



F-27s Win Multihull Newport-Ensenada Race (Beating Dennis!)

This year ten F-27s entered the multihull division of the Newport to Ensenada International Yacht Race, along with Dennis Connor in the America's Cup catamaran STARS AND STRIPES. Light winds predominated, and while Dennis cleared out to take line honors from the 500 boat fleet, it wasn't fast enough to beat the F-27s on corrected time. Corsair Marine President John Walton sailing CORSAIR was first, with Mike Michie on SUPER FOX second. Jerry Grant on THIRD MOVEMENT came in fourth overall, and won the Trophy for first non-factory F-27, with Bill Schultz's TRI TO FLY second, and Jerry Pope third in LUTAS. CORSAIR also won the First-Tri-maran-To-Finish Trophy, the first time a production trimaran has ever done this.

After the race, eight F-27s were trailered across Baha to San Felipe to begin a week of cruising the Sea of Cortez, and then trailered back home the following weekend. The rest of the race fleet had to spend a day or so beating back up the coast to return to work. Sort of reminds you of beating your head against a brick wall.....

Oakland to Catalina Race

Corsair Marine's demonstrator boat was recently towed to San Francisco to enter the Oakland to Catalina Race. Starting 40 minutes after the first monohulls, CORSAIR soon built a 3/4 mile lead over the rest of the multihulls, while passing 70% of the large monohull fleet to windward, in 25 knots, while exiting San Francisco Bay. Conditions from there down the coast were very rough, with numerous breakages, and blown out sails resulting in many retirements, seven with mast failures.

As the race progressed CORSAIR caught WINTERHAWK, a Farr 68 footer, and the former New Zealand 'Round the World' racer CERAMCO NEW ZEALAND. Not bad going for a 27' trailerable sailboat, costing a fraction of the maxi-racer. WINTERHAWK went on to win in record time, but later that night CORSAIR lost her mast and had to retire.

So what happened? The cause of the mast failure was an experimental mast-

Missing Photos

This Trailertri Newsletter was done on a computer, but before the ability to scan and insert photos was available. These were done by hand later, so, unfortunately, photos are currently missing from this pdf

CORSAIR, smoking to windward in the Oakland to Catalina Race

head asymmetrical spinnaker. This had been hastily set up prior to the race, but without input from designer Ian Farrier, who had been busy on other matters. A series of failures connected to this, overstressed the mast, eventually leading to it folding neatly back along the deck. Bad metal structure in the mast seemed to be a contributing cause. Oh well, wait for next year.

More F-27 News

Production continues to increase, and is now running at one F-27 every 4 days. Should be two per week by September.

The F-27 continues to be upgraded, with many improvements. The cabin step is now quickly removable for easy access under the cockpit floor, while the outboard well has been enlarged. This allows the motor to turn more, greatly enhancing low speed maneuvering while under power. It also gives more 'kick-up room' allowing 25" shaft motors to fit easier, eliminating cavitation in rough seas that can occasionally occur with 20" shaft motors.

The extra long 25" shaft motors will fit in the original well, but the prop will occasionally hit the water, while the motor is tilted. This can be improved by cutting out more of the back top corner of the well,

which is an easy job for any fiberglass repair shop. If your motor will not lift up far enough for the tilt mechanism to work, then rig a simple 2:1 line hoist from the back top corner of the well. This line can then be led around the inner edge of the well to a camcleat at the fwd. edge of the aft cabin roof. This system has been fitted by several owners, and actually seems more convenient than the normal tilt mechanism.

F-27 Reefing: One important aspect of the jiffy/roller reefing system omitted in the sailing manual is a line to hold the new tack cringle forward to the mast. The Cunningham eye downhaul holds the cringle down, but you cannot rely on the luff rope alone to take the considerable loads generated by the outhaul. It will eventually start to pull out of the groove in the mast. To prevent this, just take a simple 1/4" line through the reefing cringle and tie around the mast.

Roller Furling: Having problems furling your main, with it bunching up against the mast? This is caused by *not lifting* the boom aft end enough with the topping lift. Just before furling, lift the boom by about 4 or 6" and you will find this solves the problem.

Mast Raising: A recent survey of F-27 owners showed a common problem to be inserting the mast step pivot pins while

preparing to raise the mast. Holding the mast far enough back can be a bit of a struggle. The designer in his wisdom had decided that the stays should be relatively tight during the mast raising procedure, to prevent the mast from moving sideways. Thus the mast step pivot brackets were set very precisely in relation to the shroud chainplates to ensure this.

