



## F-27 Setting More Sales Records

March 1990 - No. 42

Record sales the last few months (over 70 boats sold) have pushed the next available F-27 delivery dates back until December, 1990. The number of sales (14 from the recent Miami Boat Show alone) have caught us a little by surprise, and it looks like the advantages of the F-27 are catching on.

If you are on the waiting list then please be assured that we are increasing production as fast as we can, but we **will not compromise our quality** in order to do so. Production is currently at one every 3 days, and we will soon be going to 1 every 2 days.

Spring, Summer and Fall deliveries have now all gone and sales are so rapid that it looks like availability for Spring and Summer in 1991 may also become a problem. So if you want to be sure, then we suggest you order now. The \$1000 deposit required, as always, is fully refundable should you decide not to proceed later.

New improvements on the boat itself are a fiberglass floor, which has storage compartments molded in, while galley area is also being improved, with an additional shelf.

### F-27 Dealers

Three U.S. F-27 dealers have been appointed since the last Newsletter. These are as follows:

**Helms Yacht Sales**, San Francisco California, Ph. (415) 865-2511

**Finish Line Boats**, Jensen Beach, Florida, Ph. (407) 692-4869

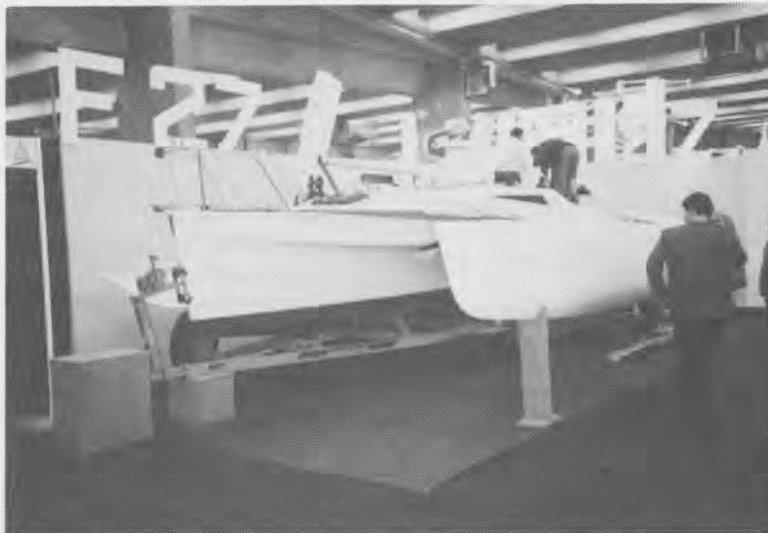
**HCH Marine**, Seattle, Washington, (206) 783-9469

However, the record number of sales has slowed the appointment of any further dealers as we just don't have the boats readily available for sale. Corsair will continue to sell direct, but if you are in the area of one of the above dealers you should contact them first. The price is the same whether buying direct or from a dealer, but the advantage of buying through a dealer is that he may already have a boat on order, allowing you to get an earlier delivery.

### Used F-27s

These are rare and sell very quickly. Only two have been advertised, and both sold weeks before the advertisement even appeared. If you are in the market for a used F-27 then please let us know, and we will put you on a contact list for whenever one becomes available. Also, owners, should

### F-27 at Paris Boat Show



The F-27 made its first appearance in France at the Paris Boat Show in December, the show boat being kindly loaned by Aicila Marine of England. Distributor in France is Chantier Naval De La Landriais, 35870 Le Minihic Sur Rance, Ph. 99.88.56.01, Fax 99.88.65.05. Their first demonstration boat is due to arrive in April. For more details contact Jean Louis Fabry of Chantier Naval.

you decide to sell your F-27, please let us know, as we have buyers waiting. We build the best boat in America, and believe in backing our product, so be aware that the F-27 structural warranty is transferable. It will remain effective for 15 years from the original owners purchase date.

### Narrow F-27s Now Available

For those areas such as Australia and parts of Europe that restrict trailerable beam to 2.5m (8' 2 1/2") there is now available a 2.5m beam F-27 for a small additional cost. This is achieved by modifying the outer beam ends and float top side corners. There is no change in overall beam when extended, or change in performance.

### Watch Stability When Folded

All owners should be aware that the stability of the F-27 is limited while folded and care should always be taken when motoring folded in very strong winds. Over the years we have got over-confident about the folded stability, having folded many times in rough and windy conditions, and even, on occasion, sailed while folded.

