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TRAILERTRI

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The Newsletter for all Farrier Designs

November 1988 - No. 38

New York to Amsterdam in an F-27

By Adrian Went

When you live in Europe, but buy a boat in San Diego, that boat must be something special. For me, the F-27 certainly is.

After owning a Telstar 26 and Quest 31, I wanted a trailerable, in the water foldable boat, suitable for the rough North Sea and Dutch IJsselmeer, my principal sailing waters. Derek Kelsall made some drawings for a foldable cat, and I looked at a French-built trimaran, but in the end it was only at Chula Vista, California, that I found a boat which more than fulfilled the specifications I had in mind. This was the F-27, designed by Ian Farrier, and built by Corsair Marine.

Having decided that it was worthwhile to wait another season until the boat would be finished, it was unavoidable that I started dreaming about sailing her home myself. To do this from San Diego would take at least 2 years and cost me my job, so the more logical alternative of overland transport to New York, and sailing across the North Atlantic to Amsterdam was chosen.

The result was that after an incredible cross country journey of only 4 days, the F-27 OLIJFJE was delivered on the 19th May to Darien, Connecticut, where she was launched into Long Island Sound, in front of the house of my old friend and cousin, Wouter Goedkoop.

I arrived in New York on July 8, 2 days after my 23 year old nephew Philip, with whom I was to sail OLIJFJE home across the Atlantic. The Goedkoop family had made the boat technically ready for the trip and Philip had bought all the necessary food for the crossing, so that on Saturday, July 9, 1988, after filling the water-tanks at the Noroton Yacht Club, we left Darien together with my cousin Wouter, for Cape Cod.

With a crew consisting of a 50 year old Company Director and a 23 year old Swiss student, and with a completely new boat, we knew we were in for a lot of fun.

The boat is completely standard, with a storm jib, jib, genoa and spinnaker, solar panel and small Honda generator for electricity, Autohelm 1000 self-steering and no electronics apart from the VDO log.

We were expecting a trip of not more than 30 days so that, apart from the 50 liter watertank, we took another 120 liters of water in jerry-cans. For the Yamaha 8hp outboard and Honda generator we carried 50 liters of petrol. Cooking on the Origo alcohol stove gave no problems at all.

We left on a hot, thundery day without any wind but with a lot of rain. Certainly a good opportunity to see what worked and how it worked. The log decided that 5 knots was about the maximum it was prepared to indicate, the Yamaha didn't want to start, and the Autohelm stopped working altogether, but in the end we sorted it all out, and got everything working again.

In the night the wind came back and we left Long Island Sound. We passed Block Island with a lot of thunderstorms and changing winds, but on Sunday morning in Vineyard Sound we had beautiful weather and very nice wind so that in the early afternoon we arrived in Edgartown, our last stop (we hoped) before Europe and the place where Wouter left us.

After a good breakfast and some shopping in the morning we sailed into Nantucket Sound in the afternoon of July 11, and headed East to the Atlantic Ocean.

A combination of a log and compass error made us miss the

channel exit and had us heading directly for the tide-rips in front of Monomoy Island. By the time we had sorted out our error and had returned against the wind to the main channel we had lost 8 hours and done an additional 50 n.m. Not a very good start for the crossing.

We sailed on to the ocean in the middle of the night, and hit the Cold Wall immediately. Dense fog and a temperature that dropped in 10 minutes from 28 C. to 11 C. with 100% humidity. In the morning, with fog which steamed our glasses, we nearly hit our first whale, a big one with a huge tail.

We put out our Walker Log to check the VDO, and sailed in the mist before a S.W-3 wind. A shark passed our boat, and Philip explained to me as an amateur biologist everything about the birds we saw flying over the ocean.

The next few days we sail with changing winds and weather in a general North-Easterly direction past Cape Sable and then East to the Grand Banks of Newfoundland. The first big ship we see is, by coincidence, a Dutch freighter which informs us that we will be sailing in a lot of fog but, that at least we will not have to worry about ice-bergs.



OLIJFJE and crew, on Long Island Sound, getting ready for the long voyage ahead. Adrian Went on the right, Philip Went on the left.

In the morning of the 17th we find that our Walker Log has been eaten by a shark so that for our distance-run estimates we will have to rely mainly on our sextant sun-shots.

