

F TRAILER TRI F

September/October-No. 29 1985



F27 Wins First Race and Breaks Record

As part of her extensive sea trials, the prototype F27 SUPER FOX was entered in the 2 man Round Catalina Race on July 27, starting and finishing at Newport Harbor.

There were 28 entries in this race, 5 of them multihulls. Monohulls included the McGregor 65 LEAN MACHINE sailed by well-known single-hander Mike Kane (ex Crusader and Spirit of America), while multihulls were Norm Cross's own Cross 32R CROSSFIRE sailed by Bob Dixon (also ex Crusader), the Newick designed Val 31 FLYING CIRCUS crewed by local boat builder Bob De Long and multihull designer Gino Morelli, a Viva 27 TIGER TIGER (R. Willis), and the Searunner 37 STRIDER (Bill Ando). Corky Barry and myself crewed SUPER FOX.

We trailered SUPER FOX up from San Diego on the morning of the race, and after launching motored out to the starting line off Newport Beach. Conditions were moderate at this stage, with a 10 to 15 knot breeze. The forecast was for strengthening winds, so we elected to carry the jib, while most of the competition chose genoas.

The monohulls started before us, and after some 25 minutes the multihulls followed. The first leg was a 30 mile beat dead to windward to the west end of Catalina Island. From the start the lead was taken by FLYING CIRCUS, followed by TIGER TIGER, with SUPER FOX just behind. CROSSFIRE and STRIDER tacked out to sea and their relative position was hard to determine.

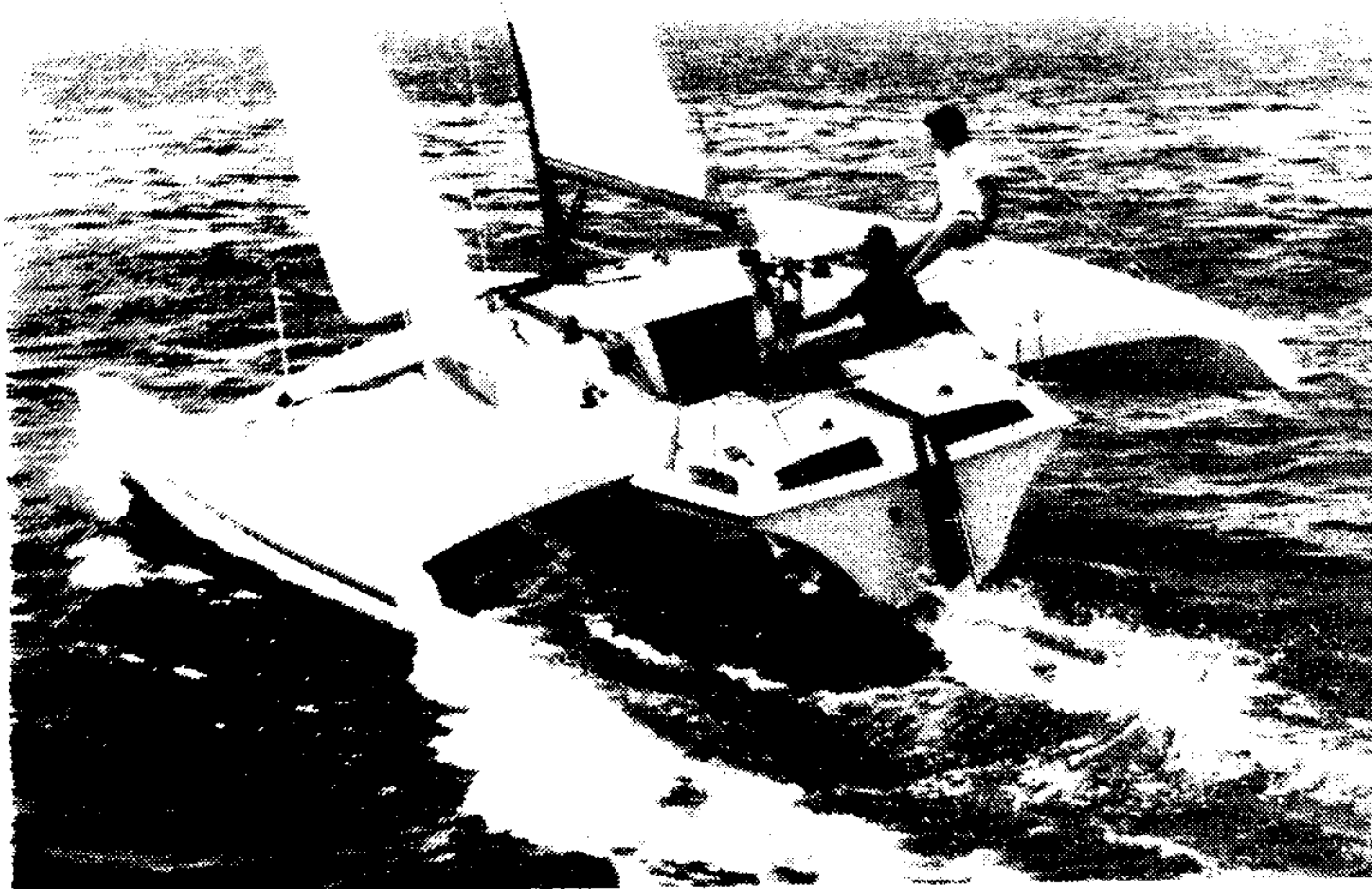
After about an hour, we had caught most of the monohulls such as J27s and Olsens, passing them with ease, while hard on the wind. The Val and Viva 27 were still ahead, but the increasing wind meant they would soon have to reduce sail, while CROSSFIRE had reappeared, but some distance behind and dropping further back. She appeared to have boat speed but was not pointing very high. We later learnt that the rig was not strong enough for the conditions, and they had mast pumping problems. STRIDER could not be seen at this stage.