The only problem in the past was at the 1985 Trailertri Nationals in Australia, when the Trailertri Fleet was struck by a sudden severe storm after the racing, while at the ramp. Winds were strong enough to demolish houses, and reached an estimated 100 knots. A Trailertri 680 and a Tramp were bodily lifted off their trailers and deposited on their sides on the ramp. A Trailertri 680 in the water near the ramp was rolled on its side while folded. Other boats at the ramp survived by quickly unfolding. Fortunately there was little damage to the boats blown over, but this incident showed that a roll over while folded was possible - but it took a lot of wind, and the F-27 Manual has always warned about this..

Now a combination of factors has caused a second incident, in less wind, and F-27 owners in particular should take note. The F-27 is a much bigger boat than either a Trailertri or Tramp, with a higher mast with more windage, yet it still has relatively the same folded beam, resulting in proportionally less stability.

The boat concerned was John Ennis's F-27, and John had just returned to the

harbor from a rather exhilarating sail in 30 knot plus winds with boat speed having exceeded 20 knots several times. John had folded at the dock and to get to the ramp he had to leave the dock and then turn to port up into the wind. Upon leaving the dock, the combination of a very strong cross wind and little boat speed, was too much for the port mounted engine to turn the bows into the wind. Later boats now have a bigger outboard well, which allow the motor to turn significantly, thus making such turns easy - so don't forget this.

John correctly assumed that the proper procedure would then be to turn the other way, build up some speed, and circle back upwind, turning to starboard, much easier for the port mounted engine. Turning downwind and running off resulted in a large increase in speed, and then a quick turn to starboard caused the boat to heel sharply to port, and the momentum of this, combined with the windage of the mast, caused the boat to fall gracefully over on to its side. Fortunately the mast touched bottom to prevent complete inversion.

The F-27 couldn't sink of course, and so it was soon righted, with little more than water damage on the port cabin side.

However, all owners should be aware of this possibility, and take care while folded in winds over 30 knots. Stay unfolded or at least only fold one side until full folding is necessary, and avoid any sharp turns at high speed. Don't forget that you can now turn the motor to make those slow tight turns easy.

## 1990 Australian Trailertri National Titles

The 6th Australian OSTAC National Trailertri Titles and 2nd National Trailerable Multihull Regatta will be conducted by the Trailertri Assoc. of Queensland and are set to be held from Sunday 15th to Friday the 20th April in the protected waters of beautiful Moreton Bay, Brisbane. Race headquarters will be at the Little Ships Club at the One Mile, on North Stradbroke Island. This

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*Bob Forster's Trailertri 720 POT BOILER, one of the many competitors expected at this year's Australian Trailertri Nationals.*

club is an excellent venue and will be used for the week's social activities, including the culmination of the week - the **Trophy Presentation Dinner**. This looks to be a great series with divisions for Tramps, Trailertris, a division for trailerable multihulls of any type, and an Arbitrary Division (for laid back types). For more information contact Bob Forster at (07) 341 4546.

## Marlay Point Race

The famed Marlay Point Overnight Race for trailerable yachts is being run once again in Australia, as this issue goes to press. We must admit to overlooking last years race (nobody told us!) in which the multihull division was won by Martin Kilpatrick's Trailertri 680 SIDE FX. Total entries were 530, down from previous years probably due to the rough weather of the previous 2 races. Conditions were rough once again, with a steady 20 to 30 knots. Many in the fleet retired, some capsized (monohulls again! tut, tut...), or sought shelter, but Trailertris love this sort of stuff, and Martin stormed through the night to take both handicap and line honors easily, finishing an hour ahead of the next multihull. Congratulations Martin.

## Cruise The East Coast This Summer

In an attempt to promote companionship among F-27 owners and among N.E.M.A. (New England Multihull Association) cruisers, John Cleary has organized a six day cruise along Maine's beautiful coast. Both Corsair Marine and NEMA have already endorsed this event.

The cruise commences with a BBQ on Wednesday July 18th, at Sabasco on the east side of Casco Bay. The fourth and last official gathering, ending the cruise, fea-

tures a Lobster banquet on Tuesday July 24th. This will be hosted by F-27 owner Paul Emple, at his shore front residence in South West harbor on the dramatic Mount Dessert Island. By centering this 6 day cruise within a 2 week period, a 4 day period is provided before and after the cruise so that the participants may navigate comfortably to and from Maine either by sailing or trailering their boats. Moreover N.E.M.A.'s "laid-back" friendly Tashmoo Dash at Martha Vinyard, Massachusetts, on July 14th can be a fun introduction to this cruise.

