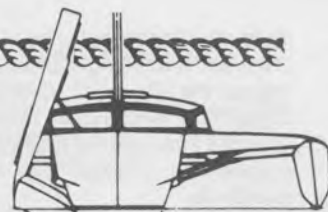


# F TRAILERTRI

Newsletter



30 December/January 1986

## F27 News

Having now found that it almost takes as much time to do the interior molds as the exterior molds, we are not as far advanced as we would like. However, our demonstration boat should be completed soon and we will begin deliveries soon after that. We were hoping to have interior pictures in this Newsletter, but it is already late and just couldn't be held back anymore. Next issue for sure, and this should be out soon after this.

Demonstration sails are currently being restricted to serious buyers who have made an initial \$1000 deposit. This is due to the large amount of interest being shown, and with limited time available (due to the need to establish production) we feel preference should be given to those who wish to purchase this year.

The deposit is to secure a place in the production schedule, but with no obligation to buy, as the \$1000 is fully refundable should you find the F27 not for you after a test sail. Once full production is established, with more time available, we will then commence frequent demonstration sails for all who are interested. You will be notified when these will begin.

As a result of orders from the Long Beach and Chula Vista Boat Shows, we now cannot promise any more deliveries until August. So to take delivery of a boat in time for some sailing this summer, you will have to act early.

We have also received a number of enquiries from Europe and Australia asking about availability in these areas. We are currently too busy establishing U.S. production to cater for other countries as yet, but once full production has been reached here, both Europe and Australia will be looked at for production facilities there. Be assured that we are working as fast as we can to do this.

Our selling policy for the F27 is to sell direct from the factory. We will not be using or setting up a traditional dealer network. There are several reasons for this, mainly price and closer contact with the customer. To set up a dealer network is expensive and overheads are high. These prices have to be passed on to the buyer and normally amount to about 20% of the retail cost. The F27 is a much more sophisticated boat to build, compared to the traditional monohull, and using dealers would see a retail price some \$6000 higher. This is getting a little more expensive than we would like and I'm sure you would agree.

So what we intend to do is sell factory direct. But, one problem. Not everyone wants to come to San Diego to see a boat, so how do we solve this? Firstly, we intend to participate in as many Boat shows across the country as possible. Secondly, we intend establishing a network of private F27 owners who are prepared to do demonstration sails for us on a simple commission basis. The advantage to the private owner is an enjoyable part-time income, and a tax deductible boat. The advantage to the buyer is a lower price, and I'm sure, a much more relaxed demonstration on the F27's sailing characteristics by a knowledgeable owner. We have already several soon-to-be owners prepared to do this, and the first to take delivery of their boat will be Jeff and Laura Kopczynski, who will be based at Marina Del Rey in Los Angeles. As soon as we can get Jeff's boat to him, he will be happy to do demonstration sails. Jeff and Laura can be contacted at (818) 242-2791. Other prospective owners have expressed interest in doing demo sails in Michigan, Maryland, Texas, and Florida and we would be interested to hear from any others. It shouldn't be too long before we have the country covered coast to coast.

Sea trials have continued with the prototype SUPER FOX and we have been very pleased with the results. In such a light wind



area as San Diego it's rare not to achieve speeds over 10 knots on every outing. We frequently sail both Saturday and Sunday and trailering is so easy we always retrieve onto the trailer and take her home for Saturday night. We hardly ever bother to leave her in a marina dock.

Most recent race was the New Year's day race in San Diego, the multihull division being made up of mostly small day sailing cats, the F27 and the Cross 32R CROSSFIRE. We don't really expect the F27 to be competitive with small cats like C class, Tornados, Prindle 19s, and Hobie 18s, as their power to weight ratios are several times higher than ours. But we were pleasantly surprised to end up in the middle of the fleet ahead of some Hobie 18s.

Conditions were light to moderate, while the start was marred



by faulty time signals (an 11 min. gun!). As a result a quarter of the fleet (including SUPER FOX) started a minute early and missed the late recall. CROSSFIRE heard the recall and started correctly?? However we increased our premature 1 minute lead to over 11 minutes by race end, but along with many others were disqualified. CROSSFIRE thus took the trophy for the big multihulls.

Information on the F27 is available from Corsair Marine, 150 Center St., Chula Vista, CA 92011, Ph. (619) 585-3005.

## Command 10 News



Ross Blair's Command 10 RICOCHET and Andy Sproul's TARANGAU rafted together at Canaipa Passage, Brisbane, Australia. TARANGAU has one float folded for the benefit of the camera. Ross writes:

Dear Ian & Family,

As you can see from our address we are now in North Queensland. Bucasia is a small place about 6½ n.m. north of Mackay, very quiet and peaceful. However I'll start from when all were last in Bundaberg and move on from there.

After we received our Genoa and got the boat to a seaworthy stage (hatches sealing properly etc) we sailed down to Brisbane. This was in October 1984. We had quite a pleasant cruise down, except for the first day which was rainy. We spent two weeks getting to Brisbane, spending a bit of time in the Sandy Straights.

