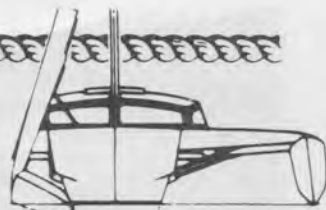


F TRAILER TRI

Newsletter



March/April, 1986 No. 31

F27 News from Corsair Marine

At long last the first production version of the F27 has been finished, and by the time you read this, the 2nd and 3rd boats will be nearing completion. All molds have now been made and only the final production jigs and assembly systems need to be finalized.

The first boat was to have been our new demonstration boat, but because we are so far behind in our delivery schedule, 'DO IT AGAIN' has been delivered to its new owner, Paul Emple, from Maine. However, one of the next 2 boats will be kept (we hope) as our demonstrator, and regular demonstration sails should commence soon.

Only a brief trial sail was possible, but it was impressive, with the untuned and fully fitted out DO IT AGAIN easily matching SUPER FOX our well tuned, stripped out prototype, and looking superior to windward. That very night Paul loaded her up and left for Maine, tow vehicle being a Chevy Astro Van, with the 4.6L V6 engine. Paul reports that the van handled the tow very easily, and they only took 3½ days to reach Maine!

As promised, interior photos are included in this newsletter, these being of DO IT AGAIN's interior. Missing is the cabin table (Paul didn't have time to wait for it).

We are still unable to quote definite delivery times, as it will be some time before the production system is fully developed. At this time all of 1986's production has been sold, and we cannot promise anymore deliveries until 1987.

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

Newport Ensenada Race

This is the biggest event on the Southern Californian race calendar with normally well over 500 starters. The fleet is divided into several different classes, with multihulls starting first.

The multihull fleet was made up of 7 cats and 5 tris, and ranged in size from the 49' racing cat WIND WARRIOR to the prototype F27 SUPER FOX. On SUPER FOX we were somewhat concerned with our handicap, being rated 3rd fastest, even though the smallest boat in the fleet. We were also rather disadvantaged by the minimum 4 man crew rule, which really works against the smaller boats. Any chance of winning seemed slim indeed.

We trailed SUPER FOX up to Newport on the morning of the race, and were soon sizing up the opposition in the starting area. WIND WARRIOR looked particularly fast and menacing, with a rotating wing mast, and a top crew including Randy Smyth. The 40' racing cat MINETTE was also impressive, and given any wind both of these looked easy winners.

Conditions at the start were sunny, with a pleasant 10 knot breeze. Our start was at Noon, and we crossed the line with CROSSFIRE (modified Cross 32R tri) right behind and KESTREL (Buccaneer 36 tri) just below. The correct course was a tight reach, but to establish clear air we tightened sheets and slowly climbed up and away from CROSSFIRE and KESTREL.

Soon after the start we were able to ease sheets, and over the next hour we slowly gained a little distance over our close rival CROSSFIRE. Both KESTREL and ALLEZ CAT (43' CSK cat) headed further out to sea, with ALLEZ CAT slowly drawing ahead as the breeze gradually freshened. WIND WARRIOR and MINETTE were on a roll and rapidly disappearing over the horizon.

Ten minutes behind us, the big Ultra-Light and IOR A class



DO IT AGAIN and SUPER FOX together on San Diego Harbor

monohulls had started and the specialist downwind ultra-lights slowly started to reel us in. There's no substitute for waterline length and unlimited budgets in these moderate conditions and one by one the impressive 65 and 70 footers, crept by. Suitably impressed we tried harder, but could make no impression. Nobody had tried a spinnaker as yet, and even though it looked doubtful, we had nothing to lose and up it went.

Immediately, our speed jumped 2 to 3 knots, and even better, we started to reel back the big monos. Slowly the wind strengthened and before long we were hitting 13 knots, and other spinnakers began to appear. CROSSFIRE had worked futher out to sea was now gaining under her big spinnaker and a small staysail. By dark she had got ahead, while ALLEZ CAT could be seen further out to sea about level with us.

