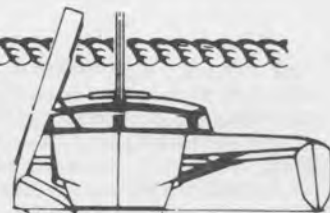


F TRAILERTRI

Newsletter



Cairns (Australia) to Samarai (Papua New Guinea) in a Command 10

by Yvonne Blair

It was that time of year again and 12 months since our last holiday. So it was all systems go, go, go. Preparations got underway of stocking up on everything possible and watching the waterline go down with much disgust to the skipper.

Five boats were leaving and these were 'Cheetah' 42' Lex Nicol design cat, 'Margay' 37' Spindrift cat, 'Fairlight' a 32' gaff rig Tahiti ketch, 'Fanuei' 36' Cascade, and us being 'Ricochet', a C10 designed by Ian Farrier.



We were up at 7:00 a.m. and over breakfast we talked to the other boats who were already on their way. Some leaving as early as 2:00 a.m. They reported of very light S.E. winds. We felt we were in for a calm crossing. We up anchored at about 8:00 a.m. with it still raining. We got out past the leads and headed for Cape Grafton with a light southerly blowing. Then the breeze came in and so did the rain, just belting down.

We heard the other boats on the radio ahead of us talking about turning back as the weather was too sharp with 20/25 knots wind from S.E. So we thought we might just pull in behind Fitzroy Island for cover as well. Also anchored there amongst us was Lionel Rockman's C10, 'New Man', single-handing, heading down the Queensland coast south, after sailing up to Cairns.

The weather improved eventually and once again we are the last ones to leave. We were a bit hesitant to leave at first, but with everyone edging us on and already gone, we didn't want to be left behind! We were all leaving in front of a change, and Ross wanted to see what came behind it. We were all underway, and still with the rainsqualls following us. Not exactly the sort of company I had hoped for! 'Fanuei' followed the rhumb line and the rest of us decided to get as much easting as possible while we could, in case the wind came around to the east. The first day we had a 15 knot S.E. We were abeam of Bougainville Reef 18 hours later.

Our worst night was the second. The wind got up and so did my

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nerve. Those rainsqualls just wouldn't get the hint and go away. We hardly slept and had 2 reefs in the main and a reef in the jib as well, and still trucking along doing 6/7 knots. We always like to be a bit undercanvassed, especially when you can't judge how much wind is going to be in the rainsqualls, and you can't see what's happening in the pitch dark. The wind would drop off a little, and you think the sky is clear blue, but it's another black cloud coming for you, then the breeze would become rather cool and you could smell the rain.

On the 3rd morning we took the reef out of the jib, and about 2 hours later, took the 2 tucks out of the main. We were greeted to a lovely sunny morning with smiles on our dials, but this was soon turned sour, as more rain came over! As we were all conversing on the radio amongst ourselves, checking each other's positions etc., it was nice to know that somebody else was out there and being in contact with each other.

As Ricochet made her way from being the last boat to the first boat, along the way, we could then warn the other boats of the rainsqualls coming their way, but we had nobody to warn us. Although later on we found out 'Margay' had us on his radarscreen, watching the rainsqualls getting us! Nothing like a game of space invaders at sea to pass the hours away.

The 3rd night out it was time to take our malaria tablets. We were really dreading the foul taste it leaves behind.

The 4th morning brought fewer rainclouds and 12/15 knot easterly. After being out for 390n.m., we then lay off even more until we were heading 10°. Once again we took the reef out of the main, which we had in for the night. The boat was doing 7/8 knots and more at times for a few hours, and we wanted to get there comfortably. We were now cruising and wanted to enjoy our holidays.

Sleep finally caught up with me and I slept like a log for 5 hours. The whole trip Ross and I shared two hour shifts on and off. I felt

F-27 in Japan



Pictured is GLENSHEE II, Glenshee Japan's F-27 demonstrator, beached at Kamakura, a resort beach just south of Tokyo. Sackville Currie of Glenshee writes that they recently raced GLENSHEE II double-handed in a Hatsushima Race in Sagami Bay, and beat the whole Japanese racing fleet — 40'+, fully crewed, many with professional crews. The first monohull came in one hour behind, in a 6 hour race.

like sleeping beauty when I woke up, and actually felt guilty for sleeping so long! It was only about 2 hours after I woke up that we spotted land. I bellowed LANDHO!! Micah and I jumped up and down and danced on deck around the stays, much to Ross' amusement!

