

F-27 Wins Two Man Around Catalina Race

by John Simpkins

Once again, an F-27 has won the Two Man Around Catalina Race. This time it was John Simpkin's F-27 FLYING FISH. John writes:

On Saturday, July 29 1989, the Thirteenth Annual Crew-of-Two Around Catalina Race took place. Sailing my F-27 FLYING FISH against 40 monohulls and one other F-27, Dave Lawson's LAELIA, we took first to finish honors.

The race began from Newport Beach in light westerly winds at 11 a.m. . We went up the coast staying out of the current. By the time we encountered the Long Beach Breakwater, the wind had built to 15-18 knots, and FLYING FISH was making 10 knots to weather. We short tacked a few more times until we hit Angel's Gate at San Pedro. Now being too overpowered for the genoa we broke across the channel to reach Catalina and then short tacked up from Arrow Point. Enjoying great lifts and staying close to the island, out of currents and swells, we rounded the west end of Catalina first.

It was 30 minutes before we saw another boat from the west end, FAST TRACK, a MacGregor 65. With our spinnaker up and riding swells at 9-12 knots we had a good lead. A cloud front was now blanketing the lead boats behind us and pushing us with fresh wind. Upon rounding China Point, going deeper with the spinnaker, we never again saw any of those other boats,

Staying close to shore, and riding 3-4 foot swells, the "Fish" was enjoying 12-15 knots of hull speed. We broke the lee of the east end of the island just after sunset with just 30 miles left until the finish at Newport Beach. With the Genoa back up we averaged 6-8 knots while reaching until 10 p.m. Then the wind died and it took us 6 hours to travel 6 miles against the off shore breeze, when it was blowing. This was very tiring on us while seeing the green entrance light to the harbor the whole time.

We finished just after 4 a.m.,

pretty drained after 16 straight hours of pushing FLYING FISH 90 miles around Catalina Island. Second place finisher was the MacGregor 65 FAST TRACK, over 4 hours behind us.

This race is ideal for an F-27 with a two man crew. Knowing that Ian Farrier in the prototype F-27 FLYING FOX set the race record in 1985, we were really proud to have an F-27 and come very close to breaking that record.

Record Sales of the F-27

CORSAIR MARINE sold a record fourteen F-27s in October. This means our order book is filling up and Spring deliveries

November 1989 - No. 41
are starting to go. So if you are seriously considering an F-27 and want delivery next Spring then you are strongly advised to order now. We are increasing production, but this may not be enough to avoid a long waiting list next year.

Factory News

At a time when most boat companies are retrenching, CORSAIR continues to grow strongly, with orders and production at a record level. One reason for the increased production, and the immaculate state of our factory, is our new Factory Manager Dennis Allbright. Dennis comes from a powerboat background, and has years of experience in very high volume production lines. This, and his absolute insistence on cleanliness and quality, combined with our advanced building techniques are going to make CORSAIR the pacesetter for years to come.

Another new, or not so new face is Trevor Holbrook-Waterman, our tooling ace, and cartoonist extraordinaire. Trevor is responsible for the original outstanding tooling on the F-27 having learned his trade at Lotus in England, building Grand Prix car bodies, and road cars. Trevor left us for a while, and we are pleased to have him back, as our Tooling Department Manager, to ensure continued perfection in our molds, not to mention the various cartoons again appearing around the factory.

F-27 Dealers Now Being Appointed

The numbers of boats being sold and built has finally got too much for us. It was becoming obvious that we just could not handle the volume, nationwide, from San Diego, with Mike Michie and Ian Farrier both developing chronic jet lag. So to keep CORSAIR expanding, local dealers are now being established nationwide. The full dealer network will take some time to establish, so in the meantime call for details.