We didn't do a lot of sailing in the bay but we did get out over Christmas and sailed down to Peel Island and then to Canaipa Passage with Andy and Cathy Sproul's CIO Taranqau. We had a very pleasant time with them with just the two boats anchored there for most of Christmas Day. As you see from the photographs we talked Andy into folding one of his floats. I was most impressed with the ease of the operation.

We left Brisbane around early June and had an extremely good trip as far as about Gladstone, although it was quite cold as we had S.W. winds most of the way. We stopped at Mooloolaba, the Sandy Straights, Bundaberg, Round Hill & Pancake Creek on the way. We had to motor through the Narrows north of Gladstone and had a slow trip to Keppell Isles. After the Keppell Isles we had a fairly uncomfortable trip to Pearl Bay (about 50 NM north of Keppells and on the southern end of the Broadsound area) with about 15 to 20 knots increasing through the day and very confused seas. Yvonne was seasick all the way and Micah and I were feeling very queasy. We wrapped the spinnaker around the forestay three times and eventually gave up and replaced it with the genoa as the wind was getting up anyway. We stayed in Pearl Bay as the weather turned nasty and wet. After Pearl Bay we had a fast trip up to Percy Island averaging 7½ knots over 60n.m. with the genoa only. The trip to Mackay from Percy Is. was even faster with an average of 8 knots and that was with having to drift the last couple of hours,

as the wind dropped out. We stayed in Mackay for a few days catching up with some old friends and then spent a month around the Whitsundays before coming back to Mackay to settle down to, each building a 12 · 2 m Crowther Catamaran for a friend here.

We are very pleased with the boat and the only thing we want to put on it now is a low solid dodger to protect half the cockpit. As you predicted the boat tends to squat in the stern at speed which is great for downwind surfing as there is no tendency to bury the bows.

Sorry its been so long since I've written but as you probably appreciate we've been rather busy as, I believe, you have been as well. The F 27 looks great! Hope it is all going well for you. All the best to you and your family for Christmas and 1986!

Regards,  
Ross Blair and Family

## A 720 in Ohio

Trailertri 720 #93 is progressing well in the 4-6 hours per week I have to spend on it. One float, centerboard, c/b case, and starboard wingdeck are complete as are the frames for the port float. I've learned much doing the first float and highly recommend using narrow crown staples for planking. I just don't see how it could be done with nails. Duo-Fast sells a gun for \$125 which could be resold after the boat is complete. Fortunately, my father has an air compressor.

I am using a beautiful Occume mahogany marine ply from Harbor Sales in Baltimore. The cost was \$1600 for the complete amount for a 720. Good lumber, aside from some very heavy hardwoods like oak, are difficult to get in the Midwest, where white pine is king and fir is unheard of. Most suppliers wanted \$4.50 to \$5 per board foot for vertical grain Douglas fir. I finally located a person in Texas who hand-picked some light red meranti and shipped it here to me for \$2.50 per board foot. When combined with the W.E.S.T. system these woods produce a beautiful boat, something you cannot buy.

Wayne Evans  
Athens, Ohio

## A Command 10 in Holland



Ed Roehms Command 10 SIGMA RAINBOW which was launched last year in Amsterdam and has now made several crossings of the North Sea. Ed was a recent visitor to Corsair Marine's Factory here in San Diego.

## A Self-tacking Jib on a Trailertri 680



*It has proved very fast in all but the lightest of breezes and with one or two reefs in the main, very easy to handle in a breeze. It's a real lazy way to sail and worth every minute of extra work. The 680 still handles in a very well mannered balanced way.*

Photo shows a self-tacking jib set up for Lyn and Lee Bassell's Trailertri 680 in South Australia. The track is curved so that the force from the jib will not cause the traveller car to run into the centre (the shortest point from the forestay with a straight track). A single traveler control line runs from the foredeck between the beams. It will thus not get caught in the traveller while tacking. The jib sheet runs from a 2:1 tackle fwd. to the bow so that the sheet tension is always the same as the jib tacks. Lee and Lyn write:

## Tramp Owners

I will be shortly making up a modification sheet to make better use of the under cockpit floor area of your Tramp. As you know, the forward storage box just in front of the mast is a little small, but it is possible to change this into a large, watertight, storage area as is done on later Tramps. The Mod. Sheet will also show where you can fit inspection hatches in your cockpit floor as on later Tramps.

We modified a local Tramp owned by Bob Baxley recently here at Corsair Marine, and it made a huge difference to available storage space. Write and let me know if you would like a copy.