At 8:55 a.m. there were 3 happy Blairs and the excitement began. The wind was down to 10 knots E/NE and still dropping out. We noticed a tidal flow carrying us down, westerly set, so we headed back up another 10° until we were heading 20°. Coming in over the reef was magic, the sun was shining brightly, the rainsqualls finally got the hint and buzzed off. The water was like crystal. What a gentle landfall. We put the lure over the back and could see the reef as we were going over it, even the bottom! We hooked 3 barracudas which we promptly threw back every 15 minutes between hooking them. We finally hooked a lovely rainbow runner, so Grant's Guide to Fishes tells us! The wind was now becoming lighter still, down to about 2/5 knots E/NE and at 11:35 a.m. we started up the ole iron topsail with 464.7 miles under our belt.

At 1:30 p.m. we were abeam of Breumer Island and saw our first Papuan in a dugout. At 2:15 p.m. we dropped the anchor in 10 meters at Samarai, WE MADE IT. 'Fanuel' got in at about 6:00 p.m., and the 2 cats, 'Margay' and 'Cheetah' got in about 1½ hours after us. Fairlight was still out there with fairly light winds and got in the next afternoon.

Our total miles for the trip of 3 days and 4 hours was 480n.m. exactly, doing it in just under 76 hours.

Samarai isn't much of an anchorage but it never looked so good as when we saw it. We were all well on the trip and were amazed at the amount of food that we had consumed on the way over. I had already lined up our 2 tins of fruit, as it slides down the easiest when you're seasick. But the galley slave was out in force, cooking up hot meals.

The 5 boats all had Satnavs, which in the end everyone agreed paid for themselves on the trip alone. There would have been possibly 2, maybe 3 opportunities that we could have got the chance to take a sunsight, and even then you would have had to been pretty quick. It was virtually overcast all the way. Let's hope we all have a good trip home.

Bicentennial Australian National Trailertri Championships

'Blade Runner', the modified Trailertri 720 from Lake Macquarie, NSW, won the double at the 1988 Bicentennial Trailertri Championships conducted on Moreton Bay at Easter. Blade Runner, sailed well by an experienced crew, had the staying power over a week of solid and sometimes heavy sailing, to pull in both the Line Honours and corrected time Trophies. Skipper Alan Murray should have been well pleased with his effort, which also included a First on Corrected Time for the 720 Class Trophy and a First on Line Honours for the Ian Farrier Invitation Race, held on the day preceding the start of the Championship Series.

'Side FX,' Martin Kilpatrick's very rapid Trailertri 680 also scored very well. The boys from Canberra pushed their tall rigged rotating mast (with boat attached) to a Second on Corrected Time and Third on Elapsed Time. "Killer", as Martin is affectionately known, has made the effort to travel to Queensland on several occasions now and always takes home a trophy or two.

Local boat, 'Flying Fox', once the pride and joy of designer Ian Farrier and now sailed by Keith Cutcliffe and Graham Healey, show-

ed its style with Third place on Corrected Time, even after missing a race. For this particular achievement, Graham received a Special Award of a newly designed Sun Dial, clearly marked with wake-up times.

Other local performers 'Sticky Fingers' and 'Knee Trembler' also were in the news. 'Knee Trembler,' sailed with great gusto by Frank Gans, filled second place on Elapsed Time, while 'Sticky Fingers,' with the popular Tony (Chuck) Goschnick and crew, took Handicap Honours in the Invitation Race.

Conditions for the series were ideal for sailing, being mostly 10 to 15 knots steady from the SE. Heavier weather on Good Friday saw some remarkable times and speeds achieved — 2 hours 22 minutes for 22 Nautical Miles, which is 9.3 knots average. Not bad for a 23 foot family cruiser.

On the Good Friday Race, the Trailertri fleet started at Shorncliffe immediately after the Gladstone fleets, using the same Start Line. The pre-race excitement rubbed off on our fleet, and this may help to explain some of the gung-ho sailing. The weather was atrocious, with a very small spectator fleet, but this certainly didn't affect the racing or the Series.