However, said designer has finally realized (sometimes these things take a while) that it is not essential to have the shrouds so tight, and the system works fine with a little more slack. So, therefore, owners will be pleased to know that new F-27 owners won't have this problem.

What's that? You don't want the problem either? Well, we can help. There are two solutions. The mast step and pivot brackets can both be moved forward by 1/2". Just fill up the old holes with a resin/putty mixture and drill new ones 1/2" further forward. If you live close by Corsair, just drop your boat off and we can do this for you. Your rig will need re-tuning after this.

Another solution is to change your lower shroud chainplates for new ones with the holes located closer to the deck. These will be available from Corsair next month. This achieves the same result in making the shrouds longer giving a little more slack in the shrouds while raising the mast. No drilling is required, but it is tricky getting the new chainplates leakproof when fitting. Follow the instructions exactly and you

shouldn't have any problems.

Don't forget to regularly check your trailer winch rope, and replace at the first sign of fraying. There's quite a load on this when first winching up the mast. Those

ance all shrouds and stays **MUST BE TIGHT and mast bent as described..** This cannot be emphasized too much - don't worry about damaging the boat - you won't break it! An important rule, vital to the well being of your mast, is to be sure that your leeward top (cap) shroud is **NEVER VISIBLY LOOSE.**

This will be caused by the windward cap shroud stretching and allowing the masthead to bend off to where the mast could fail at the inner forestay attachment point. To tighten your cap shrouds while underway, you can use the spinnaker winches on the tensioners, or else pull on the leeward tensioner a set amount to remove any slack. Now tack and pull on the other side an equal amount. It is easier to tension the leeward shroud rather than the windward one. Your top shrouds tension in heavy weather should be **2000lbs** or more. Don't forget to relieve this when not sailing

The next step in heavy weather windward work is to position your mainsheet traveller about center or slightly to leeward and pull the mainsheet on as tight as you can. We used to set the traveller about 6" to 9" to leeward, but have since found that by keeping it higher you keep the slot between jib and main more

open. This open slot is absolutely crucial to good windward performance. Any back winding of the main will choke the boat. Equally as important, the jib must be relatively flat with NO HOOK in the leach.

The performance capability of a tight rig and properly set sails to windward in heavy airs is really impressive. You should be able to tack through about 80° while maintaining an average speed of 9 to 10 knots. CORSAIR proved this in the Oakland to Catalina Race. The old cry about multihulls of "but they don't go to windward" is no longer true. Just ask Michael Fay!

New F-27 Video: Corsair Marine has spent the last few months making a completely new video. This runs for about 45 minutes, and includes the Newport-Ensenada Race, a week long cruise by eight F-27s on the Sea of Cortez, and some high speed action on San Francisco Bay. Factory shots are included, plus folding, rigging and trailering. Cost is \$10. If you have already got one of our earlier Videos, give us a call, and a free copy of the new Video will be sent to you.

F-27 Wins Class in Plymouth Grand Prix

Speed impresses both on land and sea

Richard Roscoe & Rodney Pattisson raced their F-27 TRI-STAR in the recent Plymouth Multihull Grand Prix in England. TRI-STAR was placed in the cruising class, against 35' to 40' cats but still won easily, with a clean run of 5 first places (on both elapsed and corrected time). In fact they were so fast that in every race TRI-STAR carved up most of the 14 boat fleet of racing Micro-multihulls which started before them, catching and passing the 3rd placed Dragonfly in 3 out of 5 races. One English magazine reported.... "taking a little more than 15 minutes from trailer to water, she also inspired a small amount of envy when compared to those 'trailerable' multihulls which take closer to four hours to launch.

early boats which may still have wire or strap on the trailer winch are advised to change these to 7/16" rope - seems more reliable, and lasts much longer.

RIG TENSION This is very important and we have found most owners do not tension their rigs enough. To avoid this we recommend you purchase a simple rig tension gauge, available at marine stores, or from Corsair Marine at \$20 each (we are now including one in the performance package option). When tuning your rig, set the minimum tension on the intermediate shrouds at about **1300lbs**, the inner forestay **800lbs**, lower shrouds **700lbs**. In heavy air (20 knots and above) increase the tension on the inner forestay up to **1500lbs**.

The mast should be set up with about a 5" bend (mast center pushed forward), with top (cap) shrouds tensioned to **2500lbs**. This is a heavy weather setting and in light airs you should decrease cap shroud tension to about **1300lbs**, giving a mast bend of about 3". Mast bend can be adjusted by varying forestay length. Make longer for more bend. For good windward perform-

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1989 AUSTRALIAN TRAILERTRI NATIONAL TITLES

race where some spectacular reach rides were enjoyed at speeds of 15 knots plus. For most of the week, however, the winds were light to moderate, with the final race dropping out to a drifting match in the closing stages.