The second gathering is a sit-down dinner at one of Maine's finest shore-front Inns located on the west side of Penobscot Bay on Friday July 20th. As of now John has found three choices located between Tenants Harbor and North Haven Island for stops on the way. The two days between "meetings" provide ample time for all participants to split off individually, or into small groups, to search for their perfect "gunk-hole". They also benefit from the advice of local sailors who are cruising with them.

The third dinner shall be hosted at the elegant shore-front home of F-27 owners Kitty and Tom Clements in Blue Hill on Sunday, July 22nd. There are many spectacular island passages to Blue Hill. Again two days for this easy one day sail should be ample for exploration of passages and Islands themselves.

The dates for this event have been definitely confirmed, but the price has yet to be established. Although one may not be able to participate in all four events, you are encouraged to choose those which you can attend. Please phone John Cleary if you are interested at (207) 967-2416 A.S.A.P. He and his committee need a tentative head count so they can publish a pre-set price per event. Hopefully this price will range be-

tween \$10 and \$25 per person per event.

Only pre-paid participants will be invited to attend the dinners. Reservations will be accepted prior to June 16th. Refunds and cancellations will be honored until June 23rd. All proceeds, if any, will go to the NEMA and the New England Chapter of the F-27 Association. Launching sites and other details will be mailed at a later date

Remember, there are only two responses needed from you now:

1. Phone John and let him know if you are interested.

2. Block out the two week period of July 14th to July 28th for this cruise.

## Trailertri 720 in Thailand

The photo below shows the first Trailertri 720 in Bangkok, Thailand, built by Dr. Rachot Kanjanavanit who writes:

*Dear Ian,*

*It all started when I visited the Melbourne Boat Show, where I read about your 720 in a local boating magazine. This resulted in me buying a set of plans from Geoff Finegan of Trailertri Supply Co, in Brisbane, by telephone from the Boat Show.*

*The set of plans for build 720 #176 duly arrived in Bangkok in July 1989. I started building it on August 5 which is my 65th birthday. We just launched and sea trialed it on November 5, exactly 3 months building time! (I had 3 helpers).*

*Please let me commend you for an excellent design. I enjoyed building it very much.*

*I am using a borrowed mast and sail off Jeanneau's Fun, a quarter tonner, while waiting for the proper 720 set of sails being made in Hong Kong. All materials are local and it is within the weight specified. I made the wings modification on the back cockpit.*

*Due to the lack of suitable aluminum alloy, I had to modify the folding A-frames and beams by using stainless steel tubing.*



*We had good welders. I did not have the chance to contact you concerning this modification and accept full responsibility. I am a qualified structural engineer.*

*The 'brat' performs beyond expectation and I shall trailer it 900 kms in December to Phuket in the south of Thailand to enter it in the Kings Cup Regatta where It should do well.*

*I am learning to sail it, as a trimaran is new to me, although sailing is not. I represented Thailand in three Olympics, sailing Finns in Tokyo 1964, Mexico 1968 and Keel 1972.*

*I shall write again as I gain more experience. We have beautiful cruising grounds, but no marina. A beachable and trailerable yacht is the answer to our problems.*

*Yours sincerely,  
Dr. Rachot Kanjanavanit,  
Bangkok, Thailand.*

## Building Project In Chicago

Tom Weaver is making good progress in with his Trailertri 720, with some excellent and skilled help from local teens. Or perhaps it is the other way around. Photo above shows Tom Weaver, with teens Jeff, and Ron. Tom writes:

*Dear Ian*

*Our partially supported State (ILL.) program uses the construction of the 720 as a method of establishing a one on one trust relationship between a fatherless teen (ward of the state) and a qualified mentor and male role Model. In this instance Tom Weaver is the mentor and owner of the 720 under construction. Teens do the majority of the work.*

*The object of the program, sometimes 6 months to a year in length, is to get youth into post secondary education or complete their GED, establish them in employment and move them from their foster placement into their own apartments as self supporting young adults.*

*Amas are completed except for the bottom paint. Framed hull is shown in the background. All work is being done in Weaver's basement. The hull will be disassembled, pre-coated with epoxy and reassembled in the backyard. The trailer, mast and boom will be assembled this coming winter and the boat will be rigged, outfitted and launched the spring of 1991.*

*Yours sincerely,  
Thomas O. Weaver  
Director, Boys No MORE.*

## Good Photos Needed

We are always on the lookout for good photos of the F-27, for advertisements, or the brochure, particularly good cruising shots in beautiful surroundings. Slides are preferred, but send in any good prints also.





