



TRAILERTRI



The Newsletter for all Farrier Designs

F-27 Wins Major Series in Australia

June 1990 - No. 43



The F-27 AQUA TEC, skippered by renowned multihull sailors Ian Johnson and Cathy Hawkins easily won the OTC 1990 Australian Multihull Offshore Championships in a stunning victory.

Since its inception in 1976, the AMOC series has become the premier event in Australia, featuring the biggest and fastest offshore racing multihulls. It is a Grand Prix style event, and consists of a series of seven races held in April every two years. It is run under the IOMR rule, a recognized measure of design efficiency.

This was the first time a Farrier design had entered, and being designed primarily as a roomy cruiser, with luxurious interior, and one of the smallest boats in the 15 boat

fleet, the F-27 was not given much of a chance against the specialist racing machines. However, a victory in the first race immediately established it as the boat to beat. It followed this with 2 more firsts, a second, and 3 thirds to easily take the overall championship on corrected time.

Even more surprising was the F-27's performance on elapsed time, always finishing in the top third of the fleet. Twice it finished ahead of the 60' racing catamaran SHOTOVER, the current record holder for the epic Brisbane to Gladstone Race.

AQUA TEC then competed in the Brisbane to Gladstone Ocean Race, and even though again one of the smallest competitors, it finished 4th multihull over the line

from 15 starters, just hours behind a 43' racing trimaran, and 5th over the line out of the total fleet of 90. Only one 'hot shot' 60 foot mono still remained ahead out of the 80 monohulls that started 30 minutes earlier.

AQUA TEC was still not finished, and went on to win the Hamilton Island Race Week in the Barrier Reef - fast becoming a premier series in Australia. Congratulations to Ian and Cathy, and their various crew members, including Paul Koch from OSTAC, and Geoff Berg.

Just to round out a very successful month for the F-27 in Australia, Kurt Ottawa's F-27 BAVARIAN FLIER blitzed all the opposition to win the Royal Motor Yacht Club's Twilight series on Pittwater, Sydney. Well done Kurt!

F-27 Factory News

Production continues to increase, and is now at two per week. However, the backlog of orders continues to grow, and earliest delivery date available is now February, 1991. If you are planning to take delivery in Spring 1991, then be advised to order now. We expect all these delivery slots to be taken up very soon.

The F-27 is not only one of the most exciting craft on the market today, but it is also certainly proving to be one of the best buys. In a very depressed sailboat industry (the long established Ericson Yachts is the latest to close down) Corsair is the notable exception, and continues to grow at a smart pace. The demand for new and used F-27s is very strong, and used boats sell quickly for near their new price. Why? Because the F-27 is leading the field in technology and design. It is fresh, exciting and fun - not just the same old thing, using the same old sixties technology, in shapes that in some cases haven't changed since the thirties.

A new face at Corsair is Jim Hunt, former President of Lear Siegler Marine, O'Day, Cal, and Prindle Catamarans, and a veteran of 27 years in the sailboat industry. Once familiar with Corsair's operations Jim will take over the general day to day operations from John Walton, leaving John to spend more hands-on time on marketing and promotion.

Jim, a 1960 Olympic sailing Gold Medalist, first sailed the F-27 four years ago, and was impressed by its innovation, comfort, speed, and level sailing - key factors raised at the recent Sailing Industry Business Seminar at Miami Beach, and moderated by Jim. This seminar virtually endorsed

all these features of the modern multihull, yet most there failed to recognize what they were actually talking about. This won't last for long, so expect to see more multihulls in the future.

Another dealer has joined our ranks, in the Great Lakes area, and this is:

Great Lakes Corsair Inc.,
341 Southlawn Ave,
East Lansing, MI 48826-4486,
Ph. (517) 371-1414.

And overseas, a distributor has been appointed for Holland and Germany:

Jan De Boer Catamarans Int.,
Prinsesseweg 36,
2042 NH Zandvoort,
Holland, Ph. 02507-16146,

We have now made up a step by step checklist for rigging your F-27. This is on a waterproof laminated sheet, and will help should you find that rigging is taking longer than 20 minutes. In most cases you are probably doing something that you really don't have to. Give Corsair a call and we will send you a copy. This is now being included with all new boats.