The big monos had also been able to fly their spinnakers by now and once again started to draw away as the wind died for the night. As the night wore on it became a long battle against the slop to keep enough of the dying breeze to fill the spinnaker. Boatspeed is of the utmost importance in these conditions and to keep way on we reached out to sea. Around 4 am we judged it time to head for the coast again, jibed, and almost immediately had trouble finding any wind.

Daybreak saw a glassy sea, with just one other yacht in sight, much closer to the coast. Barely managing a knot at times we converged together, until our distant unknown friend pulled a fast one, hoisted his drifter and rapidly drew away into a new breeze. Impatiently we waited till it reached us and we were off in pursuit. Soon, once again we could rehoist the spinnaker, with our quarry doing likewise. To our surprise we recognized the spinnaker of our regular sparring partner CROSSFIRE.

Slowly we narrowed the gap to about 1/4 mile only to see CROSSFIRE pull away again as the wind increased. Her bigger spinnaker and extended waterline appeared an advantage downwind as the wind increased, but we seemed to have an edge as it lightened or moved forward of the beam. For 4 hours we battled along the coast, alternatively gaining and losing, but never getting near enough to pass.

Nearing the finish, the wind appeared to lighten, but we were at least 1/4 mile back. Slowly we crept near, then a wind change, and now on a tight reach we literally leapt away, crossing the line 2 minutes ahead.

Entering Ensenada Harbour, we found that both WIND WARRIOR and MINETTE had finished, and there was no sign of any other multi-hull, nor too many monohulls either. WIND WARRIOR had taken fastest time, finishing in an incredible 12 hours and fifty four minutes, MINETTE was second in 17 hours and 40 minutes with SUPER FOX third in 25 hours and 5 minutes. CROSSFIRE was fourth just behind us. ALLEZ CAT was fifth half an hour later, followed by FREESTYLE (Spindrift 37 cat) another 38 minutes behind, with KESTREL 7th.

On handicap, it was WIND WARRIOR an easy 1st, MINETTE 2nd, and CROSSFIRE 3rd. The first Ultra Light mono was a 66 footer in 18 hours 50 minutes. We would have liked to have been a little more competitive with the big 60 to 70' ultra-light monos, but with SUPER FOX being the prototype and several hundred pounds overweight we were quite satisfied with the result. Wait until next year!

Compared to the rest of the monohull fleet, on elapsed time, we were faster than all of the IOR A Class fleet, except two (Nelson Marek 66 and 68 footers) and all of the huge PHRF fleets. Not too bad for a 27' cruising oriented multihull!

We must admit to feeling a little smug as we trailered SUPER FOX back up the coast at 55 MPH. Half of the fleet could still be seen racing south, while some of those already finished were slowly beating their way back North. There's a lot to be said for easy trailerability.

Australia's Marlay Point Overnight Race 1986 Via Trailertri

By Doug Trott and Geoff Finegan.

Marlay Point for the **second** time? from Queensland? A 2000 mile round trip for a one night race! Crazy? Well, it all depends on how you look at it. Marlay Point is a race all of its own. A mad crazy scramble across an inland lake in the middle of the night in the middle of nowhere, with 650 other boats and a million red, green and white lights - its eerie and fascinating. Then funnelling into a moving log-jam down a long narrow winding channel - that's real adrenalin material, finally, spewing out into a long, lonely reach up a starkly beautiful, moonlit waterway, to finish this maddest of all races at dawn. Crazy? Don't you believe it! Having won the Australian National Trailertri Titles in January, Doug Trott's Trailertri 720 *Knee Trembler* was off again to defend the Trailertri reputation at this most incredible race. Trailertris have a long history of winning at Marlay Point, and after last years second placing, Doug was keen to set the record straight.. So it was hitch up, and head off down the backblocks of New South Wales. Trailertris tow very easily, which is just as well. Doug added another title to his already impressive list - the first yacht to cruise the Australian Alps via the Omeo Highway (read dirt track). So much for shortcuts!

Knee Trembler joined the other 653 yachts in the rigging area. Everything from 16 f' Hartleys to ocean going yachts. An amazing sight, but nothing compared to the 2000 odd navigation lights when night fell. A moving city on the water, complete with the amber flashing lights of the Committee Boats.