Multihull Symposium

The English Multihull Association MOCRA has organized an International Multihull Symposium, at the Mountbatten Theatre,

The Tramp is Back



The TRAMP is once again in production in Australia, now being built by OSTAC, the Australian distributors for the F-27. Some major changes have been undertaken, the most noticeable being a new cuddy cabin, with 2 bunks down below, and provision for a head and galley facilities. This greatly increases the practicability of the TRAMP, overcoming the lack of below decks storage and accommodation on the original version. Construction is now foam core fiberglass, resulting in a considerably lighter and stiffer boat. Rig size has been increased slightly.

It is now being imported into the U.S. by Corsair Marine (call for brochure), and into Japan by International Multihulls (formerly Glenshee Japan Inc.).

Southampton, on the 18th and 19th November. Ian Farrier is one of the guest speakers, and it is also hoped to have Rodney Pattison's F-27 on display. For Symposium details call Sylvia Dannreuther, Ph. (0789) 778 777.

Paris Boat Show

An F-27 will be in this year's Paris Boat Show, December 1st to the 10th, displayed by Chantier Naval De La Landriais, for Corsair Marine France.

LETTERS

Dear Corsair,

I received your letter and all the information on the F-27. Are you going to be in Florida at the St. Petersburg and Miami Boat Shows?

One thing that bothers me is the cost of the F-27 and is there enough room for 3-4 people for a 7-10 day venture on the water?

Also the sales people at different marinas have cautioned me about multihulls. They say that if they get knocked down, they will not right themselves and they say multihulls have no resale value. Is this true? If not, a response would relieve me of my worries.

The F-27 has met all my criteria: trailerable, shallow draft, one person launch and sail and off shore cruising.

Thank you for your time.

*Thomas W. Mason
Portland, Tennessee.*

Dear Thomas,

Yes we will be at the Miami Boat Show next year. In regards to room, many of our owners have cruised for 7 days or more with 3 to 4 people on board, and have been very comfortable. All the extra storage, that many don't realize is there, such as in the floats, and on the wingnets (for dinghies etc) help make the F-27 very comfortable. But this really depends on the person. Some would not be comfortable on a 50 footer, while others have lived for years in little 24 foot-

Exclusively Recommended by Ian Farrier

TRAILERTRI SUPPLY CO.

Everything from nuts and bolts
to the galley sink

20% discount off Retail on

W.E.S.T. - EPICRAFT - RONSTAN

Quality sails from Hood, Flower &
Adams, and Manders

Super prices on nuts and bolts, nails,
screws, radios, safety gear, trailers etc.

Mailorder to anywhere

P.O. Box 232, Mt. Gravatt, Brisbane,
Qld. 4122, Australia, Ph. (07) 207 4610

ers. You have to decide this for yourself.

In regards to cost, yes, initially the F-27 is more expensive, and the reasons for this are the quality of construction, materials and additional work required. The cost of the carbon fiber and Kevlar alone, for instance, would equal the total materials costs on some other boats. We also need over 30 molds to make the F-27 compared to about 7 for a conventional boat. **BUT**, however, the F-27 is currently the *cheapest* boat to own in America, due to its very high resale value. Look for advertisements for used F-27s. You won't find any, as the hundred or so F-27s now built are just not that many on the market. There is a large pool of buyers just waiting for a used one, and any advertised (if

at all) get snapped up in days. Last resale was F-27 No 16, 2 years old, and it sold for \$46,000 as a used boat. No 2 boat, 3 years old sold for \$45,000 earlier this year. Try to find any other used 27 foot sailboat, 2 years old, that can sell for more than the original price, or for even more than \$20,000!

The real reason other sales people may knock the F-27 is that they have a big inventory of unsold new and used monos to sell, so you can't blame them. The capsize objection was buried years ago. Statistics show the modern unsinkable multihull to have one of the best safety records afloat, and both the F-27 and the TRAMP have perfect safety records. A well designed cruising multihull like the F-27 is no more likely to capsize than a monohull is to sink. If either happens, which would you prefer? To be on an unsinkable F-27, that is rightable, or swimming above a sunken monohull. In last year's CSTAR race the only boats lost were monohulls (2 sunk), while trimarans took the first 4 places in record time.

