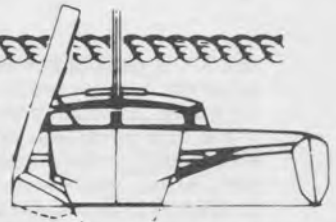


# F TRAILER TRI

Newsletter



August 1988 - No. 37

## F-27 Crosses Atlantic

An F-27, skippered by Adrian Went, with nephew Philip as crew, has just arrived in Holland after a 28 day stormy Atlantic crossing.

The Wents left Cape Cod on the 10th July, and first landfall was the Scilly Isles off England 23 days later. This is a very fast time for such a small boat. They then continued up through the English Channel to Holland.

Though experiencing a lot of stormy weather, the trip was relatively uneventful, except for a collision with 2 whales almost simultaneously. Fortunately there was no damage. The F-27 handled the conditions well, and only problems encountered were lost jib leach battens and a malfunctioning log.

Adrian's boat is a completely standard F-27, additional items being a masthead tri-color light, Autopilot, and solar panel. A parachute sea anchor was also carried, but Adrian never felt the boat was threatened enough to use it.

The boat was delivered to Adrian in January 1988, and the original intention was to ship it to Europe, but a large increase in freight rates decided Adrian to sail the boat home. It was trailered by Corsair to the East Coast, and after a shakedown cruise from Darien, Connecticut to Cape Cod, Adrian was confident enough for the Atlantic crossing.

All of us at Corsair are delighted with Adrian's achievement and extend our hearty congratulations for a magnificent effort. We hope to have the full story in the next Newsletter.



of bigger multihulls out of San Francisco harbor, with her excellent windward ability in 20 to 25 knots and big seas.

CORSAIR held her own on the spinnaker run down the coast but a 21 hour calm spell on the inside of the Channel Islands dropped her back to 4th, as some of the fleet stayed outside and were able to keep the wind to go past.

The downward spinnaker run got very exciting at times, with rough conditions and speeds reaching 22 knots. Getting over 20 knots downwind, under spinnaker, in big offshore waves can be exciting in a 27' boat, and you need a good experienced crew on board. Once it starts to get a little too exciting, it's time to reef or drop the mainsail. The spinnaker can be left up and this is the correct technique for racing offshore downwind—get the mainsail down first.

There's an immediate transformation in control of the boat, which will no longer feel overpressed. The safety factor is considerably increased, as should you feel overpressed downwind then the spinnaker can be released, whereas the mainsail cannot. Once Corsair took down her main, the loss of speed was minimal, yet control became very easy, and a hairy fast ride became a very comfortable fast ride.

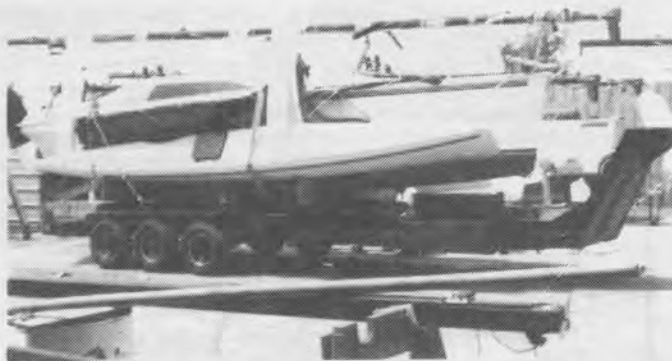
The Santa Barbara to King Harbor race was very successful, with another exciting downwind run. Corsair won the race on corrected time, finishing 2nd over the line just 40 minutes behind the 40' cat MINETTE. CORSAIR also caught and finished with Roy Disney's 70' Ultra-light monohull racer PYEWACKET who had started earlier. A very good demonstration of speed for dollar value! Third over the line was Jerry Grant's F-27 THIRD MOVEMENT, and then Bill Schultz's F-27 TRI-TO-FLY.

### The F-27 as the Ideal Cruiser

One feature of the F-27 that is becoming more and more apparent is its superb cruising ability. When you have a boat with a top speed potential of over 20 knots, sailing it at just 10 or 12 knots is very safe, effortless, and enjoyable. If a boat has a top speed potential of only 7 knots, then you have to work hard at making good times.

Another aspect of sailing that has been becoming of more interest lately is the self-tacking jib, for its sheer ease of handling. After all, winching in the headsail after every tack is not everyone's idea of a relaxing afternoon on the water.

When designing the F-27, a lot of time was spent in trying to incorporate a self-tacking jib, but this was eventually abandoned



Another F-27 is also on its way to Europe, but by more conventional means, as ship cargo. This one is going to Theodore Gut in Switzerland, who will be doing his sailing on Lake Geneva.