The next day we pass the South Ridge of the Grand Banks and from there we start our real Atlantic crossing.

On the 20th we do our first sail repair and lock the kick-up rudder down with an additional bolt as Ian had told me to do before leaving. The weather is beautiful.

However, on the 21st July we have our first storm. In a strong Southwesterly we decide to run away under bare poles. The boat behaves beautifully and dances over the waves. The most frightening moment comes when, surfing down a large wave at full speed, I do not dare to turn any more to port or starboard to let the wave run under us, and at the bottom of the wave we crash straight in to the trough with all three bows burying themselves in the water. Now is the time when we will see if Ian's claims about the reserve buoyancy are true or, if not, are we going to pitch-pole?

For a moment the world stands still, then Ian is proven right and the only damage by the tons of water going from underneath the boat through the nets, is the loss of a bow net! The wind then abates and at last we can sleep.

As we do not want to run the 6-amp D.C. generator more than 1-2 hours a day we have decided to switch off our tricolor masthead light and the Autohelm at night and steer 2 hours on/off through the night. Although this means a lot of dressing and undressing to get some sleep, we are at least sailing quite safely through the night. My experience on three Atlantic crossings has been that very often during the night the wind increases, which is of course most unpleasant as it means sail-changing in the middle of the night instead of sleeping.

The next day we repair the toilet where a small nut has gotten loose inside the pump. After a morning of very messy work we clean all the parts, but unfortunately, the membrane goes overboard with the cleaning water. Exit toilet and suddenly we are very careful with our only bucket! However, the weather is marvelous and the following night, having enough electricity for once, we decide to both have a good night's sleep.

On Saturday, the 23rd after a quiet morning, the wind increases and we reef, and reef, and reef again, until in the afternoon we have the worst storm I have ever experienced at sea! Steering for 15 hours without interruption I do not dare look behind to see the sea-mountains rushing up, but I can hear from the noise of the wave when it is going to hit us. With the daggerboard up we then surf sideways on the crest of the wave but remain surprisingly dry most of the time.

My technique became to point the bows forward again, surf down the wave and halfway down, point sideways and let the water run away beneath us. After some hours this becomes an automatism, and it is really very surprising to see how easy the boat handles this storm. It is impossible to say how high the waves were. I only know they were higher than the mast, but how much higher is impossible to estimate.

On Sunday morning at 2 o'clock it is all over, and I can get some sleep; very wet, very tired, but very satisfied and immensely proud of my little boat.

The next 3 days we have unusual Northerly winds but we are making good progress and arrive exactly in the middle of the Ocean Passage. We then have our third storm which starts in the evening with S.S.E. 8. Again we use our proven technique of running away under bare poles.

Suddenly, the next morning the wind changes within 10 minutes to North 8. The effect is, that after an hour we get high cross-waves from different directions, hitting each other, and making it very difficult to decide what course to sail. The only possibility appears after a time to be the South-west, which is for us, of course, exactly the wrong direction. However, in the afternoon the sun is shining again, and sitting with a cup of coffee looking out over the blue water of a flat ocean, everything is forgotten and life is very peaceful again. We repair the mainsail and resume with a Northerly wind our previous North-easterly

direction.

On Friday, 28th July we are already on the 48th degree North. In the morning, after a rather overdue wash with salt water, I sit dreaming in the sunshine when suddenly BANG! BANG! I look around and see that we are in the middle of a school of whales and have hit 2 whales at the same time with 2 of our bows. The event should qualify for the Guinness Book of Records, and fortunately neither the whales nor OLIJFJE is damaged.

The wind, remaining unusual, becomes SE and although we are only 300 N.M. from Bishop Rock, our course puts us too far North. The next day the Autohelm breaks down. The problem appears to be water inside, but even after drying out it refuses to work anymore. This means steering 2 hours on/off 24 hours a day. Fortunately, the Autohelm has worked very well for nearly 3 weeks and we are nearing the end of the ocean part of the voyage anyhow.

On the 3rd August at 13.30 hours B.S.T. we pass Bishop Rock in beautiful sailing weather. At 20.30 we pass Lizard Point and for the first time hoist the spinnaker. The next few days in very calm weather, we follow the English South Coast.