Next year, the Trailertri National Titles are to be at Lake Macquarie on the week before Easter (18 to 23 March, 1989). We are proposing to have a Cruising Division next year, as well as Division One for keen racers.

For further information about next year, or about Trailertris generally contact the Secretary, Trailertri Association, P.O. Box 232, Mt. Gravatt, 4122.

Two 680s In Washington



Dr. George Barrell's Trailertri 680 is one of the first launched in Washington State, and George reports that he is very happy with her. George writes that his best investment has been an Autohelm 1000 tiller pilot on the aft cabin deck. We use the same model on the F-27 with excellent results.

Plans For Home Builders

Plans are available for home builders for the Trailertri 680, 720 and Command 10. For information package send \$3 to Ian Farrier Trimaran Designs, P.O. Box 7362, Chula Vista CA 92012.

Wtd. to Sell: F-27 Trailer, Jerry Grant, Ph. (818) 761-4195

Wtd. to Buy: Used F-27, Will pay top price, John McNear, Ph. (617) 526-1720

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News and Views

The good news is that Corsair Marine is at last starting to get the waiting list for the F-27 down to a more reasonable level. This is now about 6-8 weeks, but an upcoming advertising campaign could increase this significantly. So if you want an F-27 this summer, now's the time to order.

The 1988 Newport-Ensenada Race is now in the history books, and this year there were 9 F-27s taking part. Congratulations are due to John Walton on CORSAIR for being the first trimaran, and the first F-27. CORSAIR had just been launched the week before, so this was an excellent effort. Second across was Jerry Grant in THIRD MOVEMENT, and third Ian Farrier in Rolf Pflugi's SURFER GIRL. Both CORSAIR and THIRD MOVEMENT finished well up in the 500 boat fleet, just behind the 60' Ultralight monohulls and IOR boats.

When launching your F-27 or Trailertri at a busy ramp, don't forget to be courteous to other ramp users. There is no need to take valuable space at the dock to extend your floats. This can be done just as easily while underway, thus clearing the dock for use by others. Similarly, make sure your boat is ready to be launched or retrieved before taking up ramp space. We have all come across ramp hogs, who seem to take all day on the ramp, for work that should have been done earlier. Don't be one of those.

Something we tend to lose sight of here in San Diego and Los Angeles, home of many gung-ho F-27 sailors, is that the F-27 really is designed as a comfortable cruising boat, even though a very fast one. So this newsletter does tend to have too much racing news at times. We also tend to sail the F-27 very hard and fast, and tend to forget that you don't always have to throw up a spinnaker, always use the genoa, or keep the onboard gear to a minimum.

Cruising is meant to be enjoyable, and the nice thing about the F-27 is that you can load her up, use the minimum sails, and still make excellent passage times in incredibly relaxed comfort.

A case in point is the recent Berger Series Catalina Harbor Overnight race (here we are talking races again!). This is a very popular race with 10 F-27s taking part and about 50 monohulls. Briefly, the first F-27 there was David Niebergall's TRIDACTYL, putting



David Niebergall's TRIDACTYL,

everybody to shame in a very foggy race, while first back was Jerry Grant in THIRD MOVEMENT in another professional display. That's the race stuff over with.

Sailing CORSAIR, the Farrier family had decided it was a cruise, were loaded with cruising gear, and didn't bother using the spinnaker. Starting after all the monohulls, and towing a fishing line, we were still able to overtake all except the very biggest. The boat performed exactly as planned — really easy and enjoyable to sail — yet still one of the fastest in the 60 boat fleet. Half of our crew slept much of the way in the very comfortable aft cabin! Now that's what I call a really great cruiser.



Bill Boerner has also launched his Trailertri 680, and only problem has been a knotmeter reading differently on each tack. This is usually due to the sender being located beside and close to the centerboard. The flow of water will affect it when on the leeward side of the board. Log senders should always be located forward of the centerboard, and off to one side as far as possible.

First Launching in Oklahoma

David Yngvie of Oklahoma City has just taken delivery of his F-27 and writes of his initial experiences:

Dear Ian,

Here is a progress note on the last month since I picked up my boat (#31). The pull back to Oklahoma City was essentially unremarkable. With cruise control we were able to stay at 65 on the level, pulling with a Suburban with a 350cc in V8, geared down with a 3.42 ratio rear differential. This gave the engine more RPM's at 55 65 mph, and more power in that range, although it dropped the downshift to second gear speed down to 40 mph.