A number of racing trimarans rounded Cape Horn this year, the "wrong way", in the roughest seas in the world, in search of the New York to San Francisco record. One of them now holds that record. Frankly, both the mono and the multi are well proven seaworthy boats, and very safe. Their safety really depends more on how they are handled rather than the boat type or configuration itself.

1990 Australian Trailertri Nationals



Next year's Australian Nationals will be held in Brisbane, during Easter weekend. Trailertri 720 shown is the 1989 National Champion Ted Kerr's TRANQUILITY

An F-27 in Maine

Dear Ian,

This letter is long overdue. Laura and I have frequently discussed writing one as we've sailed our F-27. Mostly we have been more likely to spend any rare spare time using the boat, than writing letters. We certainly do appreciate the time Mike Michie was able to spend with me this summer and his instruction on proper shroud tension.

It is ironic, but I have owned an F-27 for over 2 years now and have yet to see another one under sail. I had hoped to accompany John Cleary (another F-27 owner) to Newport, Rhode Island for the Audi race this August, but there were not enough entrants for a start, so I must continue to gauge my sailing by how much I am beating every other boat around here. Mainers just aren't catching on to the advantages of multihulls. Walter Greene thinks that that may be due to somewhat light summer winds that don't allow the seemingly limitless top speeds to be enjoyed. That is totally contrary to my feelings. I bought a sail boat because I love to sail, and while most mono-cruisers today are really just motor-sailers when the wind is less than 8 knots, I am sailing my F-27 and getting where I want to go with the engine silently tucked in its well.

Don't get me wrong. I live for those 10+knot runs most of all, but sailing an F-27 at any speed is rarely anything but a joy. One

day this May when the wind was really blowing 25-33 knots, the few other boats out had their crews standing on the bulkheads, soaking wet at 7 knots. I was single handed at 12-15 knots, with one reef in the main. Laura and the boys, 2 and 4 years old, were actually playing with a stack of blocks on the galley floor. O.K., so it wasn't a really tall stack!!

The boys know that there are only 2 kinds of boats, those with nets and the other kind. When they meet other people who own boats their only question is, "Does it have nets?" I think that the freedom those nets give them makes a big difference in their perception of boating as an adventure rather than a confinement. One well known fact about succeeding with kids in boats is that they need to get ashore a few times a day. While our high tide swings and rocky coast make beaching impractical, our shallow draft does get us prime anchorages at any time. No, I don't have any testimonials of sailing our F-27 across an ocean or beating every other boat in a prestigious race, but I will gladly boast of the ability of this boat to take a dad and 2 sub-five year olds out for a safe and enjoyable day or two in any but the worst of weather conditions. Without the kids, and with an able crew, I'd not hesitate to take this boat anywhere.

Ian, I certainly can't remember hearing of anyone happier with their boat than we are, and surely a lot of that is due to the attention future and past customers get from all of you at the factory. This attention, and a fine unique product are the reasons you're doing so well at a time when many sailboat manufacturers are floundering.

Keep up the good work,
Carl R. Rich, Falmouth, Maine

F-27 Available For Charter: Carolina Trimarans, Ltd., have an F-27 available for charter in the North Carolina area (Florida during winter). It is fully equipped for coastal cruising; Captain or bareboat; Carolina Trimarans, Ltd., Ph (919) 362-4404

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 - INTERNATIONAL MULTIHULLS, 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



Colin and Ann Taylor's Trailertri 720

Trailertri 720s in Australia

Colin and Anne Taylor, of Sydney Australia, have just completed their Trailertri 720 in very quick time. Colin writes:

Anne and I were pleased to meet you on your recent visit at Warriewood and we thoroughly enjoyed the video of the F-27. I enclose a photo of "JUST MAGIC" our Trailertri 720 on her way north to Balcolyn. This is just over the Hawkesbury Bridge. We are about to launch in the next week or two, just 12 months after starting the stock. We built her in Glebe. All the best.