The first change was TIGER TIGER turning round and heading back. We later learnt that as the conditions worsened their

dolphin striker had broken forcing their retirement. Then we saw FLYING CIRCUS virtually stopped, while they changed down from their genoa. Our gamble on the jib had paid off, and we had lost very little ground.

Soon after FLYING CIRCUS tacked off out to sea and disappeared from sight, leaving us in company with a couple of bigger monohulls which were rapidly dropping behind. Off Long Beach, we were surprised to meet a TRAMP/EAGLE coming from the other direction obviously revelling in the conditions. After a few waves, they rapidly disappeared in the direction of Huntington Beach.

By now the wind had increased to about 25 knots and SUPER FOX was really starting to hum, handling the conditions with ease. Tacking off Long Beach we set our sights for Catalina. Now we started to fly with bursts of 10, 11, and 12 knots, planing hard on the wind. Sitting out on the windward float one got a spectacular view of the bow demolishing waves with surprisingly little spray coming back.



After about 3 hours of rather exciting sailing we were nearing Catalina Island, with just one other sail in sight. As we converged we saw it was FLYING CIRCUS, and were astonished that after all this time, we were so close that she had to give way and pass just behind. We were delighted, as the Val is a bigger boat, renowned for its weather ability, with an excellent record in the Single-handed Trans-Atlantic Race.

FLYING CIRCUS had reefed her main sometime earlier, and now seeing us with no reef, soon shook hers out and the battle was on. There was still some distance to West End (the western end of Catalina), and after a number of tacks we reached West

After rounding West End, it was spinnaker time, but here we struck our first problem. The spinnaker halyard snapshackle flicked undone as the spinnaker was going up and promptly disappeared to the masthead. Fortunately, the spinnaker fell back down on to the wingnet and not under the bows. Now the jib halyard would have to do, and soon the spinnaker was up where it belonged. By now FLYING CIRCUS had got several hundred yards in front, with a huge 900 sq.ft. spinnaker.

Not thinking we had too much chance in catching her with our smaller 625 sq.ft. kite, we settled back to catch up on some serious eating. But wait a minute! We seemed to be closing. Yes, in the lulls we were very similar, but in the gusts we seemed to gain. By the time we reached the southern end of Catalina we had edged alongside. This was turning into an exciting race, and it looked like a close finish. Behind us, there was still not another sail in sight. The rest of the fleet must still be beating towards West End.