## NEW LAUNCHINGS

### Trailertri 720 In Australia

Dear Ian and Alicia,

Just a few lines to let you know that at last our 720 TRIPLE TIME has got a wet bottom, after 6 years of elapsed time, about 3 1/2 years corrected, due mainly to the fact that in that time we had two children, built a new home, and started a new business. I must say that it sure is much better being a sailor than a builder. TRIPLE TIME is a

standard '720' with cockpit wings and transom extension, with rounded sides. No need to tell you how well she performs.

Kevin and Anne Walker and Family,  
Brisbane, Australia.

### Trailertri 680 in Washington

A recent visitor to our Factory was Bill Boerner of Lopez Island, Washington who has now completed his Trailertri 680 TRIPLE THREAT with racing rig. Bill is very happy with her performance, and mentioned that he would like to see an F-27 organized cruise in his area which is probably one of the best cruising areas around.

## F-27 Hints

Among our earlier owners are Bob and Margerie Ware who own the F-27 #20 FRISKY. Bob and Marge have sailed multihulls for years and are both now in retirement. However, this is an active retirement and Bob and Marge frequently demonstrate their F-27 for Corsair Marine. To sail with Bob and Marge is quite an experience, as anyone who has done so can attest. Marge usually skippers, and is known for hard sailing and a little low flying last year. F-27 owner Julie Repenning reports that they were participating in a Chesapeake Cruising Multihull Assoc. race that got hit by a severe storm. Under just working sails their F-27 was really moving at over 15 knots, whereupon Marge and Bob swept by under full spinnaker, and Julie swears that she saw daylight under FRISKY's three hulls.

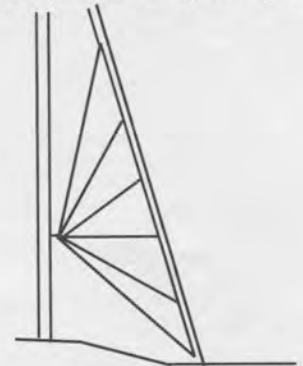
Bob has come up with quite a few good ideas, many of which have now been incorporated in the F-27. Some that have not, but are still very relevant are as follows:

1. A Davis Tiller tamer has been attached to the tiller, and is a great help when single-handing, or even when double-handed, when Auto-pilot is not fitted.

2. Port and starboard preventer lines can be rigged from the end of the boom to snatch blocks on outer ends of the aft beams, and then back to cockpit via fairleads and camcleats on the aft end of cockpit coamings. This is superior to the Barber haulers, making a great vang for when reaching. Snatch blocks can be moved forward when running.

3. One problem Bob has had is with the seal around the bottom edge of the Pop-top. This is a rubber tubular seal and can split off across the back edge of the Pop-top where everybody handles it or rubs by. There's no other better seal that we have been able to find, but the solution is easy - just cut it off. It is not required to seal anything across the back edge, and we now trim this off at the factory on new boats.

4. The genoa can sometimes hang up on the inner forestay while tacking in light winds. A very simple idea to prevent this is a genoa net between the inner forestay and the mast. This prevents the genoa going



between the mast and inner forestay while tacking in light airs. The net is a series of lines tied together, held up by the Spinnaker



Photo shows the Davis Tiller Tamer and the boom preventer lines

pole topping lift and attached to the pole ring on the front of the mast. Another solution we have tried which seems to work very well is to fit a roller on the inner forestay. This helps the genoa roll easily around.

5. As mentioned in an earlier Newsletter, even Stainless steel can bleed rust stains over a period of time. Bob recommends H.A. Calahan's "FSR" fiberglass stain remover to clean this up off your deck or hull easily.

## F-27 Support Cradle

F-27 owner Larry Smith has sent in the following details of a cradle system that can be made to support the F-27, after it has been unfolded on the trailer. It is then possible to remove the trailer for bottom painting or other maintenance. Photo shows the details. The upright frames and under beam supports are made from 2 x 10s, as are the base cross pieces, while the diagonal braces are 2 x 4s. All are fastened together with 3 or 3 1/2" galv. nails.

Building Procedure (after first unfolding boat on trailer-see the F-27 Manual for details on this):

1. Put 5 or 6 foot long base pieces under fore and aft cross beams on both sides extending athwartships. Center below a point 5 inches outboard of folding strut beam brackets on beams.