F-27 Sets New Record in Guadalupe Race

On April 7th, 12 boats set out from Marina Del Rey (Los Angeles) for a 630 mile combined double and single-handed race, organized by the Pacific Singlehanded Sailing Association. The course was simple, head south 340 miles, leave Guadalupe Island to port, then finish at Marina Del Rey.

Of the 12 boats entered, 7 were sailed double-handed, 5 were single-handed. The entries ranged in size from the F-27 to a 41' monohull. First to finish, in a new record time, was Dave Lawson's F-27 LAELIA sailed by Dave and Corsair's Mike Michie in 4 days, 14 hours, 37 minutes and 43 seconds. This broke the old record by almost 12 hours. Next to finish was the monohull OSPREY (Santa Cruz 40), over 8 hours later, followed by the single-handed SHOOFLY, a custom 41' monohull, a further 2 hours behind. SHOOFLY was the only fin-

isher in the single-handed division, the other competitors dropping out due to fog and lack of wind. These included Bob Dixon, sailing the prototype F-27 SUPERFOX who, until becoming becalmed in fog in the shipping lanes, was just behind LAELIA, and leading the single-handed division. Bob had sailed extremely well, and actually led LAELIA around Guadalupe Island, but wisely decided that shipping lanes, no wind, and fog were too dangerous a combination in which to persevere single-handed.

Bob will soon be setting sail for Hawaii in SUPERFOX having entered her in this year's single-handed Hawaii race from San Francisco. Mike Michie and Dave Lawson are also leaving for Hawaii on LAELIA, just for the fun of it!

1990 Australian Nationals

by Chris Nelson

The Trailertri-Tramp Nationals this year were held on beautiful North Stradbroke Island, near Brisbane, Queensland as part of the OSTAC National Trailable Multihull Regatta, and were organized by the Queensland Trailertri Association. Altogether 18 boats contested the series.

'Straddie' as the locals call North Stradbroke Island was a delightful venue for the regatta, providing a real holiday atmosphere. The Little Ships Club at Dunwich, the largest town on the island, was our host for the week and it provided excellent amenities and great hospitality. All the entrants camped during the week in the adjacent camping ground creating a very sociable atmosphere - it looked like a carnival had hit town. Actually on the day most people were arriving for the regatta we felt maybe a carnival was taking place, with entertainment being provided by a small Cessna executing a near perfect forced landing on a nearby road! Late on Good Friday (the thirteenth!) afternoon I looked up to see the aircraft SILENTLY skimming the tree tops and barely scraping over the cemetery on the ridge behind us. The pilot successfully put the plane down on the road narrowly missing a campervan, but unfortunately one wing tip struck a tree during the landing roll. The plane slewed to a halt in the roadside ditch, a write off. Fortunately nobody was injured. Later entertainment during the week was okay, but didn't quite lived up to the opening ceremony for sheer spontaneity and spectacle!

Racing for the week was interesting, unpredictable, varied, and always fun. The first two races were started in extremely light conditions and in both cases the wind eventually settled in from behind to reverse the legs of the courses. The second and third races on Tuesday were sailed in quite heavy conditions with poor visibility which made the course laying quite a problem with no power boat able to handle the conditions available to relocate marks. So these two races became quite extreme reaching orientated races with very short

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 was the name of a U.S. 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.

works or runs. The passage race on Thursday was an absolute delight with fair breezes and an interesting, well thought out course. Friday's final race was sailed in squally fresh conditions, but not as heavy as on the Tuesday.

The open division was won by Kevin Murray's Trailertri 680 CHRYSALIS with Gordon Myer's 7.5m PEREGRINE second, and Mike Vincent's Trailertri 680 third. PEREGRINE also took the line honours trophy. The surprise was the sparkling performance of the new OSTAC Tramp. After a few minor problems the boat really shone in the passage race and race five. It was right up amongst the bigger Trailertris and if it hadn't lost its spinnaker halyard in race five it would have been second across the line to PEREGRINE

The Tramp Title went to the OSTAC Tramp and deservedly so as it was sailed brilliantly by Geoff Berg and his boys, with Paul Koch from OSTAC on board for races four and five. Stan and Sally-Anne Simankowicz's Tramp KYSAL II had a tremendous series to take second, with the Nelson family on TRILOGY taking third.