It was almost dark by now and the wind had increased. We were surfing along at 10 to 15 knots, with some bursts up to 18. With a tight reach coming up we decided to bring the spinnaker down, as it would be a little too risky in the darkness. After a little drama, we soon had the genoa up and were set for the next leg back to Newport. But now strangely, the wind died completely and we were left drifting in a very choppy sea. Our frustration mounted as we could still see FLYING CIRCUS's lights further out to sea and still moving fast. We had cut in too close to Catalina and had been caught in the island's lee.

For over an hour we fought to get away from the island, actually sailing south, away from Newport, growing more and more frustrated as we saw FLYING CIRCUS's lights disappearing fast, towards Newport. At least we knew there was still wind out there and we had only to reach it. The log showed ½ a knot, then 2, back to ½ again, up to 2½ but back to 1 again. Corky went below to get some sleep for the morning shift, as it looked like a long night. But slowly, the speed built up and soon we could risk turning towards Newport.

Now on a tight reach, and escaping Catalina's grasp, we really started to move, 10, 11, 12 knots, and a few bursts up to 14. It took just under three hours to cover the 29 miles back towards Newport, where I had to drag Corky from the cabin to check our position. By skilled navigation (rather lucky guesswork) we had managed to hit Newport right on the nose, and sailed straight up the harbor to the finish line. Hallo, what's this? No one's there. It was 2:45 am, and deathly quiet. After a few noisy tacks across the finish line we decided to head for the Yacht Club and some sleep. No sign of FLYING CIRCUS, maybe she had finished, and headed for home down the coast at Dana Point.

About 6:30 am we awoke and started to de-rig SUPER FOX for the trip home. But wait a minute, there was a tri coming up the harbor. It was FLYING CIRCUS coming in 2nd. She had apparently gone too far south from Catalina in the search for wind, and had ended up beating back up the coast.

There was still no one at the finishing line (apparently no one had ever finished this early before) and after a few words with Bob and Gino on FLYING CIRCUS, we headed for the trailer and within a couple of hours were back in San Diego asleep.

Returning for the prize giving that night, we learned that we had broken the old record by about 10 hours, and won on handicap. CROSSFIRE had finished 3rd in the multihulls. Sunday afternoon, with STRIDER 4th. The McGregor 65 LEAN MACHINE had finished Sunday Morning some 6 hours after SUPER FOX.

So SUPER FOX took line honors by around 4 hours, averaging nearly 10 knots for the course. A very pleasing result for the F27 in her first official race particularly as she was one of the smallest boats competing.

Production of the F27 is still being set up, and we probably won't be ready to supply boats until early next year. Interior molds are being made at present, but it is just a slow process, and for the quality standards we require, they just cannot be rushed.

There were a few early problems during the Sea trials, one of these being handling the full batten main when raising or lowering. It's a dream sail once up, but a problem when spread over the deck particularly when single-handed. This was solved by a special roller furling boom set up. When lowering you just roll the

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sail up around the boom. Raising, it just unrolls itself. No more sail all over the deck, and it also offers convenient roller reefing, in conjunction with jiffy reefing controls at the clew and tack. An ideal system and easily operated single-handed.

As designed, the prototype F27 had several radical design changes in relation to the original Trailertris, and some problems were expected. One major difference was float shape. These were of a style currently favored by some of the racers on the Grand Prix ocean racing circuit, with the initial buoyancy set well forward and a high swept up transom. This is to prevent excessive pitching caused by waves passing to leeward and astern.

The theory is good, but, from the first sail we found problems. Mainly, the buoyancy so far forward causes the main hull bow to lift completely out of the water in wind speeds of 10 knots or more. This is not too bad, but the center hull transom then ended up dragging with a loss of boat speed. We found that speed could be considerably increased by sending crew forward.

In regard to preventing pitching, this didn't seem too effective either, for as the bow rotated up, the float transom sank very early, thus losing any benefit of the swept up transom. As shown by the Catalina Race, the F27 performs brilliantly to windward, but this is due more to the center hull shape, with its little rocker and full ends. The floats were more of a liability, causing the transom to drag more than it should.