2. To obtain measurements for aft support uprights, crank down tongue of trailer all the way, then measure from a crossline, one and a half inches from center crossline

on the base to a point 5" outboard of folding strut fitting. Subtract 1 5/8" for thickness of the cap top piece.



3. Cut aft uprights and nail on cap top (a short piece 2" x 10", approximately as long as the cross arm width) while holding the 2 uprights side by side.

4. Spread apart bottom end of uprights 3 ft and slip into place so that cap top fits snugly against end of folding strut fitting and bottom ends of uprights are resting on base.

The bottom ends of uprights are then walked using blade of chisel to pry up and slide inward toward center line of base until uprights begin to take weight of boat. They are then nailed in place with one or two nails each.

5. The side to side braces can be nailed on at this time using a 2"x4", long enough to reach from outer end of base, and across both uprights as shown in photo.

6. Once rear supports are in place, crank tongue of trailer all the way up and follow same procedure for measuring and installing upright frames and side to side braces on forward beams.

7. Last, nail on criss-crossed fore and aft braces to inner uprights as shown in photo. These braces will need to be 16 feet long.

8. Now pull trailer out after cranking down enough to transfer load to supports.

The building from start to finish took

Larry and a neighbor less than 2 hours. While the wood is somewhat expensive, it can be easily dismantled, stored and used in successive seasons.

Larry found that the structure held solid - no sagging or leaning, for a period of several months while he was working occasionally in the boat.

Larry writes that he made some errors in measurement procedures-didn't center things as carefully as now suggested, but with all the counter bracing, it still worked fine, except that the boat was not level fore and aft, as he believes it will be if the above procedure is followed. One can make minor adjustments according to how far in the uprights are walked. Note that some shims may be needed between cap tops and cross arms. Be sure that the load is spread evenly across the beam in this area to avoid any point loading on the beam.

## Moving Right Along

Pictured is John Cleary's F-27 WHISPERINGS really stoking at around 17 knots on Boston Harbor, Massachusetts, during the Floating Hospital Regatta. Photo by Martin Ross. John Cleary writes:

*The regatta occurred Sept. 28 as a two day fund raising event for the Children's Hospital. Spectators were put on a 200' sight seeing boat with the race committee on the stern. The race committee not only used the stern as the Start/Finish line, they were also constantly explaining to the spectators via a loud speaker system what was happening on the boats.*

*F 40s, trimarans and catamarans were featured in an unlimited class. Winds for the race averaged between 30 and 40 knots with flat seas. Spectators were so excited by the speed and excitement of all the boats that they loudly cheered all contestants as they passed through the Start/Finish line*

*Tony Cabot won the unlimited class on corrected time, in his F-27, while I came in fourth after destroying my daggerboard on Sunday. We all reached speeds beyond 20 knots, but in the picture it was somewhere between 15 - 20 knots. As you can see we were reefed one notch.*

## Race Announcements

### Audi N.O.O.D Regatta and F-27 East Coast Championships

It has been proposed that the East coast F-27 championships be run in conjunction with the Audi N.O.O.D. Regatta (National Offshore One Design) on the 17th to 19th of August at Newport, Rhode Island, and organized by SAILING WORLD. If you are interested please contact Tony Cabot at (617) 423-5705 (W) or 328-4109 (H).

### San Francisco Audi N.O.O.D. regatta

This is being held on August 31st to September 2nd and F-27s may be invited if space available permits. If interested you should contact Andrew Pitcairn, Ph. (415) 328-3825 ext. 257 or 263-0152 (H)

### What's What?

What are Trailertris, Tramps and Eagles? Trailertris are designs by Ian Farrier for amateur builders, and include the Trailertri 18, 680 (22'), 720 (24') and the Command 10 (33'). For an information package on these send \$5 to Ian Farrier, P.O. Box 7362, Chula Vista, CA 92012.

The Tramp was the first production Trailertri, a 19' day sailer/overnight camper, developed in Australia and now built there by OSTAC. Information is available from OSTAC or Corsair Marine. The Eagle is the name of a U.S. built version of the Tramp.

The F-27 has developed from these designs, and represents the 'state of the art' in trailable multihulls. All use the same patented Farrier folding system.



### Fort Worth Fall Regatta

The Fort Worth Boat Club has invited the F-27 and all other cruising multihulls to its Fall Regatta on the weekends of October 13/14 and 20/21, 1990. For further information call John Barry, (203) 869-4840 (W) or 869-4388 (H).