Colin and Anne Taylor
Balcolyn, N.S.W. Australia

Tom Haughton also recently launched his Trailertri 720 in Victoria, Australia. Tom writes:

I have much pleasure in informing you that "TRES BON", Trailertri 720, sail number 120, slipped into the waters of Port Phillip Bay, Victoria on Sunday, September 3, 1989. Whilst the boat is not finished inside, the builder (me) and the long suffering wife, Clare, could wait no longer.

The chain plates in the photo, forward of the shrouds, are detachable and are used for mast raising in conjunction with the spinnaker pole. This allows the mast to be raised and lowered with the beams bolted down. It had proved to be very successful and an easy one man job.

The boat went together well and the 4 (almost) years taken to build her were forgotten as soon as she hit the water. She sails fast and well just as you said she would. The seven people aboard for the maiden voyage were most impressed.

Onlookers at the boat ramp on launching day didn't know quite what to make of the funny looking 'catamaran' -to quote one

'expert' -as the boat went in, but I think they all seemed to catch on once she was unfolded.

To sum up, not the fastest built Trailertri around, although the building phase of the project was very rewarding. I think that is a point that some builders seem to miss. I did find her very easy to build, even for someone like me with no previous experience. We are now looking forward to enjoying the coming summer.

Tom Haughton,
Dingley, Victoria, Australia

•••••
FOR SALE: New Skip Elliot F-27 Spinnaker and winches for same. Call Nick Melcher (609) 889 1894, New Jersey

FOR SALE: Haines Hunter Tramp (built 1982) fully equipped, many extras and new 6 h.p. Yamaha outboard. Skip Breakiron, 13933 Oak Forest Blvd, N., Seminole, FL 34646 (813) 391 2865

FOR SALE: Haines Hunter Super Tramp, lots of extras, rotating mast, John Nix, Ph. (206) 547 4228, Seattle

FOR SALE: Super Tramp, 1984, white, Roller Genoa, Jib, O.B., Trailer, Bimini top, buying F-27, Martin Moran (201) 385 0335, (201) 261 1051 (evenings) New Jersey.

FOR SALE: Haines Hunter Super Tramp, many extras, \$15,000, call Susan or Barry (619) 287 1432 San Diego

TRAMP WING NETS: these are available from CORSAIR MARINE, in the same black mesh as used by the F-27. Cost is \$250 plus freight.

100th F-27 Built



The 100th F-27 has now been built and delivered to its proud new owner Jon Ennis, Needham, Massachusetts. To celebrate the occasion, Corsair Marine held an Open House at the factory, which was very well attended. The occasion was marked by a Proclamation presented to CORSAIR MARINE by County Supervisor Brian Bilbray, on behalf of San Diego County, congratulating CORSAIR on its achievements. We are now looking forward to the 200th boat - sometime next year!

1989 Newport to Boston Race

by Tony Cabot

For several years now the New England Multihull Assn. has used the weekend separating the Unlimited Regatta in Newport and the Floating Hospital Regatta in Boston to race between these two cities. The race is in two legs, about 40 miles each, with a stopover in Onset at the western end of the Cape Cod Canal. This year's entries were two F-27's, including my boat "Barefoot", a Seawind 24, two Newick 40s, a MacGregor 36, a Formula 40, a Firebird 26 and a Bryant 33.

Last year's event was perfect for multihulls with two long reach/run legs in moderate breezes. As a result, the course record of just over 8 hours was set. The record was in no danger this year.

Although Saturday morning was bright and sunny, the forecast for at least the first leg was not promising; winds from the east at 20-25 knots and heavy rains starting about noon. Sure enough, late in the morning the sky started to cloud over and when the 8 boats left Newport at 11:30 a.m., the reefs that had been shaken out in the shelter of the harbor were hurriedly redone.