It was obvious that this float shape was not right and thus a decision was made to build new floats for the final production version. This will delay the release of the F27 but our firm policy at Corsair Marine is to provide only the most advanced and up to date trimarans with the first boats off the production line absolutely perfect in every way. We knew we could do better with the floats so there was no question that these had to be changed.

One exciting aspect of the performance has been the reaching and downwind performance. The almost flat planing center hull was another radical design change that appears to have worked. This seems extremely effective, and the F27 is the fastest reaching trimaran I have ever been on. She quickly planes on the center hull and rapidly powers away from our pace boat—a modern 44' foam sandwich trimaran.

The final production version should be about 300lbs lighter than SUPER FOX due to improved techniques, and this, coupled with the new floats, should boost performance even further.

No photos are available of the F27's interior, as this has yet to be finalized. The interior layout in SUPER FOX is very basic, and a number of improvements will be incorporated in the final production version. Interior photos should be in the next Newsletter.

A detailed brochure is now available along with full specifications and price list. This is available from:

**Corsair Marine, 150 Center St., Chula Vista, Ca. 92011,
Ph. (619) 585-3005.**

Australian Trailertri National Championship Regatta

The Australian National Trailertri Championships are on again next year, being conducted by the Brisbane Trailertri Club on Moreton Bay, from Sat 4th to Sat 11th January, 1986. Program will consist of 6 point scoring races and one invitation race. There will be a number of social events, barbecues etc., finishing off with the presentation dinner at the Royal Queensland Yacht Squadron, Manly Boat Harbor.

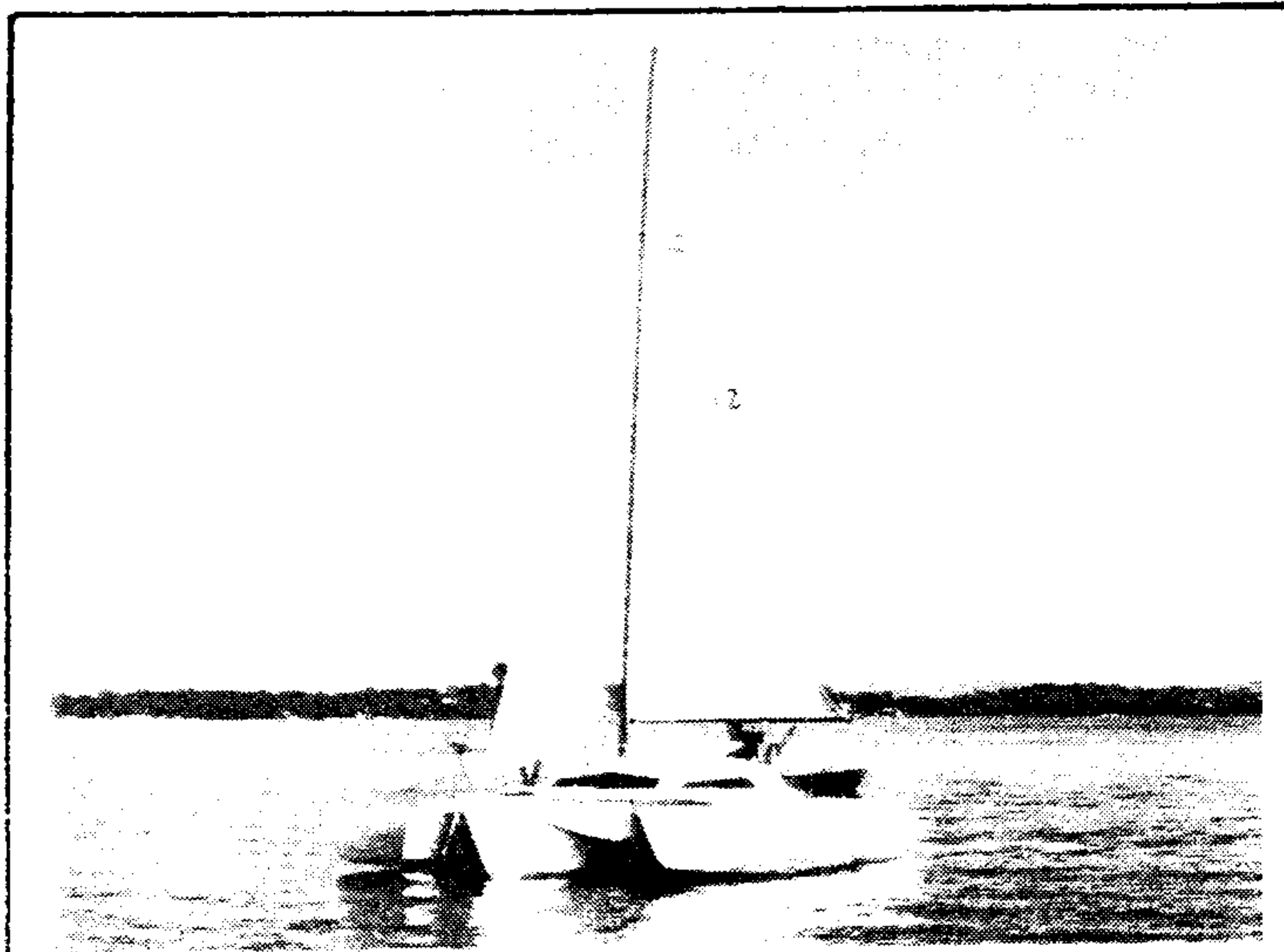
This was a rather exciting event last year and for further information contact the Race Committee Chairman, **Geoff Finegan, 189 Collingwood Road, Wellington Point, Qld. 4160 or phone (07) 207 2235 (Bus.) or 07 207 4610.**