### Newport Bermuda Race

The New England Multihull Assoc. has announced that F-27s are eligible for the Newport (R.I.) to Bermuda Race June 2 - 3. For further information call John Barry, (203) 869-4840 (W) or 869-4388 (H).

This brings up the point of the suitability of the F-27 for such offshore races. This can be a tough race, and though the F-27 is strong enough, it is still a small boat. Its seaworthiness is now well proven, having crossed both the Atlantic and the Pacific, however, such voyages should not be undertaken lightly, or by the inexperienced.

Corsair Marine does not actively encourage such passages and those that do decide to venture well offshore should realize that the F-27 is **not immune** from disaster, and they should be prepared for all possibilities. There can be no guarantee of absolute safety offshore.

Speaking of safety, there was an interesting incident off New Zealand last year in which a well built 40' trimaran was capsized in a particularly bad storm, but the four man crew were able to survive for 120 days in the overturned hull before eventually drifting ashore. The experienced skipper had wisely made preparations for such an eventuality. It is interesting from the point of view that the crew were in such good condition after 120 days adrift that the N.Z. police actually began an investigation into whether the capsizing story was a fake or not!

It seems they are used to picking up

survivors from sinkable boats, where their condition is poor, if they survive at all. Needless to say the story was proven correct, which then in turn provoked a number of general 'experts' to once again question the safety of multihulls.

It still seems strange that sinkable boats can take their crews down with them, with minimal publicity (once sunk, there is nothing to find or report on), while the unsinkable multihull saves lives, gets lots of publicity, and then has its safety questioned. Is the answer to make multihulls sinkable and able to quietly disappear like the mono? Over a 10 year period in Australia I kept record of losses at sea and thirty five lives were lost on well built monohull keelboats, and not a single life on a multihull, even though there were a few capsizes. It's sad but true that those lost on monos might still be alive had they been on an unsinkable multihull.

Now you could load a multihull down with lead, and make it impossible to capsize. It would then also be sinkable, and have mediocre performance. A car can roll over if you drive it too fast for the conditions, and this could also be weighed down with lead, eliminating any performance, and making a roll over impossible. Nobody seriously suggests doing this (except perhaps those 'experts')!

With a multihull, you have freedom of choice. You can choose to go extremely fast, with some extra risk, or to sail conservatively, still faster than any other boat, but very safely. But regardless of all arguments about relative safety, both mono and multi are now well proven, safe boats. The basic difference is a multihull can offer a much higher level of performance, but this must also be used wisely.

## Another Baja Cruise

Another cruise is being planned to Baja, the same as featured in the F-27 Video. Destination this time is to the Mulege area.

The plan is to leave San Diego on Friday, April 6th, and then return Sunday 15th. This was a great cruise last year, and if interested in going along then please call David Niebergall, Ph. (213) 457-9202

## FOR SALE OR WANTED

**TRAMP** 1980, built Australia, outboard, galvanized trailer, spinnaker, good condition. \$10,500. Mike Jonas, Ph (714) 897 7141. Calif.

**TRAMP** 1982, built Australia, trailer, new Yamaha 6 h.p., fully equipped, many extras. Lloyd 'Skip' Breakiron, Semirale, Fl (813) 595-8784

**TRAMP** 1982, built Australia, launched Ct 1983, options include trailer, cushions, Bimini, convertible cabin, 4 h.p. Yamaha. Henry E. Lampert, (413) 568 7771

**TRAILERTRI 680**, built 1984 from epoxy coated ply, repainted 1989, full set of sails, trailer, Honda 7.5 o.b. with gen., many extras, good looking boat, am buying F-27, \$16,000, Bill Cotton, P.O. Box 74, Bellvue, Col. 80512, (303) 482 6874

**WANTED: TRAILERTRI 720** - incomplete or any condition. Cash ready. Prefer East

Coast. Please call Steve, Annapolis, Md (301) 263 1390 any time.

