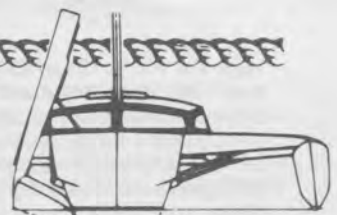


F TRAILER TRI

Newsletter



Command 10 Launched in Brazil

January 1987 No. 32



UN DEUX TROIS on the way to the water

Lars and Eric Kreugar have completed Luis Felipe Graf's Command 10 UN DEUX TROIS in Brazil, and have launched her. Lars writes:

Dear Ian

I have good news about the Command 10 christened as UN DEUX TROIS by Luis Felipe Graf, her owner. She was launched March 1st (1986) and is now sailing around the area, showing very good sailing performance, and offering ample space on and below deck. Everybody is very impressed about the boat and many are asking about cost estimates.

I'm sending you some pictures so you can check out the boat. As you can see she was finished to a high standard (the owner was very demanding) and we delivered the boat ready to sail with all the gear installed plus electronics. This expanded the building time to 18 months. Anyway, Luis is very happy with the boat, which is just what he wanted, and is giving him and his family a lot of pleasure and this is what it's all about.

*Yours sincerely,
Lars Kruegar*



Launching...

Corsair Marine Swamped with F-27 Orders

Orders for the F-27 are currently coming in at 1 a week, even with no advertising, and minimal promotion. It's almost becoming embarrassing, and is one reason for the lateness of this Newsletter. The estimated waiting time for delivery is now well over 9 months, with no more deliveries available for this summer.

We are now employing more people, and are due to expand our factory 300% later this year. But increasing output will take time, so we really appreciate the patience of all buyers. Be assured that we are working as fast as we can to get boats delivered.

Production is slowly starting to gain momentum, with 6 boats now completed. From one F-27 a year (help!) we have now progressed to 2 per month, and are now looking to 4 per month soon, and then 8/month. This may sound like slow progress, but remember we are setting up to mass produce the F-27, eventually at 10 or more per week. To do this properly, and offer a top quality, technically advanced boat like the F-27, at a reasonable cost, is not easy, and these important early stages just cannot be rushed.

All this work involved with setting up the F-27 production line has left little time for this Newsletter, and we apologize for the lateness of this issue. Subscribers will also note that we skipped the last two issues of 1986. This was decided upon as it was obvious we just could not get them out on time, or catch them up, without compromising progress on the F-27.

You don't lose anything on your subscription, as we go by the number, rather than the date. You will thus still receive all the issues you subscribed to — just a little slower than planned. This year we hope to do better, particularly as we should get the F-27 production running smoothly.

The boat itself, is looking great. All design aspects have now been completed, and final building techniques established. Our vacuum bagging techniques are probably the most advanced in the U.S. boating industry, with virtually every single part vacuum bagged foam sandwich - even most interior parts. This is a process of pressurizing the laminate, and extracting all air and excess resin through special release and bleeder fabrics.

The major feature of our technique is that, like the Aerospace industry, we vacuum bag the laminate on both sides of the specially perforated foam core at the same time. This avoids the need for a bonding 'putty' which only adds weight - and being able to absorb water, is prone to delamination.

We have had a number of successful races since the last Newsletter, one being the Two Man Round Catalina Race. As you may recall, we won last year's race by 4 hours and in record time (breaking the old record by some 10 hours). Well this year's race was just the opposite, being the longest race on record - a real drifter. Nevertheless, we won again on the prototype F-27 SUPER FOX, by over 2 hours, after having given such monohulls as a McGregor 65, S & S 51, Frers 46, C & C 41, 15 minutes start. We caught and passed them all.

SUPER FOX also won the multihull Division of the Marina Del Rey to San Diego Race on handicap, and took fastest time in the multihull division of the Indian Summer Series at Oceanside, North of San Diego. This race series had 7 multihulls entered, including a Cross 32R, a Kantola 38, a Walter Greene 35, and 3 F-27s, SUPER FOX, TRANSFORMER (our new demonstrator boat) and Paul Emple's DO IT AGAIN (back from Maine for the Winter).