Here and There

Dear Ian,

Please find enclosed the race results for WARNEET CLASSIC sailed on WESTERN PORT BAY. With 60 yachts from a TS16 to a 37 Spindrift Cat starting my 680 MANDINKA (EX TRIPPERISH SAIL NO.31) won the multihull section on corrected time with John Cox's 680 ASYLUM second—neither of us flying spinnakers. It shows an old boat can still win races. MANDINKA AS TRIPPERISH sailed in the 1979 BRISBANE TO GLADSTONE Race as an unofficial competitor as you would remember. I have only raced my boat three times in the two years I've owned it and am very pleased with its overall performance in all conditions especially when cruising.

Regards,
Bob Toombs
Seaford, Victoria, Australia



Dear Ian,

Please find enclosed a cheque for US \$13 for a 2 year subscription to Trailertri Newsletter.

On Easter Sunday I launched my 720 'Cancapsco.' (Cancer, Capricorn & Scorpio) at Summerland Point, Lake Macquarie where it will be more or less permanently moored, the only worry being the growth in the C'Board case.

Building took over 2 years, 9 months spare time and holidays with time out for dreaming, so far it has cost \$15,000 in spite of good discounts along the way. 'Cancapsco' is totally fibreglassed using epoxy resin and is polyurethane painted on the outside and Everdure and left over epoxy sheathing resin coated on the inside. Building was thoroughly enjoyable, perhaps that's why it took so long!

The boat floats on its lines and is an absolute delight to sail.

Yours,
John Brown
Baulkham Hills, N.S.W., Australia

Murray McGregor writes that both he and John Mastenbroek are progressing well with their respective Trailertri 18s up in Canada. Both are now doing the cabins and interiors.

Peter Renew reports from South Africa that he has started building his Trailertri 18 and will soon have the floats completed. Once finished, he will be doing some sailing on Lake Malawi, some 600 miles away.

In Hamilton, New Zealand, Kelvin Putan has started to work on his Trailertri 720, having completed all the metalwork by hand, including most stainless steel bolts. Kelvin also helped Gavin Hall launch his 680 MAGIC last year which later hit the headlines in the local paper by launching in Hamilton Lake, usually the exclusive preserve of small monohulls and cats.

Brisbane's Winter Sun Race 1985

Royal Queensland Yacht Club and the Runaway Bay Yacht Club hosted the second Winter Sun Classic on the 25th and 26th of September. Great weather and catering helped make this weekend a very enjoyable experience.