The event saw some excellent sailing with the largest fleet ever, contesting the titles. Ted Kerr's **TRANQUILITY** had a series long tussle with **CHRYSALIS**, a N.S.W. Trailertri 680 skippered by Kevin Murray, which was only resolved by the last race result.

The consistent on-water performances of these boats meant they were continually pressing the more modified boats, which this year sailed a separate division (though sharing the same start times). **KNEE TREMBLER**, the modified 720 of Fred Gans sailed to a well deserved win in Division 2, with Tony Goshhnick's 720 **STICKY FINGERS** second.

Five Tramps sailed in Division 1 and provided some of the closest racing of the series. In Race 3, all five crossed the finish line within 4 minutes of each other. **KATHLEEN II** sailed by Brian Kelley (NSW) was the eventual winner and took the TRAMP class Trophy, with Chris Nelson's **TRILOGY** second.

Six boats sailed in the new Open Trailerable Multihull Division, which shows great promise for the future of the event as a Trailerable Multihull National Regatta. Lo-

Part of the fleet attending the Regatta

Ted Kerr's Trailertri 720 TRANQUILITY, took the title of Australian Trailertri Champion for 1989 at the Trailertri National Titles, achieving both line and handicap honors .

Ted admits that one of his secrets in winning was having Graham 'the mouth' Healey on board. When there's no wind, just point Graham at the sails - used to work great on the designer's Tramp **FLYING FOX** also!

These, the fifth Australian Trailertri Championships, were sailed as part of the 1989 Trailertri National Regatta, the first national regatta for ALL trailerable Multihulls. The event, sponsored by Coca Cola Bottlers, was hosted by the Wangi Sailing Club on Lake Macquarie, north of Sydney. It was conducted by the Trailertri-Tramp Association of New South Wales over the week 18th to 24th March, 1989.

Wangi, normally a quiet little town (until

Graham arrived) on the foreshore of Lake Macquarie, saw an invasion of multihulls, their crews and families during the event. With the permission of the Wangi Council and Sailing Club, a tent township sprang up on the grassy banks of the Lake below the Wangi Sailing Club. This set the tone for a great week of camaraderie among all the crews, families and kids present for the event. The R.S.L. welcomed all present and provided excellent meals at ridiculously low prices - which guaranteed custom.

Saturday was devoted to boat measurement, sail measurement and the rigging and launching of all the boats. In all, twenty five boats nominated for the series in three divisions - Division 1 being standard Trailertris or Tramps (12 entries), Division 2 modified Trailertris or Tramps (6 entries), while Division 3 was a new Division for any other trailerable multihull (7 entries).

For those of us accustomed to sailing the rough waters of Moreton Bay, it was a delight to be on smooth water, particularly in the one heavy weather

What's What?

What are **Trailertris**, **Tramps** and **Eagles**? Trailertris are designs by Ian Farrier for amateur builders, and include the **Trailertri 18**, **680** (22'), **720** (24') and the **Command 10** (33'). For an information package send \$3 to **Ian Farrier**, P.O. Box 7362, Chula Vista, CA 92012.

The **Tramp** was the first production Trailertri, a 19' day sailer/overnight camper, developed in Australia. The **Eagle** is the name of the U.S. built Tramp.

The **F-27** has developed from these designs, and represents the 'state of the art' in trailerable multihulls. All use the same patented Farrier folding system.

Brian Kelley's KATHLEEN II, winner of the Tramp Class

from the Trailertri Assoc. of Queensland Secretary, Bob Forster, 515 Ford Road, Burbank, Qld 4123, Ph. 07 341 4546.

National Trailertri/Tramp Body Formed in Australia.

A National Trailertri and Tramp Steering Committee has now been formed in Australia, for the formation of class racing rules and to set up the mechanism for a National Association. A survey is currently being done of all Trailertri and Tramp owners to get their opinion on which direction owners want the class to travel. If you have not received such a survey then contact Martin Kilpatrick, Ph. (062) 886 424 or Ross Wylde-Browne, Ph. (062) 498 457. Replies should be in by August 31.

Watch out for the 'Blues'

A Trailertri builder? Suffering from boat building blues? It's a problem with all builders. Building any boat is a lot of work no matter how you look at it, and can only be avoided by buying a new factory built boat. But not everybody can do this.