SUPER FOX's winning days are obviously numbered, as she only managed to win by making fewer mistakes than TRANSFORMER or DO IT AGAIN - both of which appear to have a slight speed advan-

tage. The Walter Green 35 is a pure racing boat, and was the quickest boat competing, but made too many mistakes to take fastest time. However, it was very encouraging to see how all 3 F-27s could lead her around most of the courses.

TRANSFORMER was also entered in the LONG BEACH GRAND PRIX series, held at Long Beach during the recent Long Beach Boat Show. This was a special race for the biggest and fastest multihulls and monohulls on the West Coast, and included the 60' cat Aikane IV, the 47' Cat Wind Warrior, and big ultra-light monohulls like Blondie (68') and Christine (84').

TRANSFORMER was being used as our demo boat for the show so raced without any special preparation, complete with stove, sink, interior cushions etc. She looked a little out of place amongst all the stripped out high tech pure racing machinery assembled for the start.

Over a series of 3 races, and out of 20 entries, TRANSFORMER ended up 7th fastest overall, even though the 2nd smallest boat in the fleet. The only similar size boat able to finish in front of us was a special racing 27' cat, carrying almost twice our sail area.

Demonstration sails - as many readers will be aware, these have been restricted in the past to serious buyers who have made a refundable \$1000 holding deposit. This was due to the need to get the boats built, rather than selling more of what we didn't have! This still holds to some degree, but we have changed the requirement for a demonstration sail to a fee of \$50. This entitles you to a minimum of 1 hour sail on an F-27, but is only refundable if an F-27 is bought then or later.

You will also find that all our demonstration sails start from the F-27 arriving at the ramp, on the trailer. We always try to rig and launch her while you watch. If this is not possible we try to arrange another time when you can see the rigging process. If you are considering another type of trailable multihull then we urge you to request that the other manufacturer/dealer does likewise.

The **SAILING MANUAL** for the F-27 is now completed (one of the reasons why the Newsletter suffered). This is the most comprehensive Manual ever written on any Trailertri design, with many photos and drawings, showing all the F-27 features, and how to rig, launch and sail her. All the correct operating procedures are outlined, as are the correct sailing techniques to get the best performance. Copies of this have now been sent to all F-27 buyers.

Copies are also available to anyone else interested, be it a prospective buyer, or Trailertri owners/builders, as there is something of interest to all. **COST** of the **SAILING MANUAL** is \$US8, plus \$US2 (\$US5 foreign) postage and handling. Available from Corsair Marine, 150 Center Street, Chula Vista, CA 92011 Ph. (619) 585-3005.

Minnesota's First Trailertri 680

Bob and Virgene Trygg have recently launched their Trailertri 680 THRILLER in Duluth, Minnesota. THRILLER Looks like a superb job and is a real credit to Bob and Virgene. Bob writes:

Dear Ian and Alicia,

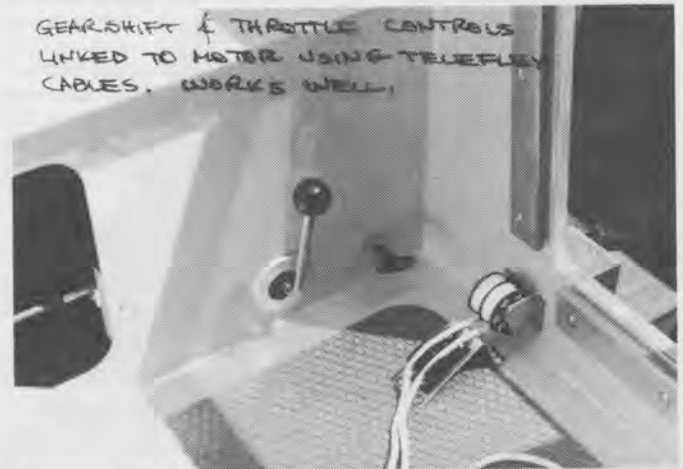
Finally we can report that we are in the water with our 680! I am enclosing some pictures so that you can get a look at her. The gap in



the striping on the float hulls is now filled with the name THRILLER, which is just what she has done for us and everyone that has seen her. I cannot say enough about your very accurate and complete plans, believe me, they are the best I have seen. Everything has worked exactly as you said, even to the statement you made relative to the waterline location. Without a crew in cockpit she floats slightly stern high — but was perfectly on her marks with crew. A minor detail but just one of many that we came to expect in your plans, both for the boat and the trailer.

