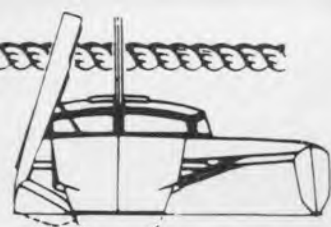


F TRAILER TRI

Newsletter



F-27 Sails to Hawaii

April 1987 — No. 33

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(Special Combined Issue)

Mark Robson's F-27 KILLER FROG has just reached Hawaii, having sailed alongside the Transpac Race fleet from Los Angeles.

Crewing with Mark was Corsair Marine's President John Walton and their passage time was just over 12 days. This gives an average of 191 miles a day — excellent for a 27' trailerable yacht.

Only problem was damage to their rudder 3 days out, which cost 9 hours stopped in repairs. This forced them to considerably reduce speed for the rest of the trip, using just a jib for 2 days and then small spinnaker and no mainsail. Prior to this they had been averaging over 200 miles a day for 3 days.

Even so, they still finished only 9 hours behind the 42 foot cruising tri MESHACK, and before a number of the 54 boat monohull racing fleet, the smallest of which was 36'.

This is the first ocean crossing by an F-27 and congratulations are due to Mark and John. We look forward to having their full story in the next Newsletter.



Mark Robson at the helm of KILLER FROG in the Great American Speed Sailing Grand Prix, Long Beach.

... Meanwhile, Back at the Factory

Once again time commitments to F-27 production matters have caused a delay in Newsletter publication, and we have therefore decided to make this a double issue - there's so much to go into it!

Many readers are probably wondering why the F-27 is taking so much time, and an explanation of what we are doing at CORSAIR MARINE may help.

Firstly, the F-27 is being developed to be a mass produced, quality boat, and to do this properly we have to establish an efficient assembly line and procedures. It would be easy to freeze development at this stage and just build boats at our current



level, giving us time for other things. However, we would then have to charge a lot more for the basic boat, and would never get more than one boat a week. With current demand we could still sell all we could produce, but a lot of people could not afford one, and it would take years to get really large numbers out sailing.

Our policy is to take the time now to get procedures right and streamlined, so that building time is drastically cut, keeping the price down, but not cutting quality. Our aim is an eventual production rate of 5 to 10 a week. These procedures are my major time consumer right now, and I am going to stay on them until F-27s are popping out like clockwork.

One example of these procedures is our Building Checklist. Every single task on the F-27 is written into our master Building Checklist, which follows the boat through production. Every single task has to be signed for as it is completed. This way we can be sure everything is done, and in the correct order I'm now on probably the 10th revision of the Checklist, which has grown to be over 100 pages long. To do this properly takes a lot of time and thought. But, every new boat built is being built faster and easier than the previous boat, and we can still see lots of room for improvement.

We also have to arrange for every single part to be at the right place at the right time. This is done by Assembly Kits, which are made up from Assembly Lists. However, these also have to be frequently changed to match the Building Checklist, as different tasks are moved around in the building procedure, so the parts concerned also have to be moved around. The Assembly Lists are also right now being revised for the 10th time.

We also need drawings for many of these parts, which are then mostly manufactured by us. These parts are in a continual state of improvement to make them either work better or easier to assemble. These drawings also have to be done and worked into the system, as well as drawings for new parts that we may decide to incorporate.

We are frequently asked why we don't employ more people to do this work. Right now we are advertising for more employees almost continually, but the biggest problem is finding the right people — people who CARE and THINK about what they are do-

ing, people who would never say "well, it's not my boat" Every boat is our boat, and we only want workers who would build every single boat as if it was their own. Our quality depends on our workers, and we are trying to develop a workforce we can really depend on to do quality work. However, they are not easy to find.

Right now we have a core of hard working, caring people, who are being trained to supervise our expansion as time permits. All our current employees are excellent and contribute some great ideas. Unfortunately, there are still not enough of them.

Design wise, the F-27 is the end result of over 13 years experience in design, building and sailing of my Trailertri designs. I've designed everything in the F-27, and intend to be sure that every one is put together exactly the way I would build my own boat. Thus it is just not possible for me to let anyone else help with overall design work, as I like to personally consider and think out every change. This may take longer, but you can be sure you are getting a boat, exactly as I want it.

So hopefully this will give you some idea of what we are trying to do, and help F-27 buyers be patient in waiting the current 9 to 12 months for their boat. I waited 10 years before being satisfied enough to start work on the F-27, and have no intentions of rushing things now.