Soon the rain began and the rest of the day was spent beating into the forecast 25 knots of wind driven rain in the infamous "square" Buzzard's Bay chop. For the first two or three hours we could see others in the fleet and we crossed tacks several times with John Cleary's F-27 "Whisperings," and Matt Snyder's Formula 40 "Earthwatch" booming along through the waves

with her leeward ama almost totally submerged. We eventually lost touch with the other boats, however, as the rain increased and the mist moved in.

During the afternoon, unbeknownst to us, there were several retirements: a broken daggerboard, a cracked mast, a blown out jib, hypothermia, and mal-de-mer all contributing. It may be that we didn't know any better but because the boat was going so well, and the captain (me) was relatively protected in the cockpit, while the crew (my son Toby) rode the wet windward ama, we pressed on.

It all seemed worthwhile however, when after about 6 hours, we popped out of a cloud bank, rain free for a moment, and saw Steve Black and "Eagle Premier", a Newick designed 40 foot CSTAR veteran, approaching on starboard.

The final beat was uneventful, the waters calmer in the lee of Cape Cod, the rain but a drizzle, and although "Eagle" finished 6 minutes ahead after seven and a half hours of racing, we knew we had enough time on her to make up the difference. Two hours later, Spence Merz's "Cornish Meadow", a Firebird micromultihull class catamaran and also a CSTAR boat, arrived in Onset and that was to be the list of finishers.

Sunday dawned cloudy and without much wind and Saturday's three survivors were joined by Nat Bryant's 33 foot trimaran "Maggie Rae" for the leg to Boston. The day could not have been more different: hazy, a North wind of 3-7 knots and a long beat to the finish at Boston Light. On this day we were not able to save our time against

"Eagle" and so finished second by 30 seconds. "Maggie Rae" came in third on corrected time and "Cornish Meadow" not well suited to beating in light airs, withdrew. For the two days, overall corrected time gave "Barefoot" the win, with "Eagle Premier" second, "Cornish Meadow" third, and "Maggie Rae" fourth.

HERE AND THERE

T-Shirts:

We have just got in some new T-shirts, featuring a great action shot of an F-27 with multi-colored sails. Available in white, blue, and green for \$8.50 each plus freight. Also available are Sweat shirts, with the same colorful action shot, in white, for \$15. Golf shirts, gray or pink, with a simple CORSAIR MARINE insignia are \$18 each.

Mainsail Problems:

Full batten mainsails are great, except for one thing, they can be more difficult to get up than a conventional sail. This is due to the drag of the bolt rope in the mast slot. While in Australia recently Keith Cutcliffe reminded me of an old solution he used which is to rub beeswax or similar along the bolt rope. Really helps, and Keith's 680 WINDENWAVE, besides being one of the fastest, always had one of the sweetest mainsails to put up I ever came across. Try it, it works.

N.O.O.D. Regatta:

SAILING WORLD Magazine has invited the F-27 to be one of the competing classes in the 1990 Audi N.O.O.D. (National Offshore One Design) regatta at Newport, RI. This is the first time any multihull has been invited to this event, so mark your calendar, and watch SAILING WORLD and this Newsletter for details.

Australian Trailertri Clubs:

Qld., Mike Vincent (071) 97 5186, N.S.W., Stan Simankowicz, (043) 651 558, W.A. Geoff Taylor in Exmouth, is interested in forming a club. Call (099) 49 1164

Ian Farrier was able to visit both the N.S.W. and Queensland Clubs this year, to keep up with Australian developments. It is hoped to make this a yearly occurrence.

Newsletter Size:

Normal size of the Newsletter is 4 pages, but occasionally the news available just will not fit, so the occasional issue will be 8 pages. We do anticipate making 8 pages standard for every issue soon.

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 and Alicia 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