

F TRAILERTRI F

The New F27 is launched!

March/April 1985-No. 27
June/July 1985-No. 28
(Special Combined Issue)



On May 28th, the prototype F27-SUPER FOX-was launched in San Diego Bay, after 11 months of hard work. Corsair Marine closed down for the day and the entire staff went sailing. Everything went very smoothly and SUPER FOX started her sailing trials, being paced by Corporation President John Walton's 44 foot tri 'Meshack' (crewed by a gaggle of photographers who seemed more and more merry as the day went by).

The first sail was very exciting, and in winds of around 10 to 15 knots SUPER FOX easily reached 10 to 11 knots at times. There was one exhilarating burst to 13.5 knots to windward in a stronger gust—surprisingly leaving 'Meshack' well behind.

Her handling was excellent, with the usual light weather helm and excellent tacking ability. Her manouvrability is equal to the smaller Trailertris with the same ability to make continuous 360 degree turns in the one spot.

Next step is a comprehensive series of sea trials and tests, to ensure the best, most thoroughly researched and developed high performance yacht on the market.

There is no firm production date as yet, as there still remains a lot of work to be done. Corsair Marine has just shifted into a much bigger factory, and we have to start from scratch to set up a complete production facility. All this will take time, and we have no wish to rush the F27 on to the market until we are completely satisfied that we can provide the best built, most reliable, and best value for money yacht on the market.

Price is still undetermined as we cannot establish this until after setting up the production line. Our target price however, is under \$30,000 for the sailaway boat. Hopefully, the next Newsletter will have more details in this regard.

The first public showing will be at this year's Long Beach Boat Show in October, and by then we could be in a position to start supplying boats.

A few more details on the boat itself. Trailing proved to be easy—for a 27 foot boat—and was accomplished with a mid-sized 6 cylinder station wagon. She is still a big boat however, and for long trips I feel a larger car/pick-up would be advisable. Height on

the trailer is 10'9" (only 3" more than the 680) and should present no problems.

Mast is easily raised single-handed, by using the trailer winch and a special mast step with the pivot point in line with the shroud anchorage points. Thus the mast cannot fall sideways while being raised. Even a child can raise the mast—I know, my 11 year old son did it on the second time out!

Launching is very easy, and again can be done single-handed. The only need for a 2nd person is to hold the boat while you park the car.

Once launched she is stable folded, and is boarded by using the folded float bows as stepping points. Force required to fold was a big surprise. This was one worry when designing, and a lot of time was spent getting the geometry just right for maximum leverage. This has paid off and the F27 seems actually easier to fold than the 19 foot Tramp! Once again easily accomplished single-handed, and while under way, regardless of conditions—and best of all, it only takes seconds to unfold, with only 1 or 2 minutes needed to do up the bolts. As with all Trailertris, there are no restrictions on folding, do it whenever you like, at the ramp, while motoring, rough or smooth water. Just don't try it while on a flat out reach at 15 knots or more!

The outboard has its own well on the side of the aft cabin. This does 2 things, it keeps it handy to the cockpit, and positions the prop in the ideal inboard position to avoid cavitation—a real problem with stern mounted motors in a chop. It still kicks up when not in use, keeping the prop well clear of the water.



The mast is shown here ready for raising. The bar, with roller, on top of the forward beams makes this in one man job, in conjunction with the trailer winch.



Rigged and ready for launching—the retracted float foil is visible here.



Pop-top can be seen here with aft end raised only. Raising the forward end as well gives full standing headroom in the galley area of the cabin.



The windward experimental float foil can be seen here

All halyards and control lines are led aft to the cockpit to good size winches while all deck gear is Harken, Ronstan and Schaeffer.

The only thing I don't like at present, is the mainsail, which is fully battened and a real handful to get up and down—the worst feature of such sails. As a result there will probably be an optional soft sail for sailors like me—who like to enjoy sailing without lots of work.

Jib and genoa are both very easy to handle and tack, the smaller jib being particularly easy and quick. To achieve good forestay tension there are currently optional runners, but these have proved a little awkward and inconvenient. We will probably revert to the same system as used by the racing rig 680, with tensioners on the swept back top shrouds. Not quite as effective, but certainly easy to use and good enough for all but the real racing enthusiast.