Sat. August 6 on the North Sea there is no wind at all and very soon we are at the end of our small supply of petrol for the Yamaha. We therefore cross the shipping lane immediately and the next morning, in dense fog, we land in a small Dutch village to buy fuel. We leave straight away, but by then a strong North-easterly has risen, against all the weather predictions, and the next 15 hours we are beating against the usual unpleasant North Sea chop. However, on Monday morning at 8.30 the locks of IJmuiden close behind us and after crossing Amsterdam we arrive at 14.00 at the Royal Dutch Sailing and Rowing Club in Muiden, where the family is waiting to share a few bottles of champagne with the tired but happy crew.

Five days later, the sails repaired, the family is happily sailing on the IJsselmeer with the boat looking like new and with speeds that make the children seriously discuss where to borrow water-skis!

Three thousand, five hundred nautical miles in four weeks against unusually strong and contrary winds, in a new boat and a crew with a priority not on speed but on avoiding risks in the middle of the ocean!

That this trip has such a happy ending is entirely due to the fact that the boat is conceived and built by real sailors and total perfectionists. Thank you, Ian Farrier and John Walton for this incredible boat. She certainly proved herself to be much better than her crew and she already enjoys all the attention she is getting here in the Netherlands.

MORE F-27 News

The first steps have now been taken to form the **F-27 International Class Association**. A well attended meeting was held during the recent Indian Summer Series at which Jeff Kopczynski presented a very well written Constitution and Class By-Laws for discussion. Class rules were also discussed and more details will be in a future issue of **TRAILERTRI**.

Indian Summer Series: Once again a very successful series, even though the wind stayed away, and the fog didn't. F-27s were everywhere, with 11 taking part, along with some other assorted bigger multihulls. Overall winner was John Walton on CORSAIR (F-27) taking line honors on the first 2 races. John was sailing very well, but had to retire from the last race, after a startline foul, and the Shockwave 37 SHOCKWAVE managed to squeak home first. The F-27 class trophies (factory boats not being eligible) went to Jerry Grant (THIRD MOVEMENT), Bill Schultz (TRI TO FLY) and Greg Trigero (SEA SKATE). Jerry and Bill were both sailing very well, and but for a course error in the 2nd race, Jerry would have taken out 1st overall.

Prize for the competitor coming the furthest to race must go to John Cleary from New Hampshire. John drove out the week before to pick up his brand new F-27, and stayed a few days to

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race with us. First race wasn't the best with a last (of the F-27s) but he really made up for it by taking out 1st F-27 over the line in the final race. Great going John!

F-27 for Sailing Lessons: An F-27 now available here in San Diego for sailing lessons. Jim Heffelfinger has just taken delivery of SEAHOST for this purpose, and Jim can be contacted at (619) 944-7320.

Aft Hatch Problems? F-27 owners have probably noticed by now that the aft hatch can present an interesting problem if slid into place from inside. If you are not careful the locking hasp can slip over the locking eye, thus making the hatch non-removable from inside!. You have to slide out under the cockpit. We have thought about this a lot but have yet to come up with a better way to lock the hatch in place. Any ideas? To prevent locking yourself in, the easy solution is to just rest the hatch slide on top of its slides, using the hasp to stop it from sliding forward. You just then lift the hatch up when you want to get out.

New Ideas: We are always looking for ideas to improve the F-27 or better sailing methods, so if you have a good idea, then please send it in. A drawing or photo is also appreciated.

Bimini Top Storage: Henry Meilman of Baltimore came up with a good idea to store the Bimini top. You know, that great device that keeps the sun off when really hot, but always a real bear when it comes to storage. Sure, it folds back nice, especially on those new little supports we now supply, but when fold-up the boat time comes, then what do you do with it. Well, as with all great ideas, it's simple. Henry just ties it to his stern pulpit. It lies across the back of the boat, with the "legs" hanging down each side. The Velcro mast ties are perfect for tying it on. Now it's well out of the way, and easy to get when you need it. Thanks Henry!

Corsair Expanding: The big expansion is now underway, with another 17,000 sq. ft. being taken over. Production is currently hovering around the 1 every 4 days mark, and this will increase even further as we set up the new assembly area.

Tramp/Eagle Wingnets: Corsair now also has replacement Tramp wingnets available. Same type of material as the originals, but black like the F-27s. Lasts and stays cleaner much longer. Cost is \$250 plus \$10 freight and handling.