### Racing News

Our demonstrator boat CORSAIR, skippered by John Walton, has competed in a couple of races recently, the Oakland to Catalina offshore race, and the Santa Barbara to King Harbor race.

The Catalina race was a very good event, and Corsair led the fleet

due to the need to have a small mast section, which is lighter for easy handling, but needs good support. Thus you have to have the inner forestay which prevents the use of a self-tacking jib.

But, one advantage of the smaller mast section is the lack of interference to the mainsail, and hence, we have found, excellent performance under main only. This really opens up an incredibly easy mode of afternoon family cruising. Just use the easily handled, roller furling mainsail only. Don't even bother to hank on the jib. Try it and you will be very surprised. I frequently now only use the mainsail when cruising with my own family.

With any wind at all you will still make excellent speed and be quicker than most other boats with full sail. Pointing ability is excellent, as is tacking ability. The big advantage is you don't have to worry about tacking the jib, and visibility forward is superb. It's just great for family and friends.

Corsair has actually sold a boat specifically because of this feature. An owner of a new 35' monohull got tired of being passed by F-27s under mainsail only, while he had full sail up, and sometimes the motor going.

The only additional technique to observe while going upwind is to sheet the mainsail traveller slightly wider, and start off sailing lower, and as speed builds come up higher. I normally set the traveller to be self-tacking, about 3" off to leeward both sides of center, and mainsheet slightly looser than normal. No need to even touch this from then on. What bliss!

If you have a long trip in mind such as from Long Beach to Catalina, then of course you probably want the jib up as well (the turbo charger as we call it). If there's any decent wind then you can easily achieve averages of around 12 to 14 knots very comfortably. But again, if you want to just cruise, go under main only, and averages of around 8 or 9 knots are still achievable.

This is a really great feature of the F-27, you have complete control over how fast you want to go. The choice is yours, as the speed is not restricted by a 'lead governor'. If high speed averages are what you want—then turn on the turbo charger for excitement. If you just want easy 'no work' Sunday afternoon cruising, yet still at an excellent pace, try the 'cruising mode' with mainsail only.

## Adventures with a 720

Dear Ian:

I have been receiving Trailertri for the last four years and have been communicating with you about your designs on and off for the same period. I have been seeking a Trailertri that I could afford (or wondering how I could build one). I finally bit the bullet and purchased 720 sail number 64 from Tony Peacock in Edmonton, Alberta. I have decided to call her ALBERTA ROSE in honor of her place of origin (Alberta's license plates have wild rose country on them). The boat is definitely wild. Tony, his lovely wife Lou, and their family were a pleasure to meet and to get to know as was Trailertri builder Dave Green.

I am writing because I thought some of your Trailertri readers might be interested in my experiences in 1) towing a 720 over 2000 miles and 2) buying a used boat in Canada.

I pulled the boat with a Dodge six cylinder Mini Van using a Reese Insti hitch 2 with sway bars. The only modifications I made were to put the largest transmission cooler I could find on the van (available at any auto parts store) and a set of rear helper springs (available from Sears). These mini vans are very popular but are only rated to tow 2750 pounds (The Grand version 4000 pounds). I did not have to face mountains as the route back from Alberta to Michigan is fairly flat (They say Saskatchewan is so flat that it is the only place in the world where you can watch your dog run away from home for three days).

I did run into problems with wind, however. It was blowing 30 to 45 miles an hour and a tornado touched down near me. Through most of the plains there are few trees to slow the wind. The boat trailered with a minimum of swaying even in the cross winds. When the winds were head-on the van could only go 35-45 miles per hour. 55 is no problem without winds. The boat is a joy to tow, but I would pull it with an 8 cylinder if one was available.

I never realized all the problems associated with buying something in Canada. The first problem is the currency exchange. I have been following the rise and fall of the U.S. dollar vis a vis the Canadian dollar for some time. I had not counted on the rates between what the going rate is and what the banks actually charge being so great. On the price of a boat this can amount to another thousand dollars. Shop around before going to Canada because the banks all quote different rates.

Another problem is how to arrange for payment. If you take cash or checks you must declare the money. You also risk someone stealing it. Most drafts have holds placed on them that can add a week to your stay. I had the money wired which takes 24-48 hours. There must be a better way, but I don't know what it is.

I entered back into the U.S. in North Dakota. Custom officials in this part of the country don't see many boats. Since it didn't have a Coast Guard Certificate they told me that I could not bring the boat in unless I got it bonded. No one would bond the boat so I spent a few hours contemplating suicide while they debated what to do with me. After checking with some expert by phone they decided that the boat didn't need Coast Guard Certification after all and I could go.