Visible in some of the photos, just behind the forward beams is special retractable, circular hydrofoils. These are very experimental at this stage and may be offered as an option sometime in the future.

Marina docking proved to be very simple, just like any other boat in fact. Biggest problem is trying to get away from the boat afterwards, with all the interest it creates from onlookers.

Similarly, retrieving back on to the trailer is easy, and could be done single-handed.

As it becomes available, further information will be sent out to all those who have indicated their interest.



Outboard well is visible here, and outboard leg can just be seen in the kicked up position.



Returning to the ramp after the 1st sail



Marina docking is as simple as this.

TRAILERTRI is published and written by Ian Farrier with 4 issues every year. Publication date for each issue depends on the availability of suitable material, but will usually occur in December/January, March/April, June/July, September/October. Subscription is US\$6 (Foreign US\$7) and includes air mail postage. Any interested person may subscribe, you do not have to be a Trailertri builder or owner. Send all subscriptions to : **Ian Farrier**, P.O. Box 7362, Chula Vista, CA 92012, U.S.A. Ph. (619) 585-3005.

Hartmut Fischer cruises to Yugoslavia in his Trailertri 680

Dear Ian,

Finally I'm really writing to you my story as a multihuller. My wife and I have been sailing catamarans for 15 years now, and in rather different waters. First of all we had an inflatable catamaran in 1970, which we sailed on lakes in central Germany, and during our vacations in Spain, Yugoslavia and on the Schlei, a fjord in northern Germany. Then we moved there in 1975 and first of all bought a solid A-cat, which we sailed here, in Norway and in Greece.

In 1978 we bought a bigger cat approximately the size of a Tornado with which we even sailed to Denmark with a tent, pantry, clothes and supplies in the floats. But this proved to be too tedious and hazardous because of our very unstable weather conditions where you never have reliable good periods (mind we live in the mid-fifties, about the latitude of southern Alaska.)

Our next attempt was to have a small, light and handy catamaran to put on top of the car and flee to southern coasts when our summer turned out to be another green winter. With this, we sailed to Denmark together with friends who had a monohull yacht with an aft cabin where we could go aboard after landing. This attempt again ended in rain and storm, and I got my car and was on my way to the Adriatic within one day. There we put up our tent and sailed an area of 20 miles. More we couldn't do, for either with fresh winds we were exhausted after a few hours or with little wind it took all day. Well—a coast cat is no cruising boat.

After all these experiences I thought of buying a trailable monohull, but compare their sailing performance to that of a cat! Then after a talk to the designer/builder of my catamarans I got a prospect of the Trailertri from him, and the next thing I did was write to you. After I had got your letter I contacted Alan Veth in Holland who told me the address of Jan van Hulst who was willing to sell his Trailertri 680.

I bought the Trailertri for sailing here on the Baltic Sea and—if the weather turns out too bad—for a quick transfer to the Mediterranean. This, I did at the very beginning when I was equipping 'Wasserlaufer'—which means watterunner—and the thermometer didn't climb over 15 degrees centigrade—sometimes even only eleven—last June.

So, when the preparations for cruising were ready, I slipped it on the trailer, hooked it to the car, and off we went. The weather didn't turn better before we had crossed the Alps after 1200 kms, but then the Mediterranean area in northern Italy kept its promise. After another 300 kms crossing the north Italian plain we reached the bay of Trieste at Monfalcone, and after some searching we were shown a proper launching place in the mouth of the Isonzo river—which gave it's name to 13 severe battles between Austria and Italy in the first world war—Hemingway reported from there in "A Farewell to Arms." After a heavy thunderstorm and another day of shopping—we had to get nautic material, to declare the boat at the customs and at the capitaneria, to buy food and fuel and, and, and, ...—we launched the boat.

Before, I had been afraid of setting up the mast without a crane, but I attached the stays to their chainplates, bolted the mast to it's



Hartmut Fischer and WASSERLAUFER in an Yugoslavian port.

footrail while supporting it with the trailing fork, connected the forestay to it's chainplate by a 4:1 tackle and after I had lifted the far end of the mast over the horizontal line with my shoulder, my wife could draw it up with one hand, and I firmly believe I could do it even alone this way, though it's always better having a helping hand. The rest was no problem, but took a lot of time with storing the baggage. So we spent our first night aboard with the boat afloat.