**FOR SALE** - Crowther 33' Buccaneer tri, Airex hulls, sound ocean cruiser, \$35,000 or trade for an Ian Farrier TRAILERTRI. Lee Hardy, Orlando, Fl (407) 281 4999

## 1990 Boat Shows

*Boat Shows at which it is planned to exhibit the F-27 this year are as follows:*

**Seattle**, Washington, May

**San Francisco**, Ca., April and September

**Houston**, Texas: June

**Racine**, Wisconsin: August

**Michigan City**, Indiana: August

**Newport**, Rhode Island.: September

**Stanford**, Connecticut: September

**Mt. Clemens**, Michigan: September

**Annapolis**, Maryland: October

**Long Beach**, California: October

**Gold Coast**, Australia: May

**Sydney**, Australia: July

**La Rochelle**, France, September

**Paris**, France, December

**Southampton**, England

*Call to confirm these venues and dates.*

## News from Holland

Aad (Adrian) Went writes from Holland on his cruising adventures last Summer. Regular readers will remember Adrian's

## For Information on the F-27

**U.S.A. - CORSAIR MARINE, INC.**  
150 Center St., Chula Vista, CA 92011  
Ph. (619) 585-3005, Fax (619) 585-3092

**JAPAN - GLENSHEE JAPAN LTD.,**  
Koyama Building, Hamamatsucho,  
2-chome 8-4, Minato-ku, Tokyo 105  
Ph. (03) 434-2285, Fax (03) 434-2286

**ENGLAND - AICILA MARINE LTD.,**  
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Dorset BH15 4DN, Ph. (0202) 673-834

**AUSTRALIA - OSTAC PTY. LTD.,**  
25 Akuna Court, Hemmant, Qld. 4174,  
Ph. (07) 893-1133, Fax (07) 396-7408

**FRANCE - CHANTIER NAVAL DE  
LA LANDRIAIS,**  
35870 Le Minihic Sur Rance,  
Ph. 99.88.56.01, Fax 99.88.65.05.

previous summer cruise in which he crossed the Atlantic from Cape Cod to Holland in just 28 days. Aad's latest cruises seem almost as adventurous. He writes:

*Dear Ian,*

*Please find enclosed the F-27 Owner's Survey Form, which I have filled out.*

*Thank you for keeping me informed with your TRAILERTRI newsletter about happenings on your side of the world, and here are some of my highlights in 1989.*

*The summer in Holland was one of the best ever, with weekend after weekend of glorious sunshine. Our F-27, OLIJFJE, loved it.*

*The first trip on the trailer was made in June to the Friesian Isles in the North of Holland. Nice sailing on tidal waters and islands without motorcars. Here I discovered that there are not many trailer-ramps in Holland. We had located one in the middle of the night after arrival but when, the following morning, we were about to drive the trailer in the water, the ramp owner rushed out of his house to warn us that the ramp ended in the water after 3 feet. Fortunately, there were some strong German tourists around to lift OLIJFJE from the trailer into the water.*

*Returning back from the weekend the problem was more serious. We decided to see how far we could pull OLIJFJE onto the trailer with the winch, although the trailer was really not far enough in the water. After I could not turn the winch handle any more, a German with huge muscles shoved me aside and started turning the handle. OLIJFJE moved a further few inches and then stopped, although the German was still turning the handle! I felt very surprised with what was happening and then saw, to my horror, that the German was, in fact folding up my well built trailer! The boat was not moving forward, but the winch post was*

## Single-handed Mast Raising for Trailertris



Many Trailertri owners have looked with envy at the F-27's single-handed mast raising system. It is possible to do this with a Trailertri by adding some temporary fold-down chainplates on the side of the main cabin as shown in the photo. The set-up in the photo was done by San Diego owner Don Schmidtke on his immaculate 720 WINDRIFT and it works fine. The most important thing is to make sure that the pivot point of the fold-down chainplates is in line with the pivot point of the mast. This ensures that the mast is held from going sideways as it is raised or lowered. Existing lower shrouds can be used to guide the mast, or extra ones added just for this purpose.

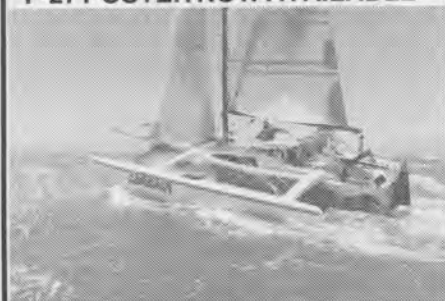
moving backwards! We quickly uncoupled the winch, then the ramp owner came with a tractor and a large chain, fixed this to the boat and with an enormous pull, shoved our F-27 forward on the trailer. This certainly did not improve the trailer, but the most incredible and improbable thing was that the F-27's bow eye took these huge forces without any problem. What a completely safe and foolproof (even for me) construction.

The summer holiday was, for me, the realization of an old dream. I trailed OLIJFJE to the Mediterranean in 2 days (800 miles), put her in the water in Ste Maxime and cruised 2 weeks with my wife along the coast and around the Isles d'Hyeres. Exquisite light weather sailing in the sun from excluded beaches to anchorages, with a glass (or two) of white wine at every beach. A dream come true!