They also were concerned about the lack of a safety sticker on the trailer. I managed to get out of that one, but if I was to do it again I would get that checked out before leaving the U.S.

The State of Michigan charges a use tax on something bought in another country or state. With most states they now have reciprocal agreements, but not with all provinces. U.S. Customs and your state tax can add another 12 percent to the cost of your boat.

The boat created quite a stir wherever I went. A lot of folks think it is a hydrofoil. It is now moored at Devil's Lake Michigan where I am learning how to sail her and I am planning short cruises with my family. I have done a lot of racing and decided I enjoy the cruising life style more. I would be happy to let any builders in this part of the world see the boat if they would like to.

Sincerely,  
Paul Davis  
E. Lansing, MI 48823

## in Crocodile Dundee Country



Rex Peterson has successfully sailed his Trailertri 680 SUNBIRD from Darwin to Gove on the Northern tip of Australia with his family on board. Rex writes that they had a good trip—only one storm with gale force winds for 5 hours. Boat was heavily loaded but had no gear failures. Rex is now racing SUNBIRD and has taken quite a few line honours. SUNBIRD was built by Len Koncek in Sydney, and is a beautifully finished boat with a successful wheel steering set-up.

Exclusively Recommended by Ian Farrier

## TRAILERTRI SUPPLY CO.

Everything from nuts and bolts to the galley sink.

20% discount off Rec. retail price on  
W.E.S.T. - EPICRAFT - RONSTAN

Sails from HOOD, FLOWER & ADAMS, MANDERS  
Super prices on nuts and bolts, nails and screws, radios, safety  
gear, trailers etc etc Mailorder to anywhere

P.O. Box 232, Mt. Gravatt, Brisbane, Qld. 4122  
Australia, Ph. (07) 207-4610

## Sailing Fast—Some General Rules

There's been a number of requests lately on how to get a boat to sail faster. This is a hard one to answer, as it is really a matter of experience, and practice. The best way to learn is to get an experienced crew member and go do some racing. Expect to lose frequently, but just keep it up, you will eventually see a dramatic improvement.

I'm not an Olympic Sailor either, but I have found some basic general rules to be very effective. These are as follows:

1. Look after your sails, fold the headsails properly, and always release the batten tension after rolling up the main.
2. When hoisting the sails, always tension the halyard just enough to remove the wrinkles along the luff, no more. This may need re-tensioning as the wind increases, and more importantly, **eased** if the wind drops. This is a very common mistake and will kill light weather performance.
3. The mainsheet should always be tensioned enough to keep the aft 50% of the top batten parallel with the boom when sighting up from below. A very simple rule, and works well. The mainsheet needs very high tension in strong winds, which can also help keep your forestay tight, and hence why the F-27 traveller looks bulletproof!
4. Position of the mainsail traveller, while going to windward, is a little more difficult. Experience and the feel of the boat come in here. I normally keep it about 6" to windward of center in light 5 to 10 knot winds, center in 10 to 15 knots, 6" to leeward in above 15 knots.
5. Jib or genoa sheet track lead fore and aft position should be adjusted so that the top telltale just lifts first while luffing up to windward. We have found this better than having them all lift at the same time.
6. Headsail sheet tension is a hard one. Again experience and the feel of the boat play an important part. Over tensioning can be a big mistake, and learners really should err on the eased side. You may not point as high, but you will have plenty of boat-speed. The headsail sheet adjustment is sensitive down to 1/2" That's how critical it is to be able to go high and fast.
7. When reaching, the barber haulers out to the floats should be used for the best performance. If the headsail is left curled in towards the main you will choke the boat. Always set the sails to allow clean passage of the air around the mainsail and aft. Never direct it into the mainsail. This is just like having an air brake.
8. Finally, headstay tension is very important, and as the wind strength increases, the backstay tensioners should be pulled on very tight. As a guide, the leeward shroud should have hardly any slack, and you should have quite a job slackening them off after sailing. The trick here is to slacken off the leeward one while still under sail.

When initially setting up the shrouds/backstays these should just be long enough to reach the float chainplates, for easy pin insertion. Too long, and the tensioners are not very effective. For long offshore sailing, the shrouds should even be tightened up after connection, and this gives greater leverage to the tensioners.

## An F-27 on the Chesapeake

Dear Ian and John:

Just a few lines to let you know how we are progressing. We have not been sailing the F-27 as much as most new owners might due to spending most of our spare time fixing the old Searunner up for sale.