We will probably not get in much sailing this year as our season is fast coming to an end, but we plan on having a blast next year.

*Sincerely, Your Friends
Bob and Virgene Trygg*



A neat remote control set-up for THRILLER's outboard. We are developing something similar for the F-27. Note the centerboard control lines exiting out the aft cockpit wall.

Here and there

Sheeting angles: A lot of experimentation on the F-27 has shown the best all round sheeting angle for headsails to be 8 to 10 degrees. It can be less in lighter winds — around 7½ degrees but sheeting and sail shape become critical. If done wrong, performance will drop dramatically. Done right, pointing ability and boat speed are unbeatable. It is vital that the genoa leach has no hook on it. The air must be able to exit cleanly.

Mainsail should be about 12% deep in the center, maximum depth about 48% aft. Bottom third of the main should be about 6% deep, located 46% aft, while top third should be 10% deep, located 44% aft.

Spinnaker Sheeting: For really close reaching, try sheeting your spinnaker onto the main hull aft deck. This opens the leach for speed, but maintains a low entry angle giving excellent pointing ability. Has made the F-27 almost unbeatable when close reaching.

For Sale: Super Tramp, in Los Angeles, very clean, extras, auto-pilot, spare mast and sails, \$12,000, Ph. (213) 478-1882

For Sale: A unique Super Tramp in Brisbane, Australia. Ian Farrier's own boat FLYING FOX with a specially developed experimental cabin. Complete with outboard, trailer, 5 sails, and full safety gear. Winner of Multihull Division in 1983 and 1984 Marlay Point Races. Contact Keith Cutcliffe Ph. (07) 359-0385 or Graham Healey, Ph. (07) 207-1762.

Wanted: Tramp, in Florida area, please call James Taylor, Ph. (305) 660-3517 (W) 423-9882 (H)

MULTIHULLS magazine (as mentioned last issue) has published an owner's report on the F-27 by Paul Emple in the Sept./Oct. issue. Copies of this issue are available from MULTIHULLS.

Another Multihull specialist magazine is the English publication MULTIHULL INTERNATIONAL. This is an excellent monthly magazine and concentrates more on the European scene. Annual subscription is US\$22, or US\$37 air mail. Send to MULTIHULL INTERNATIONAL, Chandler Publications, 53 High St., Totnes, Devon, TQ9 5NP, U.K.

Trailable Yacht Championships of N.S.W. (Australia)

The Trailertri/Tramp Association of New South Wales is doing a great job of promoting trailable multihulls in N.S.W. - long a monohull orientated area. One of their most successful events of 1986 was the Trailable Yacht Championships held at Gosford. Secretary Chris Nelson writes:

Four Trailertris and four Tramps turned up at Gosford on the Brisbane Water just north of Broken Bay, for the inaugural Advance Bank TYA Trailable Yacht Championships of NSW. This was a tremendous showing of our class in a multihull division of fifteen boats. The division itself was the biggest seen in Trailable Multihull racing in this state.

Socially I just wish the weekend could have been twice as long. The atmosphere and comraderie on the beach where all the multis were beached or moored was great. But with three races over the two days time was a little limited.

Chris took out first on handicap in his Tramp TRIOLGY with his family as crew. Second was Martin Kilpatrick's 680 DUKE II (line honours 2nd & 3rd races).

The Association can be contacted via Chris Nelson, 62 Coonong Rd., Gymea Bay, NSW 2227, Ph. 02 524 0278.



The multihull raft-up at Gosford, NSW. DUKE II in the foreground.