In regard to plans for home builders. These are unfortunately not available for the F-27, as it is a production boat and is just not suitable for home construction. Nor do I have the time to do such plans as any such time would compromise our ability to meet the F-27 demand.

Ten years were spent developing plans for home builders, and over this time a production cruising boat was not available to many that wanted one. Now it is only fair to spend time on production boats, which in reality means that more people will be able to own a Farrier designed trailable tri. The only plans available are for the original Trailertri series, and there is just no time at present to add any new designs. To draw a comprehensive set of plans takes a full year of work and this amount of time is just not available now.

We are well aware of the F-27 interest in other countries, notably Australia, France, and Japan, and our intentions are to make the F-27 available in those countries as soon as we have finalized production procedures here. With the now much lower value of the U.S. dollar, it is feasible to export F-27s from the U.S. for those too impatient to wait, and the first one is leaving for Japan soon.

We have not been actively promoting the F-27 in the U.S. as we have had a 12 month order backlog for the last year, so there's been no need for any advertising. We have also preferred to concentrate on getting boats built, rather than spend a lot of time handling enquiries for boats that we don't have to sell. However, we do intend to start making the F-27 more well known soon and you will be able to read more in the general sailing magazines.'

Our only promotions this year will be a boat at the Annapolis, Long Beach and Chula Vista Boat Shows. Demonstration sails will be available at these shows. A demonstrator boat is now also available in Michigan.

F-27 Information - available from Corsair Marine, 150 Center St., Chula Vista, CA 92011. PH. (619) 585-3005

Plans For Home Builders

Plans are available for home builders for the Trailertri 680, 720 and Command 10. For information package send \$3 to Ian Farrier Trimaran Designs, P.O. Box 7362, Chula Vista CA 92012.

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F-27 Bimini Top and Cockpit Cabin Options



This photo shows the Bimini top fitted to Tom Clement's recently launched F-27 SPREAD EAGLE. Great for shaded sailing in warmer climates, or keeping the rain off in wetter climates.



The Pop-top cover has been added here, for fully enclosed standing headroom while overnighting.



The Cockpit Cabin has now been added, and this fully encloses the cockpit area, to greatly increase sheltered area for overnighting. A zip up door is located on the aft side.

Like The Man Said — There's No Justice

By Jeff Kopczynski

It was a beautiful, brilliant morning off the coast of Newport Beach, California. We had just slipped our mooring, along with four other F-27s which had rafted up to us to make final preparations. As we followed "Killer Frog", the newest of the F-27 fleet skippered by Mark Robson out of Newport Harbor, the reality of the moment began to sink in.

Exiting the harbor and turning North it became all too obvious that we had become part of something big. All around us, for as far as one could see were sail boats of every description, size and color. The pre-race scuttlebut put the unofficial total entry in excess of six hundred. It was obvious there were more.

Yes, there we were in the largest sailboat regatta of its kind, the Newport Ocean Sailing Association's 40th Newport Harbor to Ensenada International Yacht Race. A dream come true for the son of a son of a Polish immigrant from Milwaukee, Wisconsin. But for the Bicentennial Regatta off New York Harbor, I have never seen so many sailboats in one place at one time. Just exactly how a sailboat race was going to evolve out of this chaos was beyond my immediate understanding. Nevertheless, being part of the multihull Ocean Racing Catamaran Association Fleet and scheduled to start the race first I pointed "No Justice" into the melee and we began our search for the starting line.

Fortunately, the maxi multi's, hard to miss in any fleet, such as "Aikane IV", Rudy Choy's 64 foot catamaran and "Minette", Mike Leneman's 42 foot catamaran, had already found the two start lines and were testing the wind to determine the favored end of the line. Like jaguars running through a herd of antelope these maxi multi's parted the ever growing fleet of monos thus clearing a path for "No Justice". Although following in the wake of these maxi multi's does have its minor disadvantages, vis-a-vis clear air, I learned some time ago that it does not pay to stand toe to toe with one who is bigger, stronger and heavier than you are. Consequently, my pre-race plan generally was to allow the maxi multi's to clear my way, look for a hole in the line and then sail full on, hopefully gaining speed and clear air to weather.

Fortunately, the plan worked well and "No Justice" albeit, fashionably late, hit the start line without incident. Most of the ORCA fleet, footed off to leeward, leaving the weather end to "No Justice" and "Entente", a 36 foot catamaran skippered, designed and built by Tim Lane. Both "No Justice" and "Entente" appeared to be heading for the same hole in the line until I was able to call for "Proper Course" thus causing "Entente" to luff up and pass "No Justice" to stern. "No Justice" crossed the start line with clear air and no other boats to windward, except for the committee boat.