The Trailertri Title was closely contested and Kevin Murray had a fabulous series to take CHRYSALIS to the much prized 'double' win. Second place was taken by Mike Vincent on TRIFECTA with last year's winner Ted Kerr and his Trailertri 720 TRANQUILITY third.

The Laid Back division was taken by the catamaran SIROCCO with Mac Storey's CURLEW second.

1991 Australian National Titles

Current plans are for the 1991 Nationals to be held at Wangi, on Lake Macquarie, in the last week of September, and to be hosted by the Trailertri/Tramp Assoc. of New South Wales. This promises to be the biggest and best Regatta ever, so mark it in your diary now. You can't say you haven't had enough warning. For information contact the secretary, Alan Murray, Ph. (049) 752 604.

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Chartering an F-27

Tim Walker, a San Diego sailor, small business owner and part time F-27 demonstrator is forming a venture we feel is worth mentioning. Although he has not finalized all aspects of the business plan, the main idea is a charter operation featuring the F-27 based in the Sea of Cortez in the winter and San Diego in the summer.

Tim's focus in San Diego will be day and weekend charters and a multihull sailing school (attendance of which will be required before taking out an F-27). We think San Diego is well suited for this format because of its growing population, expanding tourist base and sheltered cruising waters. Also, the America's Cup is right around the corner!!

As the weather turns cooler in the fall, Tim plans to gradually move the bulk of the fleet (3-5 boats) to one or more Mexican locations for the traditional weekly charters. Several ports are currently under study including San Carlos on the mainland, Loreto in Baja (the Moorings need some good multihull competition) and La Paz further south. All locations offer great cruising, fantastic scenery and secluded sailing, similar to the Carribean 15 years ago. By late spring, the return trip to San Diego should be completed, at which time a thorough factory inspection and refit will be performed in preparation for the next sea-

son.

"Following the seasons" is an age old concept in the charter trade, and Tim believes it's application will be greatly simplified due to the mobility of the F-27. His choice of Chula Vista Marina and the south San Diego Bay as operational headquarters will allow close contact with us at Corsair Marine. We might even be able to send some business his way.

Since Tim has not recently been the beneficiary of a substantial inheritance, he plans to fund the charter fleet via the 'pooled' yacht charter ownership approach. Simply stated, the program is a partnership arrangement between an F-27 owner and Tim's charter company. The F-27 owner agrees to place his boat under management for a specified period (3-5 years) and in return receives a percentage of the 'pooled' income from all operations, including sailing school. If Tim's projections are met, there should be sufficient monthly income to pay each owner's fixed expenses (loan payments and insurance) and also pay a cash surplus to be used as wished. In addition the typical 'free use' arrangements will be available to owners at any time. At the conclusion of the contract the owner can keep his F-27, roll it over to a larger multi or sell it.

This type of ownership program has been used successfully by organizations world wide and there is no reason why it

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.,

11 Purbeck Ave., Hamworthy, Poole,
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.

HOLLAND/GERMANY

JAN DE BOER CATAMARANS INT.
Prinsesseweg 36, 2042 NH Zandvoort,
Holland. Ph. 02507-13815 Fax -16146

shouldn't work with a boat as fun and exciting as the F-27. Over a five year period, it might even pay the mortgage for you!

For more information, including a computerized cash flow analysis, contact Tim at 1353 Park Hill Lane, Escondido, CA 92925, Ph. (619) 489-6106. Existing orders are also encouraged to respond.

F-27 Wins Class in Plymouth Multihull Grand Prix

The Plymouth (England) Multihull Grand Prix was held over the traditional Bank Holiday, May 26, 27 & 28. There were four classes in all comprising Grand Prix, Cruiser Class, Micro 26 foot and Strider Class. Three F-27s sailed in the Cruiser Class and enjoyed very keen racing.

John Healey arrived fresh with his new F-27 but was disadvantaged most of the time, lacking a genoa and occasionally, his asymmetrical kite, until he had successfully rigged his removable bowsprit. Nevertheless, at times he showed very promising speed and will no doubt be a considerable force in the future.