That Must Be Point Loma

By Jeff Kopscynski

It began like any other race off the Marina del Rey breakwater. Crews hauling bags of sails, others applying sunscreen to exposed body parts and a few boats attending to the last minute tuning of mast and crew. Aboard the F-27 "Super Fox" I was casually at the helm while Skipper John Walton and crew Mark Robson and Mike Mitche were busy stowing our vast supplies, all in preparation for our participation in the 19th running of the Marina del Rey to San Diego 4th of July Race.

I knew we were going to do well! During pre-race maneuvering with only our main sail up I had a difficult time keeping Super Fox down to 7 knots.

As race time approached, we scouted out the opposition. 'Minette' — Michael Leneman's 42 foot racing cat was soon spotted exiting the marina. She was targeted as the boat to beat. Sailing over to give Minette a closer look at 'Super Fox', a friendly discourse between the respective crews culminated in a rather sizeable bet, one six-pack of ale would go to the winner

Our class, ORCA was the last to start. At the gun it was 'Super Fox' first across the start line on starboard tack with 'Minette' coming up on port. A test of nerves and racing rule knowledge ensued as each boat headed for the other on a collision course. Too bad 'Minette' had to give way so early in the race, I'm sure this had a crushing effect on her crew.

Having the excitement of the start behind us, we settled in for a bash to weather. The promised westerlies had yet to materialize. In fact after some 25 hours of racing, all the way down the coast, the

wind never left our nose.

The race through the daylight hours was magnificent! We chose to tack our way down the coast, close to shore to take advantage of the shore lifts. This proved beneficial as one another, sailboats were passed by 'Super Fox' in our quest for victory. As it turned out, 'Super Fox' would pass some 146 boats before crossing the finish line in San Diego.

In between the start and finish we experienced the thrill of flying off the back sides of waves in pitch darkness doing 9 knots; we watched the coast as seaside communities celebrated the 4th of July with magnificent fireworks displays and we fought off an attack of flying fish, one of which did a kamikaze dive into the cockpit thereby scaring Mike half-to-death. Yours truly had the dubious honor of trying to remove this slippery, smelly, denizen of the deep from the boat. Had we some teriyaki sauce we could have had sushi for breakfast. We could have had breakfast!

We also had to fend off an attack of sea kelp. You know those large green life like masses which lie in wait for unsuspecting boats. Their magnetic pull sucking you into their grasp and refusing to let go. It took all we had to free ourselves from these menacing demons of the deep. At one point, I thought of offering to the Gods some of our precious ale as a sacrifice. Reason prevailed however, and we managed to clear ourselves of the kelp beds.

By mid morning the next day, the crew, extremely tired; wet — the foul weather gear we had was apparently meant for fair weather — and famished, prepared for our final assault on Point Loma Buoy #4. Mike are you sure it's Point Loma? We treaded our way through more kelp beds, rounded buoy number 3, popped the chute and headed for the finish line with the wind at our backs. The sun came out, we got rid of our wet clothes and rejoiced at the sound of the finish gun. Sunday morning the final results were in and Super Fox had crossed the finish line 58th overall and 1st in class!!

I learned many things during this, my first extended open ocean race. High on the list is sufficient provisioning including liquid beverages. Next year, 'No Justice' will benefit from what I have learned. 'Super Fox' beware!!

A Trailertri 720 in L.A.



David Romero's Trailertri 720, recently launched in Los Angeles. A superbly build boat