Our first two races are now history—two 17.2 n. mile events in very light and fluky winds—not the best of conditions, but still enough to re-assure ourselves about the F-27's capabilities. We chose the wrong side of the Bay going to St. Michaels from Annapolis on Saturday, fell into a "hole" and watched our competition run away from us on the other side of the Bay—didn't finish until 9 p.m.

Sunday, the wind was a little better, especially in the morning, and despite a poor start and leaving the motor dragging in the water for the first 1 1/2 miles (!) we managed to get out in front of our main competitors—Bill Homewood in his Val 31 (with old sails), a MacGregor 36 and Tom Linton (5 times National Shark 20 cham-

pion) in his Condor 40, after a couple of legs past the second mark. Couldn't stay in front of the Condor for long and ended up with a second place finish, boat for boat.

There's nothing like racing for getting your attention relative to a new boat—we learned a lot more in these two races than we had on the three or four day sails earlier.

**RATINGS:** You might be interested in our rating relative to some of the other boats in our fleet. Our rating formula was revised this year to try and take account of stability factors—cats get a bit of a break vs. tris.

MacGregor 36	C	1.044
Linton's Condor 40	T	1.032
F-27	T	1.018
Std. Dragonfly 25	T	1.011
Val 31	T	1.008
Condor 40	T	1.002
Newick Tricia 36	T	0.9988
Buccaneer 24	T	0.9964
Stiletto 27	C	0.9532
Stiletto 27	C	0.9516
Stiletto 27	C	0.8995

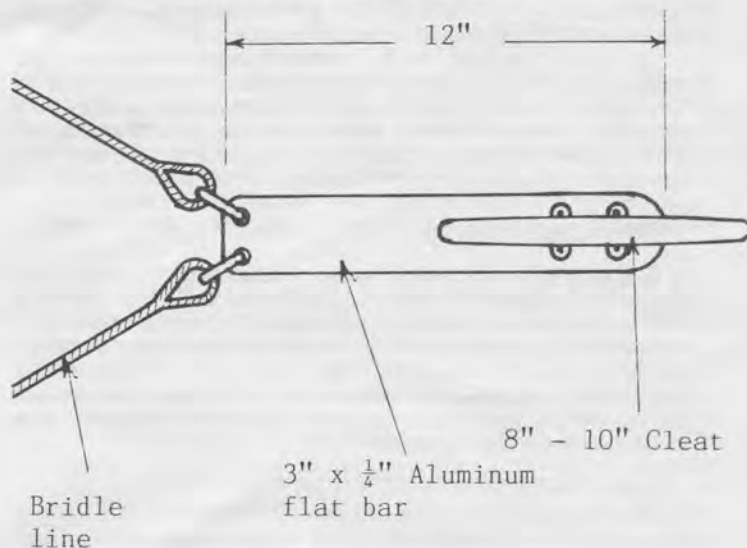
C. T. = E. T. × Rating

Bob Ware  
Bethesda, Maryland

## How to Rig a Bridle

Trimarans being of shallow draft and very light, tend to sail around while at anchor. To prevent this a bridle can be rigged from the float bows, only no one seems to know the best way to rig a bridle with a rope anchor line. Do you tie a knot or what?

Well I have never used a bridle as I don't find the motion objectional. Perhaps after having spent 3 days anchored off a surf beach at the Kermadec Islands in the Pacific, unable to land, aboard a monohull rolling from gunwale to gunwale has made me immune to such minor motion! But I got to thinking and the solution really is quite simple. You make a 'Bridle plate' as follows:



All you do is let the anchor line out the appropriate amount, tie it off to the cleat on the plate, and then adjust the bridle lines to suit. The anchor line can be brought back to the main cleat as a safety line.

For information on the F-27

**CORSAIR MARINE**

Ph (619) 585-3005

## F-27 Tips

Some owners have been having problems with the mainsail bolt rope feeding into the mast while raising sail on the F-27. The bolt rope can jam in the slot as the main is being raised. This doesn't affect all boats, and it seems to be a feeder adjustment or slot entry problem. So if yours is working fine, then don't fix it!

The root cause seems to be the actual entry point into the mast, and if the corners of the slot are not rounded correctly, but instead are more tapered, the bolt rope can jam. The feeder balls themselves must be set close together and well forward into the mast.

We have changed the design now on new boats to eliminate this, and we are also making up some new feeders to fit at the slot entry for older boats. This should solve the problem. So if your mast continues to give problems in this area, give us a call at Corsair (619 585-3003) and we will send the new feeders out to you.