Boat Shows: The F-27 will definitely be at the Miami Boat Show in February, but the San Francisco Boat Show in January is doubtful at present, due to space availability problems.

F-27s on the Move: December will see the first F-27 being shipped to England, and another to Japan. We are in the final stages of appointing an English distributor, and details will be in the next Newsletter.

Bahamas Cruise: We have just received Jim Stevenson's write-up on his 3 month cruise from Florida around the Bahamas. Jim has written some very interesting stuff and this will be in the next newsletter.

Here and There

New Trailertri Club: Rex Petersen writes that another Trailertri Club has been formed in Gove, at the northern tip of Australia, consisting of 2 680s, 2 720s, and a Tramp. Rex reports that multihulls are coming into their own up there and shaking the foundations of the traditional yachtsmen. They also have quite a following from the younger generation sailors.

The **Trailertri Association of Queensland** (Brisbane, Australia) has a new Commodore, Julie Munro. Congratulations Julie, it's good to see the senior Trailertri club in such good hands. Julie has bought my own Tramp FLYING FOX, and is now sailing it very competively.

1989 Australian Trailertri National Championship This will be the 5th Trailertri National Titles and will be held from Sunday 19th March to the 24th March at Lake Macquarie, N.S.W. They are being hosted by the **Trailertri-Tramp Association of N.S.W.** and **Wangi Sailing Club**. The racing will cater for both cruising family crews and the keen racers. There will also be an additional class for any other trailerable multihull which conforms to the Trailable

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

Yacht Multihull definition in the 1985 to 1989 Blue Book (Australian Yachting Federation Rule Book). Should be a great event. Lets make it the biggest ever!

The **Nautical News Lake Macquarie 75 Miler** will be sailed the day after the completion of the regatta and Trailertris are welcome to take part (one won it last year). For more information contact Chris Nelson, ph. (02) 524 0278.

Newsletter Improvements: You may have noticed a different format with this Newsletter. It is now being done on our Mac II design computer, which besides it's outstanding CAD-CAM capabilities, has excellent desk-top publishing features. Frequency and quality of the Newsletter should both now improve greatly.

What's What?

Many readers may be unfamiliar with what **Trailertri**, **Tramps** and **Eagles** are. Trailertris are a series of designs by Ian Farrier for the home builder, the first of which, the **Trailertri 18** was released in 1975. This was followed by the **Trailertri 680** (22'), **Trailertri 720** (24') and then the **Command 10** (33' ocean cruiser).

The Tramp is the first production fiberglass Trailertri, and is a 19' day sailer/overnight camper, originally developed and built in Australia. It was named **Australian Boat of the Year** in 1982. The Eagle is the name of the American built Tramp.

The **F-27** was developed from these earlier designs, and now truly represents the 'state of the art' in trailable multihulls.

All use the patented Farrier folding system, and there are now many hundreds sailing around the world. Plans are available for the Trailertri series, and for information package send \$3 to Ian Farrier.

For Sale and Wanted

Trailertri 680 - West System Products - Excellent construction and condition. 5 HP Mariner, Roller furling, Genoa, Spinnaker, Custom trailer, loaded with extras, can be trailered anywhere. Asking \$18,000. Call Bob Trygg, Ph. (218) 834-5958.

Trailertri 680 - sail #115. Lovingly made of marine ply and 100% W.E.S.T. epoxy. Always stored indoors. 5 sails, plus, plus, plus. Trailer included. Asking \$16,000. Ron VandenBossche, Ph. (312) 477-6838

Trailertri 18. Wide cabin version with extra large cabin hatch. Main hull 'glassed and painted to above waterline. Floats ready for 'glassing. Beams not made. Many extras - bow pulpit, mast, boom, horse, etc. For info call Larry Irvine at (604) 478-2967

Eagle/Tramp, excellent condition with many extras, Mariner 4HP, Spinnaker, extra mainsail, Bimini top, Cabin enclosure, safety gear, Call Mark Johnson at (713) 347-4134

Wtd. . Partially finished or finished 680, 720, or Command 10. Call Bill Martin, Ph. (813) 321 8637

Letters

An F-27 in Northern California

Dear Ian,

I wanted you to know my husband Tom isn't the only one in our family who's happy with our new F-27. I love it too! I love going FAST and having a tiller I can control with my fingertips. All of you are such a pleasure to deal with too.