The green flare at 2100 hours started the last Division, with 500 boats in front of us. With the rock box up loud, and a bit of aggressive sailing, we have made ourselves a hole near the favoured windward end of the one mile long Start Line. Eight knots of breeze came in right on cue, and away we went, sheeted hard on and in front of the fleet, including Ken Wilson's Nolex 30 *No Strings Attached* and the radical Outrigger 7.5 trimaran *Born to Run* of Tony Considine. In the 7 mile tight lead across Lake Wellington, we reckon we passed about 200 yachts, some of them at twice their boat speed. The *special effects* in "Star Wars" were nothing compared to this.

Now, the moment of truth. The first mark is an enormous steel tripod. *Imagine a giant raft of about 50 boats all trying to round this at once, all doing about 5 knots. Knee Trembler* had set a kite about halfway across as our boat speed turned our apparent wind into a tight reach. We dropped this about 100 yards short of the mark, and came down on it at about 10 knots. Panic! Drama! No room! We shot up above the mark and came around to try again. Same story. Finally, on the third attempt, we squeezed through, but we had lost about 60 places, and *Born to Run* and some of the Nolex 130's had got through.

Next, the big squeeze. All these boats have to fit into the 50 yard wide McLennan Straights which join Lake Wellington to Lake Victoria. What a shambles. We had a disagreement here with a trailer sailer skipper who didn't know his rules, which left our starboard float a bit of a mess. Luckily, Trailertris have watertight bulkheads!

The spectators in the Straights are something that have to be experienced to be believed. The comments, the tinnies, the aircraft landing lights that hit you between eyeballs, the noise of the generators. What a contrast after the open lake, and what an atmosphere! The wind drops here to a whisper, with the high trees either side, *Knee Trembler* created enormous interest by her boat speed. We were able to catch and use every puff, and ghosted along at about twice the speed of everyone else. Nearly every boat swung a torch onto our transom, only to find the outboard sticking up in the air.

We reached Hollands Landing, where the Straights open into Lake Victoria, and got a position report from an official boat. 650 down and 3 to go! Only 2 Nolex 30's and a probable RL24 in front! The breeze had freed a bit, so up with the kite and away to Metung, 25 miles up the lake. *Knee Trembler* loves these conditions, and we were doing 9-10 knots, just on the point of planing, in 10 knots of wind. After about 10 minutes, one more Nolex 30 couldn't be seen. He'd either cleared out in the light windward conditions through the Straights, or his navigation lights were faulty. We had the lake to ourselves. A large gap had opened up on the 650 boats behind us and there was no-one to be seen around us. Cold? It was bloody freezing! (We're from Queensland, remember.) The mainbrace was spliced several times, and we had a very interesting viewing of Halley's Comet. The night wore on. Suddenly, *Born to Run*, the Outrigger 7.5 of Tony Considine appeared, going a good 3-4 knots faster. We bore off as we headed into Metung, but couldn't catch him *Born to Run* is 500lb lighter, is about 3 feet longer, and has a much bigger sail area. This is reflected in the handicaps - *Knee Trembler* - 103, *Born to Run* - 96. However, this is no excuse, and we headed after him, pulling all our strings. Around the mark at Metung, drop the spinnaker and make everything work for the windward leg back to Paynesville and Finish. No good! *Born to Run* hit the line 6 minutes in front at 0600 hrs, and was amazed when the gun did not go off. He was convinced he was first home after having passed us. To both of our consternation, there was the Nolex 30 *No Strings Attached* tied up at the jetty! Neither of us had seen him on the dog leg run up to Metung and back, and it's still a source of wonderment as to how he got there. The lesson is, of course, never assume anything, particularly in a night race.

Despite this disappointment, we were still very pleased. First on Handicap, second across the line in the Multihull Division, with Duncan Sandell's Trailertri 720 *Battlestar* third. 651 boats behind us, some big ocean goers, some with 2 hours headstart, and some with top sailors. Our impressions? A race all of it's own. Everyone should do it at least once. Then you can say you've lived. Maybe then you'll get the bug too and be silly enough to drive 4000Km for a one night race! The Trailertri created enormous interest - guess the sight of a smallish, basically cruising boat with an average sized rig and 3 blokes and a girl on board, powering through the fleet at about twice their average speed, would grab anyone's attention.