After some more shopping I found a local farm where I could leave car and trailer, and we made our first start to the sea. Now you must know sailing the Adriatic means sailing in the waters of the ancient Republic of San Marco—Venice—and in former times it was called Gulf of Venice. So there are old Venetian ports and towns everywhere, the whole region is history and culture, but also vast nature in large parts abandoned country which is being reconquered by man in the form of tourism. It also means sailing in warm weather and waters, diving down for laying anchor after arriving at some place and with bathing the first thing in the morning, which is not so familiar to us northern people.

We crossed the bay of Triest and landed in Piran where we could tie the boat to a pole in the middle of the harbour and a buoy in the rear. Before, I had been anxious about mooring possibilities in Yugoslavia, but it proved to be no problem at any place. There are a lot of large partially natural ports where you can lie at the pier or at anchor, and we never had to fold the boat because they have no boxes. Marinas are very rare there. Besides that, we mostly anchored in coves which you find every few miles.

After the toll formalities, with a price of about 10 dollars for a year's port taxes for the whole of Yugoslavia, we went to town for supper on the piazza della capitaneria, in that warm southern atmosphere which makes life so easy, and with that scene of a Renaissance town around you which makes you feel so much at home.

The next few days we sailed down the coast of Istria in light winds, at 6 knots maximum doing about 20 miles a day. Then we crossed to the vast Dalmatian Archipelago always watching the weather. For you are never sure of the Bora, a wind blowing down from the coast range mountains with a height up to 5000 feet which is very turbulent and very much respected, but the constant calm weather continued. We were struck by it in the port of Biograd, which is still under construction. At several times natives had warned us of it, and we were rather uneasy about it. So, I spent several hours laying extra mooring lines when the typical Bora clouds showed up. But it was not very severe with at most wind force 8.

Some days later we were hit by a thunderstorm lying at the pier in Porec harbour, with the anchor to the rear and with the neighboring 3-ton-yachts' anchor chain over ours, when it was torn loose and ourselves too. We were rather lucky that the thunderstorm didn't last long, but all the same our boat was hit against the pier with the

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bow of one float several times, and I spend half the night mooring it again. The next morning it turned out that through the night manoeuvres the chains of three yachts had become entangled with each other, and there was another two hours of clearing. And when we slipped the boat again after the cruise, I found about 15 litres of water in the float, and I had to repair several hair splits. But otherwise the boat had proved very stable without any other damage, and I repaired it by simply filling some epoxy into the slits. So what I want to say is to be very cautious with other people's advice, even if they seem more experienced than yourself, and there is nothing that can replace your own experience, caution, abilities and responsibility. I had known the problem before, and clearly foreseen the danger, but I had to pay my price for the comfort of lying at the pier. On the other hand, who knows if I should have been able to reach the anchored boat with that light inflatable dinghy during the thunderstorm if the anchor had not held strong, for at the time we were having supper in town. The best thing of course is to tie your boat to the four posts of a box, but first of all you have no boxes everywhere and second I do not want to lie in marinas only, I prefer free nature most of the time. And in this case I always took the opportunity of diving down my anchor and laying it cautiously, using crevices in rocky grounds, rocks or putting it into better holding areas of the ground. Moreover, one should have enough line on board for fastening at different points of land, with pieces of chain to turn around rocks or trees.

Well, during that Bora day in Biograd, we prepared cautiously for sailing, putting life belts on and a reef in the main and jib only, for it was the first time we were to sail in heavier winds, in that unpredictable Bora, but I wanted to test it out for I had to become familiar with my boat under any circumstances, and I had to overcome my fear from the Bora. Well, it was another bright day, the waves in the Zasdarski Kanal were not high, and the wind did not increase. So after some time we had a safe feeling, with the boat beginning to plane at ten knots leaving a 30 foot yacht behind us. We were now on our way back, and all in all it was the same as when coming. After a wonderful three week cruise we landed again on the banks of the Isonzo, and we were home again on the 29th of July after a month's absence.

Hartmut Fischer
Lerchengrund, West Germany

Trailertri 680 in England

Fred Ball of Surrey writes that he has now sailed his 680 C.WITCH for 2 seasons and is very happy with her. Main problem has been breaking centreboards, due to the timber in the case being machined undersize, meaning a thinner centreboard. The photo shows C.Witch at her base mooring at Emsworth, Chichester. Fred writes about a recent trip . . .