A little advice may be of assistance. Over the years three major crises points have been noted: firstly, getting started on the floats. These are very simple and frankly, if you have trouble with these, then you are probably better off selling the plans and whatever materials you might have acquired, and start saving for an F-27.

The second 'blues' period is making up the main hull frames which seem to have endless bits and pieces on them. This is where you have to grit your teeth and just get them done. The work you do here avoids another even worse 'blues' period later when all the interior and deck framing is added after the main hull is turned over,

Area in front of Wangi S.C. Clubhouse, with competitor's tents right on the water

cal Lake Macquarie boat MERLIN, a GBE catamaran skippered by John Fairful sailed an excellent series to take the title of Trailertrable Multihull Champion, with Phil Grazier's Express (Turissmo 9) second.

All the races were very closely contested and provided the best racing for Trailertris seen to date. Those family crews who were new to racing learnt a lot about sailing their boats and thoroughly enjoyed the experience.

On shore, the families of crews and other spectators had a grandstand view of the racing, with the start and rounding mark being located close inshore to Wangi Point for most of the races. With the wide publicity which the event had received in the boating media, many interested sailors came to watch, and this interest will undoubtedly give a boost to next year's event.

The evenings passed in a very relaxed fashion, either in the R.S.L. or in impromptu barbecues, followed by videos, or guest speakers. An attempt was reported on the dinghy cramming record in a shore to boat transit by the crews of SIDE FX and STICKY FINGERS but it apparently failed. When last observed, several heads were seen bobbing around in Lake Macquarie!

There was also a report of a lost Trailertri 720, last seen floating unattended across Lake Macquarie trolling for sharks with an oversize Danforth hook! The skipper was believed to be enjoying himself at the trophy presentation dinner. Anyone finding said boat should contact the owner in Toowoomba!

For all those who participated in the event, it was a great week of sailing and getting to know fellow competitors from the south. It was a landmark regatta for Trailertris and other small multihulls, and should result in an increasingly viable racing scene

for trailerable multihulls of all complexions.

1990 Australian National Titles

All systems are go for the 1990 National Trailertri Titles which will be held at Dunwich on Stradbroke Island, Moreton Bay, Brisbane, from Saturday 14th to Friday 20th April. Excellent camping facilities will be available in the public campsite adjacent to the Little Ship's Club, who have agreed to host the event. For those participants with families, it will be a delightful holiday venue, with opportunities to visit scenic Point Lookout on Stradbroke Island, and swim and relax in the crystal clear waters of Horse-shoe Bay on Peel Island. Details available

Kevin Murray, skipper of the 680 CHRYSALIS, showed excellent speed during the series

and is difficult to work on. With a Trailertri, this is already done.

The final 'blues' period is when you think you have it all finished, but really, you haven't. One of the worst periods, when even the designer has been known to kick dogs (if he could find any) and throw heavy objects around (if he could lift them.) Expect frustration here! All those little jobs, like, bolting sheet tracks down, putting rudder gudgeons on, fitting windows, winches, painting hatches etc., etc., seem to take three times longer than they should.

Expect troubles and hitches here and you will find it much more hassle free, perhaps even enjoyable, as it should be. And best of all, once launched, it's amazing how quickly all the frustrations disappear and it all seems worthwhile.

Avoid overdoing interiors. All those complicated knick knacks can take months to do, and with a trailerable boat these can be easily completed in the first off season when you will also know more about where you want things to go.

Get to know other builders in your area. Names of fellow builders are supplied with plans, and getting together with someone else with similar views helps enormously. On bad days you can even stick pins in a rag doll of the designer with twice the effect!!

Reprinted from the December 1984 issue of TRAILERTRI

New Zealand News

Over the recent New Zealand Summer, Trailertris were evident in many of the well-known cruising areas.

In the north, the 720 KONENE and five 680's, including ASTRAL PLANE, GALLIARD, and FLAMINGO cruised the magnificent Hauraki Gulf, the venue for the next America's Cup!.... much no doubt, to the disappointment of our editorial friend Charles Chiodi!!

A Command 10 is due to be launched here next summerbut alas still no F-27s. In the south, Trailertris have been reported in the idyllic Marlborough Sounds, with the 680 TRIANTHE regularly crossing Cook Strait and recently cruising Tasman Bay. Further south Trailertris have been seen in picturesque Akaroa Harbor, near the city of Christchurch, Ian Farrier's home town.