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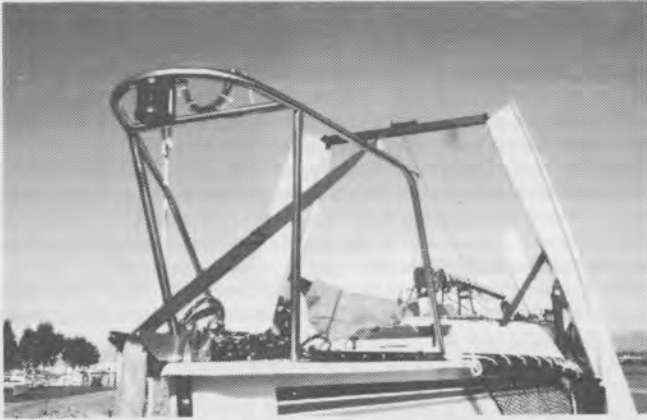
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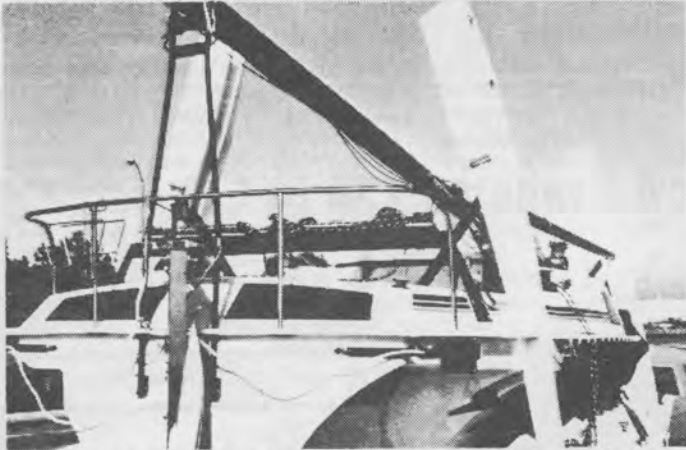
F-27 Features

A number of features of the F-27 can be adapted for your Trailertri and some of these are detailed here:



This photo shows the mast raising bar which fits across the tops of the forward beams. It has a roller on top for the trailer winch wire which is taken over the roller and attached to the jib halyard. The bar must be positively locked in position otherwise it can jump off, causing the mast to drop.

The trailer winch wire comes over the anchor bow roller and will lift and completely raise the mast from this position.



This photo shows the trailer lights, which are attached to Ronstan RF398 brackets that slide into Ronstan stainless steel tracks on the transom. Similar tracks are fitted to the trailer. The cable for the lights is then passed over the boat to the car. This prevents all the endless problems with lights that are in contact with water.

Note also the mast support, with a roller to support the mast. This allows one person to roll the mast back for raising. The 6" roller shown has now been replaced with a 12" roller. Gives a bigger 'landing' area for the mast.



This shows the F-27 Pop-top mechanism. The pop-top can be fully universal, with just the aft end up, or both ends up.

Two Command 10s in Papua New Guinea

Ross and Yvonne Blair and Andy and Cathy Sproul are both heading for Papua New Guinea in their respective Command 10s. Ross writes:

Dear Ian

We are currently going flat out to get the boat ready to leave Mackay (Queensland, Australia) on our way north to Cairns and the to Papua New Guinea. We hope to clear Cairns in Mid-August and also hope to travel in the company of Andy and Cathy Sproul's Command 10 TARANBAU who are at the moment sailing up the coast.

Other news I have to tell you is that we entered RICOCHET in the Hamilton Island Race Week. We had an excellent first race, finishing not far behind the racing division and comfortably in front of our opposition which was a Spindrift 37, a brand new Crowther 44 with hot and cold everything, including a gelato machine. Also we were sailing against a modified Shockwave 29 and sometimes a Twiggly trimaran. We were almost always just in front or close behind the Spindrift and 44. The Twiggly was well in front when it raced and the Shockwave was always well behind (the modifications didn't work).

Regards

Ross Blair and Family



Ross & Yvonne Blair's Command 10 RICOCHET near Cairns

Coming Events:

Australia

1987 Marlay Point Race - Victoria - March 1987. A number of boats appear to be going both from Qld. and N.S.W. Could be quite an event.

1987 Bay to Bay - Tin Can Bay, Queensland, May 1987

—The biggest event of the year — 27 Trailertris started one year — can we beat that this year?

Details on the above from Geoff or Margaret Finegan, 189 Collingwood Road, Wellington Point, Qld. Ph 07 207 4610

U.S.A.

1987 Newport-Ensenada Race April 25th - 7 F-27s could be starting.

Details from Ian Farrier Ph (619) 585-3005

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