Friday spent restoring front garden to some semblance of order.

Saturday gathered up sleeping bags, food, drink, eldest son Tim and rushed to get boat away from half-tide mooring at Emsworth.

H.W. Portsmouth 6:00 p.m.

Pleasant sail down to East Head, couldn't find battens while motoring through moorings until two dropped out of the genoa bag (I think the other two went o/b!). While cutting the corner managed to get the c/b stuck in the mud, pushed off having warned Tim of the dire consequences of leaving his Dad marooned on a mudbank, he resisted temptation and thanks to low freeboard I scrambled easily onto the starboard float. Anchored in about 3 metres for the night. Dinner was soon ready (a quick fry up), and Tim went in search of liquid refreshment.

Didn't fall out until breakfast and weather forecast demanded attention.

H.W. 6:30 a.m. FORECAST WIGHT SE 3-4 some mist at first.

Under way just after 6:00 listening to the forecast and soon were heading for the southern side of the Isle of Wight. As we passed S. of Bembridge Ledge an impatient fisherman charged through the overfalls and was soon heading well south of our course for St. Catherines Pt. Our aim was to just sail as far as we could, so navigation was reduced to land mark recognition and bay counting

(no buoy names to read south of the island!) Soon lost count and found a lighthouse where Ventnor should have been. Having turned the corner the spinnaker was set poleless and 8-9 knots were being maintained. Somewhat surprised at how far to the west the over falls were. Having lost count on the first side of the island, land marks were now regularly being ticked off. The first real signs of company were noticed as we approached Freshwater Bay and we could see a profusion of sails coming towards us through the mist; and the breeze was improving, odd spurts of 10 knots made the decision to round the Needles and go for the circumnavigation. The lighthouse keepers appeared to be enjoying half past eleven with visitors at the base of the rocks. Tim spotted the "A" flag flying from a Diver's support boat and we noted they had a fence of marker buoys to keep the ignorant at a distance. Dropped spinnaker to round well clear and work our way through all the Sunday sailors without the tangles etc. of last moment sail changes. Soon making good progress past Hurst Castle and then found yachts sailing on contradictory tacks. The reason was quickly made clear as we sailed into a 100 yard patch of calm, went in a large circle, and emerged hard on the now Easterly wind.

As we approached the Beaulieu River the rain clouds gathered and the wind freshened veering to S.E. By the time we had reached Calshot Spit the main had been rolled down to the first reef and the genoa swapped for the working jib, reminding me of how lively the foredeck becomes when the sea is choppy. We are now tacking into a moderate sea with the odd big thump as occasional dollops of foam slam against the main hull. Having passed Cowes almost all the Sunday sails had disappeared downwind to home comforts leaving us and a few others beating into the now force 5 gusting 6 breeze under dark clouds spitting periodic bursts of heavy rain. Tim spotted someone in the water near a small boat so we put about to find two idiots (we're quite sane!) bathing from their Mirror dinghy moored to the S. Ryde Middle while the rain poured down. It was at this point I realised that our course was producing a tacking angle of 140 degrees and not the 120 I would have expected. We progressed slowly to and fro across the Solent to reach Spit Sand Fort at about 5:30. Desperate measures were called for if we were going to avoid the Emsworth mud. The outboard was started and we motor-sailed, holding a nice 90 degree course through the submarine barrier towards the W. Pole beacon. We turned north into Chichester just after 7:00, cut the motor and sailed briskly up the Emsworth Channel. The centre board no longer needed, I heaved on the uphaul and found the other end! And an explanation of poor performance, soon confirmed by removing the top of the c/b case. The mooring was soon picked up, ship tidy, the stump of c/b removed (as a pattern for the new one) and the case top refastened. As we left, our neighbour was obviously aground so the "cheating" had been a wise decision.

Fred Ball



1985 Australian National Championships.

The Brisbane Trailertri club's year started with a very successful Inaugural National Titles with 14 Trailertris taking part. The five race series was action packed, to say the least, with a summer storm (90—100 knot winds) catching the fleet after the last race of the first weekend.