CORSAIR almost had a rudder problem during the Oakland-Catalina race, due to the inside nuts on the lower Transom gudgeon working loose. This in spite of having lock washers. Fortunately, the helmsman at the time noticed that the rudder was starting to feel loose.

This was a surprise, but is not an unknown phenomenon in bolts, heavily loaded in tension, for the nuts to loosen and back off, even with lock washers. It may also have been an installation error, but to eliminated the chance of this ever happening again we now use Nyloc nuts on the lower gudgeon. We are sending out 2 Nyloc nuts to all owners so that you can replace your own nuts. It's a good idea to put new sealant under the bolt heads while replacing the nuts.

Another problem encountered, now twice, is breaking of the snapshackle that connects the top mainsheet block to the boom. Kent Cox did it first on CRAZY HORSE in the 1988 Swiftsure Race, and then CORSAIR did it during the Santa Barbara race.

This was a head scratcher for a while as the snapshackle is rated much stronger than the Harken mainsheet system, and both times broke while relatively lightly loaded and downwind. However, we believe the problem to be a twisting action on the snapshackle, due to the angle at the boom, or the use of a downhaul at this point. So to avoid this we recommend that a 1/4" D shackle be placed between the snapshackle and the block. This gives a better universal action and should prevent this from happening again.

One note of caution. The F-27 has now successfully crossed 2 oceans, but we would like to point out that though the F-27 is designed and built for this capability, it is still a small boat for such passages. Ocean crossings should only be undertaken by experienced sailors, with the proper degree of caution, and only with the proper safety equipment aboard.

## Here and There

Boatshows: The F-27 will be at the 1988 Newport, RI, Boat Show (8-11 Sept.) and the Annapolis Boat Show (6-9 Oct.). We have decided not to be in the 1988 Long Beach Show, due to the F-27's easy availability for viewing here in Southern California. We instead will be going to the Miami Show early next year, and possibly the San Francisco Boat Show. I will also be addressing the September 23rd meeting of the Bay Area Multihull Assoc. (San Francisco) with slides and a video being shown.

Corsair had a record sales month in July with 15 F-27s sold. This sort of shot our 6 week waiting list, which has now grown considerably, even with increased production. However, we are extending our factory by over 200%, so the backlog should be kept under control.

Kent Cox reports that he did very well in the Point Liplip Race this year in his F-27 CRAZY HORSE. This is sponsored by the Seattle Yacht Club and is a 46.5 mile race. CRAZY HORSE beat all of the approximately 70 monohulls around the course in elapsed time, even though the very last boat to start. CRAZY HORSE finished second in the multihull division, the winner being a 42' trimaran, by only 8 minutes after 8 hours of racing. Great going Kent!

Don't forget the **1989 Australian National Trailertri Titles**, Lake Macquarie, March 19th to 26th. Details from Chris Nelson, 62 Coonong Rd., Gymea Bay, NSW 2227, Ph. 5240278.

We have had a little bit of controversy in Australia about non-standard boats competing in the Titles, and how to handicap them. The solution to this may be 2 divisions, one for the hotshots, another for standard cruising type boats. In this regard, please note that any significant unauthorized changes to the Trailertri plans void your right to call the boat a Trailertri. This is a serious business. Such unauthorized changes could jeopardize the Trailertri's excellent reputation, to the detriment of all.

Corsair Marine now has a plentiful supply of F-27 hats and T-shirts. Contact us for details and prices (Ph. (619) 585-3005).

Jim Stevenson has just returned from a successful 3 month cruise around the Caribbean in his F-27 TRISTAR. Jim trailered TRISTAR from Santa Barbara over to Florida, where he launched and set off on his trip. We hope to have Jim's full story and what he learned about his F-27 in the next issue of TRAILERTRI.

**For Sale:** B.J. Barwick has a very well equipped Tramp for sale, and BJ can be contacted at (504) 865-7973 in Louisiana.

## Another 720 in South Australia

Bob West has launched his Trailertri 720 in South Australia and writes:

*Dear Ian:*

*We launched our 720 DESTINY on the 25th of October '87 after 3 1/2 years building. We had a beautiful summer's sailing here in South Aussie, cruised down the Coorong in company with Lyn and Lee Bassell sailing their 680 HADJI over the New Year period. Also sailed with the Tall Ships and the First Fleet when they came to Adelaide.*

*I have enclosed a photo of DESTINY as taken by John and Helen Boulden on their 680 TALISMAN. I have found that Destiny handles nicely under all conditions so far, we are now looking forward to another beautiful South Australian summer's sailing.*

*Regards,  
Bob West and Family  
South Australia*



..... even room for a rubber dinghy!

## 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.

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, U.S.A. Ph. (619) 585-3005.