Then, in the beginning of September, I went, with my daughter and a friend for a weekend in England.

We left Ijmuiden at 14:00 hours going West to the U.K., with a wind increasing from N1 to later N6. We did the 100 NM to the English coast in exactly 10 hours, not bad at all! Unfortunately, after arrival I could not exactly pin point where I was, made as usual the wrong decision, and instead of 30 minutes more, we sailed for a further 5

#### F-27 POSTER NOW AVAILABLE



We now have a great 20" x 30" full color action poster of the F-27 as shown above. Cost is \$8 plus \$3 freight (\$5 overseas)

hours, ending up a very dark river at Harwich against tide and wind amongst thousands of moored boats. My crew was less than enthusiastic about their captain!

Two days later we were going back beating against the wind NE7 decreasing on the North sea. OLIJFJE was not doing well, heeling a lot, although I was already down to my 3rd reef. Rather surprising, until I noticed the hatch on the lee float was not closed properly (by whom?) and the float

## Anybody for Sailing?



Bill and Laura Von Benken's newly delivered F-27, in Ohio, with daughter Meg on the bow, obviously looking for the first signs of spring.

center compartment was completely filled with water. Surprising that the boat was still sailing at all! We tacked and emptied the float and then continued, the crew looking at me without the usual love in their eyes.

The next morning at 11:00 hours, the mate complained about the rudder. I took over and noticed something was wrong. The rudder had come lose. I immediately sent the boy in the after-cabin to inspect what was happening. Yes, a big stream of sea water was coming in through a hole in the transom where one of the bolts used to be! The other one was lose but still there. First thing to do was - finger in the hole (Dutch boys are good at this). Second thing was to fasten the bolt and to think. Yes, I then remembered with great shame that you sent me two safety nuts which I still have on board and have never used. It seemed wise at this moment not to tell this to my crew. The one with his thumb in the hole was getting slightly seasick anyhow, so I consoled him by saying I was thinking. I then inflated my rubber dinghy and in medium sized waves, took one of the upper bolts out (please don't drop it in the water) and put it in the lower hole. Then screwed tight the other lower bolt, hanging in the water, but at least the boat was dry again. Carrying hardly any spares I had some problem in fixing the replaced bolt, but in the end this was solved too, and we continued with a very guilty-feeling master.

In September, we participated in the biggest Dutch multihull regatta, with 40 boats racing over 2 days. We finished 3rd overall beating a handful of Dragonflies, in spite of some of the worst sailing I have ever done in my entire life. (You will realize by now that this means quite something!)

In October, my daughters decided they wanted to sail in the Mediterranean, and I

agreed that it would be fun to go from Holland to the Isle of Corsica in one week.

So, we left late Friday night and after 21 hours non-stop driving, we arrived back in Ste-Maxime, put the boat in the water and left the next afternoon for Corsica. We sailed 105 NM in 18 hours and then, after arriving at the coast, I, (oh, yes, again) didn't know exactly where I was and made a mistake! In the end all was well and we cruised in perfect weather and along an empty coast. We crossed back on Thursday night and were back on the road on Saturday morning. In the middle of the night, early Sunday morning, in the north of France, I saw a lot of black smoke coming

from the trailer. The bearings in one of the wheels had disappeared. We continued cautiously, but a few hours later we had to give up and look for professional AA help. In the end we had to leave the trailer and the boat in the Belgian Ardennes. Four days later on a deeploader the boat and trailer arrived at the trailer builder in the North of Holland. End of the season.

So; excellent was the weather, my F-27 OLIJFJE and my crew. Bad was the Skipper and his conscience!!

One last and only question, the forward beams at the place where the bolts are fixed show a slight indentation. Have I tightened the bolts too much?

Kind regards,  
Aad (Adrian) Went,  
Laren, Netherlands

All other early F-27 owners (prior to Hull No. 40) who have not yet changed the nuts on their rudder gudgeons to the self-locking type sent to you by Corsair, had better take note of Aad Went's experience. We found that these nuts could work loose, and invariably they always did so at the most inconvenient time. New boats have the self-locking nuts as standard.

The indentation at the beam bolts is normal, as it is a molded indentation to give a flat bearing area for the bolt head. All boats have this.

### Interested in Farrier Designs?

If you are further interested in the F-27 or a Trailertri, then the best way to keep up to date with the latest developments is to subscribe to this Newsletter. You don't have to be an owner or builder.

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