The first four races were sailed on Olympic Triangle Courses in typical Moreton Bay conditions with light morning and much heavier afternoon breezes. Olympic Courses are quite hard work, however, the standard of the fleet was very high.

The Ian Farrier sponsored invitation race required a shortened course due to light conditions. 'Knee Trembler' (720), 'Flying Fox' (Tramp), and 'Thor' (680) were the first home with 'Knee Trembler' and 'Evangel' (680) showed tremendous pace and control, however, all the other boats were sailed well. 'Sidefx', 'Kestrel' (680's) and 'Flying Fox' were always close as were other boats in the fleet. Race one is notable in that a number of skippers had not completely read the sailing instructions and became confused about the extended finishing leg and finish line. However only two or three were caught out. 'Boofhead' excelled herself to be the first to pop a kite in the definitely rugged conditions for race three.

Races 4 and 5, the bay races, were sailed the next weekend, but with fewer starters, due to the damage caused by the severe storm after Race 3 (Full report in the last Newsletter). With race 4, 25 knots was the order of the day to make it the wettest and hardest race of the series. 'Knee Trembler' showed 'Blistering Pace' over the line opening a large lead. While the Tris flew kites towards St. Helena, the two committee boats headed towards the finish line at Peel. This proved to be heavy going for Paul Koch's cat 'Vamoose' and Lindsay Gray's monohull 'Sun Maid'. Lindsay and Marge returned to Wellington Point to the relative comfort of the trailer. The Trailer Tri's (Tramps included naturally) had such a good race they nearly beat the committee boat to the finish. However, we were in time and finished 'Knee Trembler' first (with a broken boom) followed by 'Flying Fox' and 'Evangel', all boats finished inside 35 minutes of each other.

Our final race was a superb 10-15 knots. From the start it was windward to the Banana Banks and a 10-12 mile spinnaker run to round St. Helena and then close reaching to the finish at King Island.

Royal Queensland Yacht Club was the venue for the presentation with more than 50 people enjoying the smorgasbord dinner.

Geoff Finegan
Brisbane

RESULTS

Overall—First and National Champion—Evangel—N. Buckley

Line Honours—Knee Trembler—D. Trott

Full Results (Corrected Time)

1st-	Evangel	680	N. Buckley	0.0
2nd-	Kestrel	680	L. Simpkin	17.4
3rd-	Flying Fox	Super Tramp	Healey/Cutcliffe	19.7
4th-	Knee Trembler	720 (mod)	D. Trott	24.7
5th-	Hi Interest	680	R. Young	45.7
6th-	Side FX	680 (Tall rig)	M. Kilpatrick	52.7
7th-	Aspro	Tramp	R. Daly	54.0
8th-	Albatros	Tramp	F. Gans	57.7
9th-	Boofhead	18	J. Davidson	61.7
10th-	Thor	680 (Tall rig)	D. Dorsett	67.7
11th-	Trinity	680	R. Peberty	68.7
12th-	Kotuku	680	B. Hill	72.0
13th-	Bewitched	680(¾)	W. Braithwaite	73.0
14th-	Centaurus	680	I. Reilly	81.0

D.N.S.- Lady T S.Keong
D.N.S.- Androd R. Mabin

AND NOW FOR NEXT YEAR!!

Subject to confirmation by QYA, Harbours and Marine, etc., next year's National Titles and Regatta will be from Sat. 4 Jan 86 to Sat. 11 Jan 86, weekdays included. So now is time to get your holidays organized

Geoff Hunter launches in Australia



Dear Ian,

We launched "Kamulla" (Trailertri 720) on 26th of January after 9 months work. They say anything worth doing takes 9 months.

I am quite satisfied with the performance, the tiller is light and well-balanced; self-steers with a shock cord as I do a lot of lone sailing. I have made light ply panels with windows in for pop top sides and front, so the cook can see out.

I built the boat out of Meranti and Sea-ply and believe it would be impossible to build a light weight boat unless you used inferior grade ply. I used a router on all timber edges to reduce weight. But still finished with the boat floating near the waterline mark, at the bow. Not to worry, I am quite pleased with the result.

We entered the Marlay Point race, finished 5th in our division; 2 hours behind the other 2 720's.

I stayed an extra week at the lakes after the race and soon picked up a young couple for crew, no shortage of admirers, and inspection-tours were conducted wherever we went.