The only tangible losses from the trip were one nut on the spare tire — now replaced, and a dent in the rear door of the truck, caused after the boat had been hitched to my truck.

We have not done much sailing yet, but have been puttering around the boat some, easily done with it in the front drive just 20 feet from the front door. It seems that we have had more than our share of windy days lately, when what I really want at this point is a calm day, to get out on the water and sort out lines and procedures. However, we did go out once, last Tuesday. I was off and my parents were visiting from Chicago. We had planned an afternoon of sailing in advance. We got out to the lake and it seemed a bit windy. Little tornados of dust rising off the dirt drive and an occasional sage brush rolling across. When we registered at the ranger station we noted the anemometer reading a steady 25 with a gust to 35. The sky was blue with not a cloud in sight. Just a typical springtime day in Oklahoma. After some debate we did end up going out. The hardest part was keeping the boat tied to the dock — it kept wanting to pull away.

We took off from the dock and were making about 2 knots to windward with about 2/3rds throttle (Yamaha 8 hp). Downwind we shut the engine down and continued at 5 knots under bare poles. The vote of the female crew was to have all sail off but as a compromise we raised the main to the intermediate shrouds and reached and close reached at 6 knots. So the maiden voyage was thus a success and I think my wife and mother may even come aboard for another sail in the future.

I am extremely pleased with the boat, and very excited to be a new owner. Will keep you posted on future developments, as we have many family cruises in the planning.

Sincerely
David

For information on the F-27

CORSAIR MARINE

Ph. (619) 585-3005

How To Buy An F-27

By Tony Cabot

For some time now I have fascinated by multihulls. It may have begun one summer evening at the rail of a friend's sloop watching Phil Weld in "Gulf Streamer" flying by to windward; pointing higher and footing faster. Or perhaps it was my Naval Aviation training; after all nothing flies on one wing. Or perhaps it was because Mary Ann, a good friend, doesn't like boats that heel. The road to ownership has been a long one. On the way it included rides in multihulls, purchase of books, a subscription to "Multihulls" and even one abortive investigation of the possibility of home building.

About a year and a half ago I began to see magazine references to the F-27. I was particularly intrigued by an article by an obviously demented transplanted Maineiac, Paul Emple, who had bought hull #2 and was going to trailer her twice a year between San Diego and Southwest Harbor. This boat seemed a possibility and the price seemed reasonable. Some several months later, not yet having seen one, much less sailed one I plunked down a deposit on hull #39, production then being on #4 or #5. The thought was that when it came time to put down some serious money, a supersaver to San Diego would either confirm or cancel the sale.

Time passed and spring became summer. Regular phone calls to Corsair Marine were not particularly encouraging as far as a summer 1987 delivery was concerned and it didn't seem likely that a trip to San Diego was in the cards either. Was this boat that good? Did I really want to wait for 1988? The price was sure to go up. What to do?

Answers came via the previously mentioned Paul Emple, still the only east coast owner and author of 2 or 3 reports on his experiences with the F27. With the encouragement of Mike Mitchie at Corsair I gave Paul a call and sure, he would be glad to give me a ride if I happened to be in the neighborhood. A couple of weeks later we, Mary Ann was not to be left out, presented ourselves at his door and were treated to a gorgeous day of sailing on Frenchman's Bay and environs, terrorizing the Hinckleys and Hurricane Islands; 10, 13, 15 knots on main and working jib, dry, comfortable, etc., etc. I think Mary Ann spent more time at the helm that day than she ever had before. All good things must end however, and after a great lobster salad roll, we headed back to Boston and reality. I was completely sold and willing, albeit reluctantly, to wait until 1988.

The next Friday, at happy hour, looking at pictures of that day and boring friends with how much fun we had, Mary Ann made a modest suggestion. "Why don't you," she said, "when you write to Paul, suggest that he might, instead of trailering her back to San Diego, be willing to sell 'Do It Again' to you." Spirited discussion ensued and with a "what the hell, it can't hurt" the letter was sent the next day.