A fully catered Barbeque on Friday night and breakfast on Saturday morning at the Runaway Bay Club started the series in great fashion (on a full stomach).

Signing on and a briefing Saturday morning set the scene for the starts of the various divisions with the multiulls underway last at 10:50am. 140 boats competed so our nine multi's had a big task sailing through the fleet particularly as the wind was five knots from the N.N.W. From the start at Runaway Bay the course proceeded against a dropping tide north along south Stradbroke rounding Woogoomba island towards Jacobs Well then up to Russell Island where the race was shortened, finishing under the power line southwest of Russell Island. Sailing in these waters is a pure delight. The channels are well marked generally deep and with beautiful scenery. Low tide and very shallow water near Jacobs Well forced all competitors to start engines and motor for about 100 yards, however, this was to be the only problem during the whole weekend.

A gusty afternoon sea breeze of 15 to 18 knots helped improve the last section of the race so that the race finished with a good burst of excitement. The 720's of Doug Trott skippered by Mick McKeering and that of Tony Goshnick powered away while behind them the other tri's sailed very close so that the positions changed regularly till finally Mick McKeering finished first, Tony Goshnick second, Bob Adamson (Tremolino) third and Laurie Simpkins (680) fourth.

From the finish the boats proceeded north to anchor in the Krummel passage between Russell and Macleay Islands, probably the safest anchorage in Moreton Bay. Dinner and breakfast is again fully catered this time by Russell Island Progress Association. The local community also supplies transport from the moored yachts to the shore. The Russell Island residents go a long way to make this weekend successful.

Sunday's start is a mirror of the previous day. The course is from the eastern end of Krummel passage and proceeds north between Macleay and North Stradbroke Islands to the Pelican Banks. From the Pelican Banks it's inside the Banana Banks then on past Cleveland and Wellington Points and then to the finish at Hybers Light in Waterloo Bay.

As on Saturday the two 720's broke away to a comfortable lead with Mike McKeering leading. The shuffle for positions behind continued for at least an hour with Rob Mabin, Fred Gans, Bob Pepardy, Stan Simankowicz, Laurie Simpkins and Rob Adamson passing and repassing. Rob Adamson and Fred Gans broke away with Fred's Tramp sailing particularly well with a neat lightweight drifter up. Later after an hour or so of attacking Laurie Simpkins slipped past Rob Mabin and a little further back Stan led from Bob Pepardy.

5-8 knots NE was the order of the day. Apart from battling it out between ourselves we were continually working our way past monohulls so that we probably all passed at least 100 monoulls.