All asked, "How does she tack," so we sailed from Barrier Landing to the entrance a mile long by 50 yds. wide and never missed a tack.

I winch the mast up using an extension to the winch mount with a pulley and the jib halyard, the outer side stays are fixed to hand-drills at the mast. By using the tension blocks, which are spliced onto sidestay.

I have just mounted a 6 HP (ultra-long leg) Yamaha outboard to the aft wingdeck—as room was scarce aft. I will enter the Geelong to Queenscliff Race in December. Could you give it a plug in your newsletter as we multihulls need 10 boats to make a class.

Well, Ian, all the best for the future and keep up the newsletters.

Geoff Hunter
Colac, Victoria, Australia
Ph. 052-312610

As Geoff says, it is very difficult to build a light boat due to the scarcity of a good lightweight Marine ply. A good one in Australia (if you can get it) is Klinki, and while it may appear weaker than Douglas fir or Meranti, Trailertris have been designed for plys of this stress and weight range. In the USA Sitka Spruce is ideal. A word on the waterline, also. Trailertris are designed to float

slightly bow down on their waterlines when empty. This gives the impression of being heavy from the front when empty. Add the crew in the cockpit, however, and correct trim is established.

Marlay Point-1985

After seventeen years of competition the Marlay Point Race has become an Australian yachting classic. With little media coverage or personal recognition, an enormous number of yachts gathered again for this event, which is held annually, some miles south east of Melbourne.

The attraction of this race is no doubt the novelty of sailing trailerable yachts over 45 miles at night while the relatively protected waters of Victoria's Gippsland Lakes give confidence to the less experienced and family crews that compete. Such is the magnetism of the Marlay Point Classic that this year six hundred and thirty two (632) yachts competed, many travelling enormous distances to compete. In our case a round trip of 2000 miles from Brisbane.

Our entry was Doug Trott's superb, Farrier designed, Trailertri 720. While Doug's 720 is a fractional rig like all 720's he has veered from the conventional style and developed a sophisticated triple spreader rig with a small self tacking headsail putting the balance of the standard 320 ft. into a powerful mainsail. This main and two powerful spinnakers make this yacht very fast on all legs of a course so that it easily lives up to its name of "Knee Trembler."

We launched at Hollands Landing at the end of McLennan Straits and sailed back to the start and marshalling area at Marlay Point. This gave us a chance to get the feel of the straits and at least one of the lakes.

630 boats milling about waiting for the three starts is something to be experienced. Our particular start at 8:30 p.m. was shared with some 250 boats of similar handicap. A strong starboard bias had the pin end heavily congested however, we made a fine start in 5-6 knots of north breeze.

One long tack across Lake Wellington, 2 or 3 short tacks to keep clear air and line up the entrance to the straits and then . . . into an absolute log jam of stationary boats!

By a process of fending and sailing we continued on in virtually no-breeze conditions. Close by was another Trailertri 720, 'Battlestar' while 200 or 300M ahead was a Buccaneer 24, 'Silverbird'. Progress depended mainly on the current which fortunately was in the direction we hoped to be sailing. Cross chat between yachts and spectators kept everyone amused with the exception of the crew of one yacht. After a collision with a low branch, they spun around and proceeded in the right direction but backwards in station and at the same speed as the yachts. This action created hilarity for all those near by.

Fog added to our problems around midnight soon becoming quite dense. As we left the straits and sailed into Lake Victoria, visibility dropped to around 20M.

So far we had been going well. From around 40th into the straits we had worked up to 18th spot with a comfortable lead on both the other 720 'Battlestar' and the Buccaneer 'Silverbird', about four minutes from the leading Nolex 30. However, we were soon to be in trouble. While working to stay under the kite, still in 4-5 knots we ran too deep across the lake eventually running aground on the eastern side in a fog-bound bay. This was to cost us dearly!

Naturally as soon as we ran aground the fog lifted to show us the fleet as they sailed by. This included 'Battlestar' and 'Silverbird'!!

Sailing out of that bay took more than half an hour of absolute frustration. To add to our problems the breeze swung so that we could no longer carry the Spinnaker.

Dawn placed us at Raymond Island, with the Metung rounding 7-8 miles ahead in glassy seas. The leading boats were sailing out of the Metung inlet taking the last breeze with them.