The next Friday morning Paul and the friend who was going to drive the boat back to San Diego met at his house to hitch up and be off. Before leaving they decided to go downtown for breakfast and since there was no mail delivery, stopped by the post office where my letter was waiting. I assume that there must have been some discussion and the upshot was that at 10AM I received a call. "Are you serious?" The only stumbling block was whether Paul could get another F-27 before too long because, as he put it, he had to have his regular F-27 "fix". He already had another delivery position, purchased "just in case" (I also offered him mine) but he had to check with Corsair before going any further. I also had to run around and borrow some money, "just in case". About 2PM Paul called again, Corsair could meet his timetable and what could we do? What we could do was agree on a price, eminently fair by my reckoning, and on delivery the next day.

Saturday, September 5 at noon in a parking lot just off RT 495 in Westborough the transfer was made and "Do It Again" headed for her new home on Quincy Bay. After a 60 mile drive, a pause to install my new outboard motor and a few moments to read the sailing manual it was off to the launch ramp and into the water a remarkably short time later. Of course the outboard wouldn't start. No problem, she's a sailboat. . . we sail! First however, we unfold, then we attach the backstays, then we find the winch handles, then we raise the main, then we push off, then. . . we sail!

Reaching across Dorchester Bay in the gathering dusk, two things soon became apparent. First, in 10 knots of wind and with all that sail the boat has two speeds, fast and faster; second, even at the fastest speed it was going to be quite dark by the time we reached the mooring. There was nothing for it however, but to press on, trusting in Neptune, who we had just liberally dosed with champagne, and with thanks that the anchorage was not particularly

crowded. Our planning to shoot the mooring consisted of; finding the flashlight (we couldn't find the battery switch), taking a double reef in the main and placing a strong son in the bow. Neptune must have enjoyed his drink, "Do It Again" swooped up to that mooring like she had done it before, strong son snagged the pendant and soon all was quiet and secure.

Since that eventful beginning we have enjoyed "Do It Again" (now "Barefoot") in all kinds of New England late autumn (early winter) weather; winds calm to 35K+, temps 40 to 80 degrees, sun and rain and even a snowstorm. She has handled all conditions with poise and grace and came out of the water reluctantly on November 15. She now sits in my yard, waiting with a certain amount of impatience, it seems to me, for spring.

A 680 in Virginia



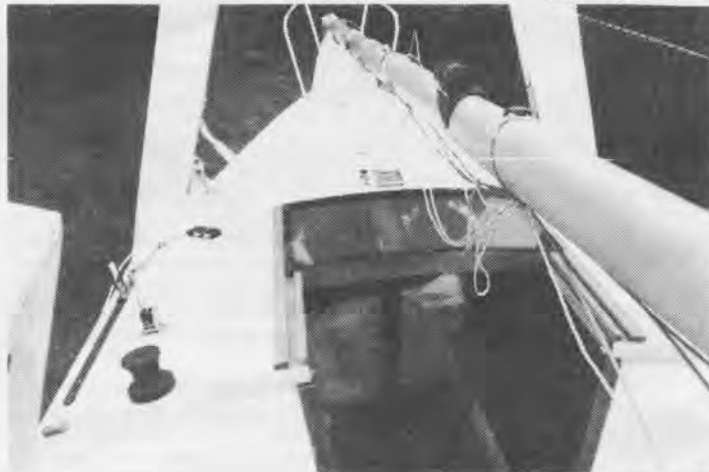
Dear Ian:

Enclosed is \$10 for your F-27 Sailing Manual, \$11 for a two year subscription to the newsletter and a few photos of our 680 "Bust'n Loose". We launched in July 1986 and could not have had a better day — 18-20 kts. SW out of Little Creek, VA in the very southern end of the Chesapeake Bay. The boat handled very easy. We have been sailing only on weekends since and enjoying it very much.

Have made change to the pop-top since by converting it to a pop-top and sliding hatch. Works very well and is much simpler to get in and out of cabin while sailing plus clearing the view ahead.

I'm pleased to see the F-27 doing so well, but it is such a fine crafted boat that success was inevitable.

Best regards
Don Minnich



The TRAILERTRI Newsletter is compiled and published by Ian Farrier. Subscription (air mail) for 4 issues (usually over 1 year) is US\$6. A\$10. NZ\$12 and all other Foreign US\$7. Personal checks are accepted in all above currencies. Send to Ian Farrier, P.O. Box 7362, Chula Vista, CA. 92012. Ph. (619) 585-3005