Once away from the horde of other sailboats it was time to settle in for what began as a wonderful romp at 7 knots. The wind was two points off the bow and all sails were pulling well. Way off to leeward and heading for the beach, apparently, were the other F-27s. From our vantage point, to weather, I could see that it was Ian Farrier aboard "Super Fox" leading the parade with John Walton aboard "Transformer" second, Mark Robson aboard "Killer Frog" and David Niebergall aboard "Triplicate Rx" closing ranks. Only "No Justice" chose the outside route. But then I knew if Ian, the skipper to be beaten in this race, was to be beaten it wasn't going to be done by following him down the coast.

The day was beautiful but light winds indicated the probability of a slow night unless the forecasted increasing on-shore winds came up. As night fell so did the wind speed. By midnight the ocean was a glass table top and only the crew's exhilaration moved "No Justice" through the water. We spent the next six hours trying everything but donning mask, fins and snorkel gear to keep moving. All through the night we endured. The weather man was obviously wrong again as "No Justice" drifted, barely making one knot down the coast. Off in the distance the twinkling running lights of other boats kept us company. But for this company I'm sure I could have been persuaded to throw in the towel and motor off to San Diego.

At day break we found ourselves once again surrounded by boats. All the boats had their lightest weight spinnakers up and were slowly drifting south. By this time we chose to drift with the swells toward shore, thereby seeing an occasional knot of boat speed. Around 6:00 a.m. the wind came back, light but at least perceptible. The half ounce chute went up and off we were at 5 to 7 knots.



The F-27 'raft-up' prior to the start of the 1987 Newport-Ensenada Race.

The monotony of moving through the fleet was suspended when "Coureur", a Shock 35 skippered by Ken Daniels came sneaking up from leeward. Earlier in the pre dawn light I had seen her engage another yacht in a spinnaker duel. Now like a lone shark looking for prey she approached us. She came up imperceptibly, quietly to leeward. With crew functioning via hand signals alone, her skipper artfully closed on our stern and then luffed in an attempt to take us to windward. "No Justice" pinching to windward held "Coureur" off. Undaunted, "Coureur" slid back down to leeward, gathered steam, attempted to go through our lee, was blanketed by our wind shadow and once again took us up to windward as she tried to duck our stern. At times we were within touching, yet not a word was exchanged.

Both skippers and crews knew the task at hand. For the moment it didn't matter that we were of different classes, or that we were participants in an event of gigantic proportions with hundreds of boats all around us. What mattered was "Our race". For an hour we engaged each other with "No Justice" holding off her attacker. Finally, with our intended course to leeward, "No Justice" broke off the duel. "Coureur" headed out to sea, once again a lone shark in search of prey.

Not having previously participated in match racing or in one-on-one exchanges between vessels this encounter with "Coureur" was both educational and exciting. For a brief moment I felt the force that drives sailors to spend the considerable amount of time, effort and resources in pursuit of their sport. I had been hooked!

After this all too brief "Race" with "Coureur" the wind died again. We again drifted with the tide and swells. Again I came within minutes of turning to our iron wind to get us to Ensenada, but my crew, more faithful to the event, prevailed and finally, the



Jeff and Laura Kopczynski's
F-27 NO JUSTICE

wind came back and we were able to cross the finish line doing 8 knots under spinnaker. It was 4:22 p.m. Saturday, April 24, 1987. We had made it!

Motoring to our anchorage I began to wonder about the rest of the ORCA fleet and the other F-27s. Down deep I knew we were out of the running but hope burned eternal in this skipper's heart. As we approached the back bay, I could see the maxi multis all at anchor. Their sails all neatly furled and covered. Their hatches closed and locked. Obviously they had been here for awhile and their crews were already enjoying the bounty of Mexican hospitality, food, drink and song.

By the time we anchored, just off the dingy docks in the back bay, our ground crew had spotted us and were anxiously awaiting our landing. We tidied up "No Justice" and headed for shore. The promise of a cold Corona and lobster washed away any feelings of fatigue and frustration.

It had been a good race because we had finished without mishap. Even if we didn't do well within our own fleet, I was happy to have been afforded the opportunity to participate. "No Justice" will return.

Final results for the F-27s were: 1st Super Fox - Ian Farrier; 2nd Transformer - John Walton; 3rd Killer Frog - Mark Robson; 4th Triplicate Rx - David Niebergall; 5th No Justice - Jeff Koczynski.