With a faint breeze on the nose we slowly made ground on the other tris so that as we rounded the Metung mark only 400M separated us. After rounding however, they simply sailed away while we sat in a hole with the company of Ross 780's Nolex 25' and various other fast monohulls.

Our fortune changed at last! With four miles to the last rounding mark and two miles behind the tris we found that with the kite very

shy we were rapidly making up ground. The breeze was swinging enough to have us change from the kite to the headsail twice in the last 500 meters. As we approached the mark we established an inside overlap on 'Battlestar' rounding seconds behind the 'Buccaneer' this time in 5-8 knots of breeze.

The last mile to the finish was fantastic. We held off a determined challenge from 'Battlestar' but just couldn't hold against the extra sail area of 'Silverbird'. The Buccaneer finished 1.40 minutes ahead of us with 'Battlestar' some 33 seconds behind.

Overall fleet line honours this year went to a Nolex 30 with 'Silverbird' sixth home, ourselves seventh and 'Battlestar' eighth.

First multi on corrected time came from further back in the fleet and was 'Curlew' sailed by B. Story, a home designed and built tri. Second was ourselves in 'Knee Trembler' four minutes behind 'Curlew' (on corrected time) followed 33 seconds later by 'Battlestar'.

Often during our 26 hour drive home to Queensland we speculated about our position if we had not run aground. We have decided that all we can do is have a go next year

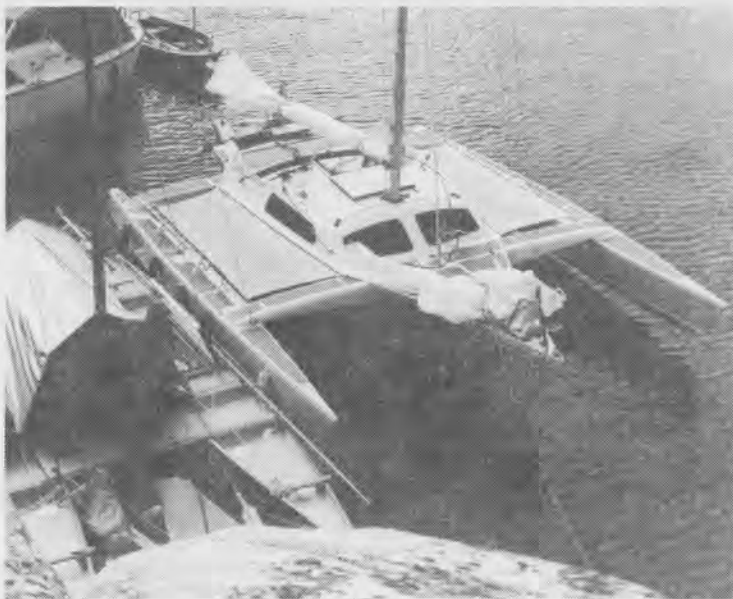
Cliff James
Sheldon Queensland

We have declared a brief period of mourning after this race as 'Silverbird' is the first 'other' multihull to break Farrier design's 5 year dominance of this race! A Trailertri or Tramp has been fastest in the multihull class every year since Bob Hall entered the first Trailertri in 1980. We can at least take some comfort that it took a Buccaneer 24 which is a virtual stripped out racer with very limited accommodation, much lighter, and carrying 25% more sail area than 'Knee Trembler'

Congratulation though to Tony Considine—the skipper of 'Silver Bird' as the Marlay Point is not an easy race to win no matter how fast the boat.

The period of mourning will last at least until next year!

680 in Sweden



Dear Ian,

We send you some photos of our 680, "TRICK", with racing rig. One was taken in July 1981 in Norway, at a meeting with about 40 others (multihulls of course). The other photo is from the first time she floated, at the beginning of June the same year. We hadn't painted the waterline then. As you see we have changed the cockpit and aft cabin a bit. We wanted more shelter inside the cockpit because of our rather cold weather up here, so we made the sides 10 cm higher. The deck is Thread-Master.

The biggest problem with her is all the people, when you are in harbor. They say (mostly) that she is the most beautiful multihull they have ever seen. They hardly believe us when we tell them that she is built with ordinary Swedish wood and plywood.

We are also interested in your new construction Trailertri 27. So

please send us the general layout drawing you mentioned in Newsletter No. 25.