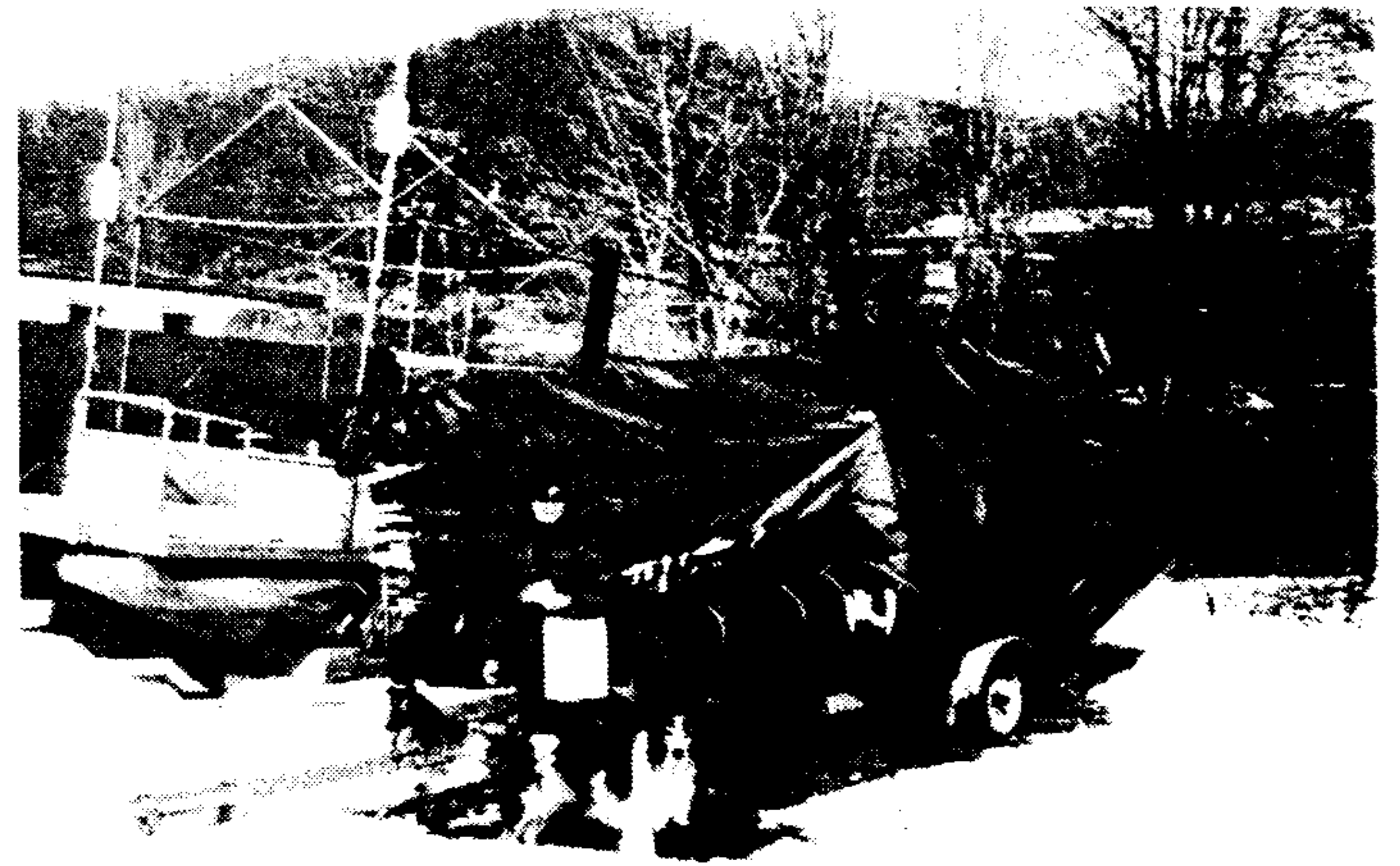
The finish at Hybers Light saw again Mick McKeering first then Tony Goschnick second, Fred Gans third, and Laurie Simpkins fourth.

To round up this race is an absolute must for us all next year. Well catered, organised and sailed in Queensland's best waterways the Winter Sun Race weekend is a lot of fun.

FINAL HANDICAP PLACINGS:

- | | |
|------------------|-------------------------|
| 1. Knee Trembler | Mick McKeering (720) |
| 2. Mr. Percival | Rob Adamson (Tremolino) |
| 3. Kestral | Laurie Simpkins (680) |

How to Cover Up Your Tramp



Greg Dziuba's Tramp SPIDER, snug under its winter cover in New York. Covering a Trailertri can be a little awkward due to the beams sticking up, and the best method is to actually have pockets sewn into the cover for the beams. Helps to position the cover and hold it securely in place.

A 680 Launched in Rockhampton, Australia



Dennis Chellingsworth has now launched his Trailertri 680 DEJA-VU which is shown on the Fitzroy River. Dennis writes that DEJA-VU took two years to build and is completely to plan. She is very easy to handle with an incredibly light tiller.

TRAILERTRI is published and written by Ian Farrier with 4 issues every year. Publication date for each issue depends on the availability of suitable material, but will usually occur in December/January, March/April, June/July, September/October. Subscription is US\$6 (Foreign US\$7) and includes air mail postage. Any interested person may subscribe, you do not have to be a Trailertri builder or owner. Send all subscriptions to: **Ian Farrier, P.O. Box 7362, Chula Vista, CA 92012, U.S.A. Ph. (619) 585-3005.**