Seven races were sailed in all, mainly inside Plymouth Sound, but one was sailed around the large breakwater that protects this ancient, maritime harbour, and on another occasion, a short offshore race round Eddystone lighthouse some 15 miles offshore.

F-27s finished 1st, 2nd and 3rd over the line in all races with the other Cruiser Multihulls many minutes behind and in the long race, miles behind!

Rodney Pattison's F-27, TRISTAR OF POOLE, finished first of the F-27s in all

F-27 Trailer Improvement

Missing Photos

This Trailertri Newsletter was done on a computer, but before the ability to scan and insert photos was available. These were done by hand later, so, unfortunately, photos are currently missing from this pdf

John Jones of San Angelo, Texas, has made some worthwhile improvements to his F-27 trailer to allow 'drive on' loading, and which we have now incorporated into the standard factory supplied trailer. John writes:

Enclosed are some pictures of my F-27 trailer showing the modifications. The extensions on the aft rollers were made by cutting a 12" keel roller in half and adding it to the pivot point in the double roller. This gives about 20" of protection and reaches the bunks on both sides. The front rollers were replaced by 18" keel rollers. These also reach both bunks. Now I can drive onto the trailer at about 2 knots without the risk of damaging the boat should it get offline.

aces save the one round the Eddystone where he was beaten into 2nd place by Martin Bosher's F-27, MISS PIGGY, sporting her very appropriate pink and grey fluorescent Mylar sails. Kermit's eyes would have popped out of his head!

Rodney's excuse was that he hit a remote outlying rock shortly after rounding the Eddystone Light reaching at 12 knots or so. The daggerboard was fortunately not cleated down and flew up on impact, incurring only very minor damage to the front bottom tip. The rudder hit next and with the downhaul line cleated, the rope broke at the point it entered the blade, flying up instantly. Steering the boat under sails only, Rodney succeeded in scrambling over the stern, and rigging after several minutes a new line enabling the rudder blade with its well chewed up tip to be pulled down once more. Needless to say, Rodney had cleated the rudder right down, (contrary to the F-27 Manual instructions!) because he felt there was not much chance of hitting anything in Plymouth Sound, and that for racing it was important to be sure the blade was well and truly down!

Close inspection of transom, pintles, stock and centreboard showed no damage whatsoever, a tribute without doubt to Corsair Marine's construction techniques.

Not surprisingly, MISS PIGGY, overjoyed at her good fortune, overtook during the mishap, and then ensued a very exciting spinnaker reach, and then run to the finishing line inside the Sound. MISS PIGGY won by a mere 5 seconds.

Round the Island Race

For the second year running, an F-27, MISS PIGGY, owned and sailed by Martin Bosher, won the Multihull Class of the Annual Round the Island (Isle of Wight) Race, storming round in 6hrs and 24 mins. There was a total entry of **1565 yachts** of all descriptions.

Prior to the race, great publicity was given on the planned attempts by the 60 foot trimaran APRICOT and the Formula 40, FULL PELT to beat PARAGON'S existing record of three years standing of 3 hours and 55 mins, 28 secs. for the 63 mile race, an average of 16 knots. In the end both were unsuccessful. APRICOT, despite her enormous power failed by some 20 minutes and worse still, FULL PELT showed the fragility of her construction. Increasing her rig height as a yearly modification finally broke her beams and subsequently lost her rig. She had the ignominy of being towed back to base with, amongst others, the Minister of Sport on board.

Conditions were perfect, Force 6 at times and the two competing F-27s revelled in them. TRISTAR OF POOLE, sailed by Richard Roscoe led MISS PIGGY for the first part of the race only to be overtaken when her assymetrical kite ripped. MISS PIGGY won on overall handicap finishing seventh fastest over the line and being

beaten by a few seconds by just one monohull. the fully manned 12 metre White Crusader.