We are now trying to sell our 680 and have begun looking for something else.

Greetings,
Clas Nord

Winter Family launch their Trailertri 18



Dear Ian,

Trailertri 18 no. 55 finally made it to the water on the 5th Jan. '85. The launching was well attended by neighbours, friends and relations that have watched progress. Highlight of the launching was when young son dropped the bottle of champagne into the lake so the boat was christened with real "salt water wine" . . .

Construction of the boat, being my first (to build) had its moments of joy and consternation with definitely more of the former. The boat went into the water fully fitted out and is now being enjoyed by all the family, my son especially enjoys holding the tiller over and making "circles" . . .

The other weekend we had the spinnaker up for the first time. Conditions were very light but we had the pleasure of drawing away from the other yachts on the lake. The boat was set up for racing but at the moment we are having too much fun just cruising around . . .

It was aptly named by my wife "BOAB" which believe it or not is an abbreviation for Bastard Of A Boat. So named when my wife asked jokingly one night when I was going to finish the B— of a boat and get it out of the garage. Well, it took a while to build but it was definitely worth it, only the best was good enough.

Contrary to predictions the boat did float and did not break up

when launched and has proven itself since launching, second time out on Lake Macquarie it blew up a gale and we had the pleasure of being caught in the middle of it. BOAB came through without any worries . . .

The boat creates interest whenever it is launched or retrieved or travels along the road. I am quite convinced from some of the looks that some people think its a caravan gone wrong . . .

I have enclosed some photos which you can add to your collection, they cover the final stages of construction and finally on the water . . .

All the best,
Ann and Greg Winter
Blackalls Park, N.S.W., Australia

Here and There

Apologies for this very late newsletter. We got so involved in getting the F27 launched over the last couple of months that we just couldn't find the time to do the March/April issue on time. As a result we are producing this double issue for June/July. Things should be back to normal for the September/October issue—we hope!

Folding System Prices.

Please note that since March 1st a new price list has applied for all folding system parts. Prices have had to rise as it is more expensive to manufacture them here in the U.S.

Trailertri Supply is also now manufacturing all folding system parts in Australia, thus avoiding any major increase in Australia due to freight and the strong U.S. dollar.

Boats For Sale: Leo Peters has his partly completed 680 for sale in Michigan, with most materials and fittings to complete. Cost is very reasonable, phone (616) 381-3216 or 345-3660. Cliff Vaughan has a well advanced 18 for sale in San Diego—phone Cliff on (619) 562-5188. The Super Tramp FLYING FOX is also available in Brisbane Australia. This was my own Tramp and is extensively fitted out for racing. FLYING FOX won the 1984 Marlay Point and is a real light weather flier. Phone Keith Cutcliffe at (07) 59-0385.

Lionel Rockman reports that he recently made a return passage from Victoria to Sydney (Australia) in his Command 10, encountering some rather rough weather on his way, but the boat handled it with no problems.

Al Barnes is looking to purchase 4 fiberglass beams for a 720. If anyone in the U.S. has a mould and is willing to make an extra 4 beams then please contact Al, Box 520, Fulton, Texas 78358, Ph. (512) 729-4005.

I have received a few enquiries about which rig to use for the 680. There are 3 options, the racing rig, the standard rig, and a $\frac{3}{4}$ or fractional rig. The racing rig is self explanatory, and should be used if you will be seriously racing, or sail in predominantly light wind areas. Its drawbacks are a very heavy mast to raise and more complication. The standard rig is still the best all round compromise, giving excellent performance and easy handling. For heavy wind areas, particularly if just cruising, the $\frac{3}{4}$ rig is a very strong rig and quite simple to set up and sail. It is not recommended for light wind areas.

We usually send one or two names of nearby builders to plan buyers. We thank those of you who have cooperated with us in this but realize it may cause some inconvenience at times. If you do not wish new or prospective plan buyers to contact you, or have had a few too many callers, please drop us a line.

With this issue some of you will receive subscription renewal notices. The number at the top of your address on the envelope determines with which issue your sub. is due. The same number should be on your renewal form.

We'd like to thank all of you who have sent us articles, photos and letters. Keep sending them in. Color or black and white photos are fine. We can return them if you specify.

Regards to all,
Ian and Alicia Farrier

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