Next year? You betcha! This time, maybe, in the new F27 Watch us go!

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F27 main cabin, galley is to port as is a settee/bunk. This is being widened more in the next boat. Another settee is to starboard, while above both settees are roomy storage bins behind the settee backs. The Starboard settee back also folds to convert into a comfortable wing berth. The forward cabin passageway can be curtained off.

The F27 forward cabin, with fwd. berth, head, and vanity unit. Small round hatch into self-draining anchor well is for cabin ventilation, even when raining.

Looking aft, the hatch into the aft cabin can be seen. The roof mounted switch panel is on the starboard side, plus a VHF radio (optional). The portable ice box is stored under the cockpit, while behind this can be seen the forward end of the aft bunk. On the starboard side, the panel at the aft end of the settee has a swing flap for trash, which drops into a custom trash bin behind the settee.



Another 680 in New Zealand

Dear Ian,

Well, after 7 years of variable effort, my Trailertri 680, No. 55 TRIPLE RIPPLE was launched on the Wanganui River in December. After returning home for a forgotten beam bolt, we had a nerve-racking sail as racing was in progress and we seemed to get across the river very rapidly.

We then towed it up to Auckland (454 kms) behind our 1969 Triumph 2000, the only problem being the car got rather hot. The power seems more than adequate to get up the ramps we have used.

We did 3 day trips on the Tamaki Strait trying things out with few problems. On our way home we spent 3 days on Lake Taupo, meeting Bill Unwin with his Trailertri 720.

It has surprised me how well the boat copes with the confused water we came across, with none of the monohull-crashing off waves, and also the lack of feeling, apart from acceleration, when a gust hit. I'm not sure how hard I can Push it yet!

Richard Sutherland-Smith
Wanganui

Tramp for Charter



Adler Marine of Lake Havasu, Arizona, PH. (602) 855-1555, are offering a Farrier designed TRAMP for charter and have a special package deal of 3 day/2 nights stay, which includes one full day sailing aboard the TRAMP. This would be an ideal way to experience a Farrier design at your leisure, and to find out more contact Fred Adler, at Adler Marine.

Trailertri Builders

There have not been too many construction articles or hints in recent issues, mainly due to the enormous amount of time devoted to the F27. However, next issue I hope to detail a lot of the rather unique features that we have incorporated into the F27, that could be adapted for your own boat.

Multihulls Magazine

We have had hundreds of enquiries on the F27 from all over America, and many of these are from monohull sailors looking for a little more exciting sailing, but who really don't know much about the modern multihull. If you are one of these and would like to get more up to date, then we would highly recommend MULTIHULLS magazine. This is a top quality publication published bimonthly, and the subscription is \$18 for one year. They do have available single copies for \$3 each + 50 cents postage.

MULTIHULLS is also always on the lookout for launching photos, or any interesting news of all new multihulls. So those of you who have recently launched or will do so soon, send in a photo, with a little text to go with it.

MULTIHULLS 421 Hancock St., N. Quincy, MA 02171
Tel. (617) 328-8181

For Sale: A rather unique Super Tramp in Brisbane, Australia. Ian Farrier's own boat FLYING FOX, with a specially developed experimental cabin. Ideal for storage, with 3 small berths. Complete with outboard, trailer, 5 sails, and full safety gear. An extremely well equipped and highly tuned boat. Multihull division Winner of the 1983 and 1984 Marlay Point Race. Contact Keith Culcliffe, Ph. 07 59-0385

Wanted to Buy: 680 or 720, contact Dick Ranieri, P.O. Box 55882, Tucson, AZ 85703

Trailertri and Tramp Information

Plans are available to home builders for the Trailertri series and the Command 10. Send \$2 for Brochure to Ian Farrier, P.O. Box 7362, Chula Vista, CA 92012.

The TRAMP/EAGLE is currently out of production, but this should be resumed next year

Boat Shows

It appears that a space has become available at this year's Annapolis Boat Show and, provided our production rate is satisfactory, we should be there with an F27. The Annapolis Show is in early October

We will definitely be at the Long Beach Boat Show in late October. No other Shows are planned for this year

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.