We've had some good adventures so far and expect many more. Tom had me sewing black sail bags and sail cover right away (our boat is black and white,) and now I've just about finished a boom tent to cover the cockpit while overnighting in fog etc. Tom designed it and I'm the cheap labor! We'll send you a picture because it's a good idea that is not heavy or bulky and not too expensive either.

Thanks for a GREAT boat.

Gail O'Donnell

Horse Hill Farm, Clovis, Calif.

F-27 Now in Switzerland



Dear Ian,

I would like to drop a line and inform you that our F-27 has arrived in great shape in Switzerland. The trimaran is sailing on Lake Zurich. The photograph shows you that an F-27 looks great on an alpine lake.

Before and while sailing, we made a thorough check of all items delivered. Practically everything was working smoothly. The only small exception was the aft solar vent: the screws used to fix the lower cover were too long and inhibited the vent from turning. Two smaller screws fixed this problem in a matter of minutes.

So far we have been sailing in B.F. 1-4 conditions. The F-27 handles exceedingly well, and I - being a former member of our National Sailing Team in the Tornado class - was very happy to see some Tornado-like bursts of speed. My wife and our two kids loved the stability of the boat; our 4 weeks old baby slept soundly through the most harrowing spinnaker jibing maneuvers!

In November, a report on the F-27 will appear in the Swiss edition of "Yacht" magazine. I shall send you a copy of it. I shall also inform you what our police think about the F-27. By then, I should have cleared all the red tape to get a valid sailing permit, (right now they allow us to sail on a temporary basis).

With kind regards,

Ted Gut

Mannedorf, Switzerland.

Update on Trailertri 720, Sail # 162.

Dear Ian,

After studying the plans for 4 months, I finally jumped in with both feet and a mixing stick and am well on my way.

I received the plans late last year (Nov. 87) and after much figuring and reading and rereading Gougeon's Boatbuilding Book, I ordered the wood. I obtained vertical grain Sitka Spruce, Honduras Mahogany and Brunzeel Occume ply from B.R.E. in Traverse City, Michigan. They advertise in "Wooden Boat" and were very helpful and understanding with my definite lack of experience.

Up to this point my skill at nailing two boards together was somewhat Neanderthal. I had however, helped build a Sonera Airplane years ago. As an armchair member of EAA (Experimental Airplane Assn.) I had the desire but lacked the hands on know how. My wife finally got the fire built when she reminded me I had sold both our sailboats, a MacGregor 22 and a Hunter 22 to finance this attempt to satisfy my desire to build what I really wanted. She marched me out to the garage and said it (the wood) is as dry as it will ever be, start sawing!

Well, as it happens, I now am getting in an actual 20-30 hours weekly of productive labor. As a programmer for AT&T, I adjusted my work schedule to go in early, so as to get home early. Nights and weekends in the garage have transformed it into a real point of interest. My first attempt at building a frame that required bonding brought the following reactions:

My daughter — Gee Dad, you're great!

My wife — My hero, what is it?

The neighbors — You're making too damn much noise!

In an effort to calm the neighborhood, and as a Board Member of our Homeowner Association I make an effort to conduct all sawing activity before 9 p.m. Also as a Florida resident I have offended the mosquito population by screening in my garage door. This works out great for proper ventilation and ro. up when I need to rip 24 foot stock. I built 24 foot roller stacks that attach to both sides of my radial arm saw for easy ripping operations. They double as a huge plan board and work bench when not needed for the saw. They also collapse for easy storage. It is all epoxy fastened by the way. Remember, I am lousy with nails. I have become a good W.E.S.T. epoxy customer.

I positioned the strongback diagonally to fit the main hull in the confines of the garage. My wife drew the line at my notion of temporarily knocking a hole through the kitchen. At this point, I have one float almost ready for plywood planking and have built all parts in duplicate. With my knowledge learned at this point, I will build the second float in less than a third of the time.

Well, that's it for now.

Thanks for a great design.

Jeff Laydon

Sanford, Florida

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.

The TRAILERTRI Newsletter is compiled and published by Ian Farrier and subscription (air mail) for 4 issues (usually over 1 year) is US\$6, A\$10, NZ\$12, with all other foreign US\$8. Personal checks are accepted in all above currencies. Send to Ian Farrier P.O. Box 7362, Chula Vista, CA 92012, Ph. (619) 585 3005