watson subsequently sailed around the world, I have set her up to be an easily managed cruising boat for crewed or shorthanded passages, and/or for a fast, efficient racing machine. Whatever your kind of sailing, KISS remains a highly

manoeuvrable, easily driven, ocean capable, vessel that can cover big distances in comfort and with safety.

I am sure there are many questions I have not answered but I am here to answer them all. Remember, “No question is a silly question”. And if the photos do not cover something you want to see, I will send you what you need.

As I do use my boat, the location of KISS will change. Engine hours will rise and equipment may well be changed, removed or added to. Such is the world of the cruising boat.

If the new owner needs KISS to be delivered anywhere, I am more than happy to deliver her, with or for the new owner, anywhere in the world. Anywhere! Provided I can get back home again.

I will stress here that KISS is a sailors boat, it is not a marina showpiece. Absolutely no concession has been made to cosmetics over functionality. The interior is clean, tidy and functional with no excess weight being added with cosmetic liners and the like. All winch and track bolts can be easily accessed if need be. If you want a trimaran for entertaining, then it is probably best you go take a look at a Dragonfly 35 – and pay the price. If you are a sailor and want a well designed, well built, fast, ocean capable, easily managed trimaran, then give me, Marty, a buzz. 0427-734 026.