News From The Trailertri Association Of Queensland (Australia)

At our last club meeting in February, we received an invitation from Peter Groote, Commodore of the Redcliffe Peninsula Yacht Club, (and former Tramp owner), to host the next National Trailertri Titles at Easter of 1988. The club is situated in the Scarborough Boat Harbour with good viewing of the relatively protected waters of Deception Bay in which the triangular courses would be set.

The club itself, a division of the Moreton Bay Boat Club, has excellent facilities, with wide shallow all tide boat ramps, step ashore mooring for a full fleet of boats on the club pontoons, hard stand and parking. The clubhouse is well appointed, and of similar size to our last venue, the Bundaberg Blue Water Club, including full bar facilities, and a bilge area for half drowned sailors. A planned second story and observation deck to be completed before Easter 1988, would have to make this club, apart from R.Q., the best on the Bay.



Some of the action at the 1985 Australian National titles. Plan early for 1988

The club is very keen to host the titles and will work in with us to provide all the facilities and personnel we require to stage the event. All the other necessary facilities are close at hand - including caravan park (short walking distance) motels, chandleries and major shopping centres and hotels.

At the last well attended club meeting, overwhelming support was given to an easter date and to a Moreton Bay location for the next National titles. However, it was noted that an expression of interest in holding the titles had come from a Canberra member of the Association.

The general consensus of our Brisbane members, used to our warmer northern climate, was that Canberra was close to Brass monkey weather at Easter and any consideration of Canberra as a possible location would depend on having another Xmas - New Year date. (1987-88) for the titles - this was not acceptable to our local sailors. While it is still a long way ahead, it was suggested that one of the Southern Associations or members might consider staging the titles, through their local yacht club, in 1989. In the meantime, as a lead-up, the southern groups might consider staging a State titles.

Bob Forster (Commodore)
Ph. 341-4546

Trailertris in Australia

Cruising a 680

Elmars Chachs launched his Trailertri 680 over 2 years ago in Melbourne and since that time has done a lot of cruising. Elmars writes:

Dear Ian,

It's been 2½ years since we launched "Zinta" Trailertri 680. Since then we have been cruising around Port Philip Bay, the first year on day trips. Christmas and January 1986, we went on our first long cruise 2 weeks around the Gippsland Lakes, five of us. It took that trip to sort out where to stow the food, water, clothing and all the bits and odds for five people. The second trip we went motoring on the Murray River at Easter for a week, Yarrowonga Weir and up river. The distances between fueling available can be around 50-60 miles apart. We only carried one tank so ran out as the current was stronger than I estimated but the local farmer got us going again.

By that trip the wife had the food all sorted out, she packs it in the boat - not me. It's a simple system, breakfast in the front under the bunk, dinner in the port side behind the keel casing, also tins such as fruit and so on, in back part of that section. Snacks, biscuits, apples and so on in starboard side under seats. I have got two lockers there. Works well and you can find what you want straight away. The fuel I solved with 4X10 litre non-explosive tanks which fit under the cockpit seats. Total capacity 62 litres. These tanks are safe and light to carry when we need to refill.

Water we carry in the center bilges, plastic containers 2 or 4 litres, usually empty cordial containers. Easy to fill and stow. The battery is under the aft cabin bunk 260 amp hours maximum with 9.9 Suzuki outboard, electric start, and charging battery. I have not had to charge the battery since I put it in the boat. The next trip was Christmas and January 1987 Back to Gippsland Lakes this time 3 weeks. This time we also took with us the Arafura Cadet catamaran, 11ft X 5ft, 35kg.

The catamaran travelled on the starboard trampoline while moving from one place to another. The teenagers sailed and explored places with the cat while "Zinta" was tied on the beach in some nice location. This time we also had a furling system on the jib which I made myself. The sail runs up and down on the front stay on existing hanks. I had to alter the front stay swivel with a block on top with the spool on the bottom. It works quite well, easy to erect and there is no sag at the front of the sail. This Easter we went again to the Murray River, this time up the river from Echuca. Left the mast at home. You can only motor there. Too much current, too many bends and snags.

I have also built an outer rudder casing. I can raise the rudder vertically in rivers to the same depth as the keel. If I do hit a snag, the keel slides over and the rudder retracts. Some of the snags are just under water and you cannot see them. I intend to cover all the Murray River eventually. So "ZINTA" is a good cruising boat with sail or just motoring in rivers. We always get lots of interested people who want to see the boat are amazed how much room there is inside for a multihull.

Yours Faithfully,
Elmars Chachs
Victoria, Australia