LETTERS

..... from an Owner in Michigan

Dear Ian,
This past summer, Trailertri 720 # 64, Alberta Rose, successfully completed its first family cruise since I purchased her from Tony Peacock in Canada. My wife, sons (3 & 7yrs) and I spent a week on Lake Macatawa by Holland, Michigan. Since the wind on nearby Lake Michigan was strong and the waves large we spent several days just sailing on Lake Macatawa. When a storm came through we just put the boat on the trailer, leaving the mast up and went into town to shop and stay in a hotel. After the front went through, we sailed south to Saugatuck and spent a beautiful night anchored where the Saugatuck River empties into the big lake. With the shallow draft we find we can almost beach the boat. We no longer take the dinghy because it is so easy to wade into shore. The boat always attracts people wherever we sail. This summer we plan to go to Lake Huron and sail in the Georgian Bay.

Sincerely,
Paul W. Davis, East Lansing, Michigan

Come on, all home builders, how about some news from you. Just a sentence or two or three will be great. If we haven't heard from you for a while, drop us a line.

...from an Owner in West. Australia

Dear Ian and Alicia,
I am an avid Tramp owner and sailor and spend a lot of time here going out on photographic trips, searching for whales, Dugongs, Manta rays and Whale sharks to film and photograph. Some of my underwater footage has been used by the A.B.C here in Australia and the B.B.C. in the U.K.

I have made a mast ladder that fits on the front of the mast and allows one to climb ten feet up the mast to a Crow's Nest. The fantastic stability of the Tramp allows one to do this - there is no other trailer-sailer that would. From the Crow's Nest I can spot wild-life in the water from a great distance. When running downwind the motion of the boat is so gentle that it is quite comfortable for me to be up the mast in 25 knot winds in 10 foot seas on the open ocean.

We sail a lot on the open Indian Ocean. The boat has really proved itself on several occasions, including one overnight trip when we were caught in 30 knots off the Cape - a notoriously rough stretch of water. I always have the reefing lines in and can reef in less than a minute. Unfortunately, the weather forecasting up here is very unreliable TRIBEAU is probably the only trailer-sailer with rod holders in the back hatch, (they do have plugs.) We frequently catch Spanish

Mackerel up to 18 kgs. on our 8 & 10 kg. game rods. Sailing adds an extra dimension to the fishing. When we get a strike, we have to 'heave-to' in the traditional sense. and we have this down to a fine art. Tacking allows one to leave the jib alone and one is then blown back towards the fish. The Tramp is very stable sitting broadside on to wind and waves.

There are no other multihull trailer-sailers up here with whom to compare notes. Perhaps other Trailertri/Tramp owners in W.A. could contact me.

Sincerely,
Geoff Taylor,
P.O. Box 498, Exmouth, W.A 6707

Wanted: Dexter Clark, 22650 Lorain Rd, Fairview Park, Ohio 44126 (216) 734 2100 is looking for an unfinished Trailertri 720.

Maine Summer Cruise Popular

There are now 20 multihulls including 13 F-27s participating in John Cleary's Maine Cruise in July as announced in the last Newsletter. We hope to have a full report in the next issue of Trailertri, of what looks to be a great event. Take lots of photos and send them in! TRAILERTRI needs more cruising stories.

John Cleary is now considering organizing something similar to Lake of the Woods, on Lake Winnipeg next summer.

F-27s to compete in N.O.O.D. Regatta, at Newport.

At least ten F-27s will sign up for this years Audi N.O.O.D. Regatta, organized by SAILING WORLD, and held at Newport, Rhode Island, August 16-19. This is the first time a multihull has been invited to participate in this national series of events. In addition, the Northeast F-27 Association is making this the first Annual Northeast Championship. John Walton from Corsair Marine will be present, and Corsair will be donating some extra trophies and prizes. Spinnakers will not be used while racing to keep it relaxed and encourage the cruisers. For more information contact Tony Cabot, Ph. (617) 423-5705 (W) or 328-4109 (H).

F-27 Now Officially Recognized in Japan

International Multihulls in Japan reports that the National Authority for Japanese Sailing, the Nippon Ocean Racing Club has now recognized the F-27 as an official class and eligible for registration to compete in their race fleets.

The TRAILERTRI Newsletter is compiled and published by Ian and Alicia Farrier and subscription (air mail) for 4 issues (4 or 8 pages and usually over 1 year) is US\$6, A\$10, NZ\$12, with all other foreign US\$8. Checks are accepted in all above currencies. Personal advertisements are \$10 each. Send to Ian Farrier, P.O. Box 7362, Chula Vista, CA 92012