**Wanted to Buy:** Trailertri 680 or 720, contact Paul Davis, 221 University Drive, East Lansing, MI 48823, Ph. 332-0896

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## Trailertri Clubs in Australia

**Trailertri Association of Queensland:** Secretary is Margaret Finegan, 189 Collingwood Rd., Wellington Point, Qld. 4160 Ph. 07 207 2235

**Tramp/Trailertri Assoc. of N.S.W.:** Secretary is Chris Nelson, 62 Coonong Rd., Gympie Bay, N.S.W. 227. Ph. 02 524 0278

**Trailertri Club of South Australia:** Secretary is Baden Jacob, 28 Kandahar Cres., Colonel Light Gardens, SA 5042. Ph. 08 277 4003

## 1986 Australian National Trailertri Titles

The series began with the Ian Farrier Invitation Race, officially started by Mr. Paul Clauson, MLA for Redlands. This race provided the competing boats with an opportunity for last minute tuning, and also to acclimatise themselves to the waters in which the Olympic Triangles were to be set. This was in the southern part of the main body of Moreton Bay, to the east of the Huybers Light. The Invitation Race was sailed on a Starboard course in moderate 8 - 12 knot winds, abating to 5 - 8 knots at the finish. Displaying the tenacity and skill which earned him Overall Handicap Honours in the 85 Nationals, Nev Buckley on *Evangel*, a standard rig 680, led across the line from arch rival *Knee Trembler*, modified 720, with Doug Trott at the helm. The completion of this first triangle was already establishing the pattern for the series. *Knee Trembler*, with its powerful rig, slid away from the rest of the fleet, to lead Tony Goschnick's recently launched and immaculately finished 720 (modified) *Sticky Fingers* by a clear 4 minutes. *Windenwave*, once 'The Boss' of the Trailertri fleet, was wearing her age with dignity to round third behind the more radical 720's. *Evangel*, with her smaller standard rig, was finding it hard to sail to her handicap in the light conditions. *Trifecta*, another Tall Rig 680, was doing well despite her lack of spinnaker. This was the maiden voyage of this as yet unnamed and not quite finished yacht. While skipper Mike Vincent and crew laboured feverishly each morning screwing fittings on and running spinnaker halyards of the striking green and yellow boat, rival crews gleefully christened her *Egg and Lettuce*. Meanwhile, Bob Peberdy on *3D* led Ian Reilly's *Centaurus*, both standard cruising 680's. Bob, back for a 'hair of the dog' after last years series, was already making a determined bid for the Wooden Spoon. These were the placings at the end of the race, despite *Knee Trembler's* altercation with a marker buoy at the start of the last leg. Trottie's stylish pirouettes



Doug Trott's Trailertri 720 KNEE TREMBLER



around the innocent buoy were a delight for the Committee Boat nearby, before he charged off to win both Line and Handicap Honours for the race.

Alongside the sailing action on the water, the convivial time had by the Competitors, Race Officials, Builders, and friends on the beach before and after the races made for an entertaining and satisfying week. The welcoming Barbecue on the Saturday night set the tone for the week. A fine tropical night, with the glow of the lights from Manly Boat Harbour stretching across the calm water of Waterloo Bay was a delightful setting for the opening Barbecue. It was a time for meeting the adversaries of the day, of builders talking to sailors and of generally relaxing in good company.

After an interesting series the trophy presentation on Saturday saw the Wellington Point Restaurant, overlooking the course, filled to capacity with members and friends. The recently elected Mr. Paul Clauson, MLA, a keen sailor who sailed as crew in the 85 series, presented the Trophies, amongst them the wooden spoon, accepted with great pleasure by Bob Peberdy. The main honours for the night however, belonged to Doug Trott, who had sailed a superb series to take line honours in every race to win the Epiglass Line Honours Trophy and The Ian Farrier Invitation Race. His boat preparation and crew work reflected the impressive, professional experience in 18 footers, which Doug has now brought to Trailertri ranks.

The Trailertri Supply Co Trophy for Corrected Time was awarded to *Knee Tumbler*, after a countback, from *Evangel* skippered by the legendary Nev Buckley. Both yachts were awarded 3 firsts on handicap, with Doug taking 3 seconds and Nev taking 2 seconds and a third. Windenwave was awarded third place. The minor placings in both Elapsed and Corrected time were awarded Trophies donated by Flower & Adams.

All in all the second Trailertri Nationals have been a great experience, both on the water and socially, for skippers, crews, committee and friends. And now for next year, Commodore of Bundaberg Yacht Club, and skipper of *Windenwave*, Gary Cook, has offered to host the series for 1987. Needless to say, negotiations and planning for the event are already underway.

#### Results:

Overall handicap 1st KNEE TREMBLER (Doug Trott), 2nd EVANGEL (Nev Buckley) 3rd WINDENWAVE (Gary Cook). Line honours in all 6 heats was taken by KNEE TREMBLER.

## A 680 in Virginia.



Commander Don Minnich's Trailertri 680 nearing completion in Virginia Beach, Virginia. Don should be launching her this summer.

## 720 in Brazil



Trailertri 720 being built in Brazil by Jose Pedri and Jose Luz. Biggest problem is getting suitable metals.



Alright, stop sulking, you can have the F27

Trailertri is compiled and published 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, and September/October. Subscription is US\$6, A\$10, NZ\$12 and all other foreign US\$7. Subscription includes airmail postage and personal checks are accepted in all above currencies. Send all subscriptions to Ian Farrier, P.O. Box 7362, Chula Vista, CA 92012. Ph. (619) 585 3005.