On the racing scene, my 680 3/4 rig WIDE AWAKE has kept the flag flying, finishing in the first three in three major Auckland Regattas. In the Manukau Harbor 50 mile Classic WIDE AWAKE holds the race record for all types of trailer sailers with a time of 6 hours 3 minutes,

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A New 720 Launched in Texas

Dear Ian,

It took a little time, but I finally got my boat in the water. I'm very please both in the boat and myself for getting the dang thing finished!!

Al Barnes, Fulton, Texas

despite having a broken off centerboard for twenty miles of windward work. She finished second on handicap and eighth across the line in the multihull division of the Auckland Anniversary Regatta, which in all divisions attracted over 1000 entries. The line honors prize went to STEINLAGER ONE,

Peter Blake's 60' trimaran which recently won the Round Australia Race. In the regatta, it took 2 hours 57 minutes to complete the thirty mile course, to WIDE AWAKE's 5 hours 6 minutes in the light breeze of the day.

Peter Worrall, Auckland, New Zealand.

The Big and Small of it - Peter Worrall's Trailertri 680 WIDE AWAKE is dwarfed by Peter Blake's STEINLAGER ONE at the start of the Auckland Anniversary Regatta.

CRUISING MEXICO BY F-27

A Cruise to San Carlos

Dena and David Yngve, with Maren (age 3) and Leah (age 1) have just returned from a 12 day cruise to the San Carlos area of Mexico, in their F-27. David writes:

We drove from Oklahoma to San Carlos in 3 days, with stops at the Tucson Zoo and playgrounds along the way. We camped out in the boat at RV parks. The San Carlos Marina is very good with an excellent ramp, showers, guarded parking for your car and trailer, and it is located right off the completely protected San Carlos Bay.

After launching, we anchored in the bay and then started north up the coast, sailing 2 or 3 hours each day and stopping in a different bay each night - each usually with a beach. The scenery is magnificent, with desert mountains coming right to the water's edge. Cliffs sometimes rise right out of the water.

On the sixth day we came back to San Carlos Bay to reprovision, make a trip to the playground, and to have a meal out in a nice restaurant. Then the next day we set out, to the south this time, to explore more coastline and more bays. Although San Carlos Marina and Bay contain a lot of sailboats, we didn't see many out sailing - certainly less than a dozen for the full 12 days we were out. We never shared an anchorage with another sailboat, although we did spend one night with 2 shrimp boats anchored nearby. Most bays had small native fishing camps with several outboard Pangas pulled up on the shore, but there seemed to be plenty of room for all.

The area is full of fish and wildlife, pelicans would often be seen diving for fish. At times small fish would jump in a school a few boat lengths wide and the sound and appearance would be of a localized rainstorm. We saw several Dolphins and one Seal.

The children did very well on the water. They wear safety harnesses when they come up from below and wear life jackets in the dinghy on the way to shore. Maren sleeps in the forward berth, she can walk through the doorway to the forward cabin without stooping! The advantage of being 3' tall. From her perspective the boat is more like a 54' trimaran than a 27 footer. Leah slept on the port settee and we rigged up a netting that went up to the ceiling to keep her in. She thought it was a great crib. I had great fun wrestling and playing with the kids out on the trampoline. They quickly learned how to keep their harness lines untangled and were climbing up from below and back down again without any help. The cabin table was useful in getting the kids fed. Dena and I slept in the aft cabin and had plenty of room back there.

All in all a perfect trip. The bilge was dusty dry when we pulled out after 12 days and the boat worked very nicely. The 43

The Yngve Family on their F-27 in Cotton Bay Marina, San Carlos

watt Solar panel kept up with the auto pilot and cabin light demands, no problem.

For a dinghy we took a 14 1/2 foot 130lb fiberglass Laser skiff. This boat has a sliding seat, outriggers, and sculls. It was a great way to get some exercise while exploring a new bay. It fitted very nicely across the port crossarms, upside down. I was wondering if it would be difficult to pull up out of the water. Actually, there was no real problem because the float decks are relatively close to the water compared to the normal deck height. I padded the area of the forward crossarm and float join with the Sopac fenders and some carpet and just slid the boat out of the water.

I was a little worried about performance carrying such a large dinghy, but one day there was a constant camber 32' trimaran out and we sailed by him as if he was standing still. Another day we hit 13 knots in a wind funnel from mountain and cliff deflection, and we would have gone faster but Dena and Maren begged me to slow down. Too much excitement for them.

One minor problem when first launching- I had left the mast raising bar in Oklahoma City! What to do? I found a 2 1/2" x 5" beam of wood lying around the marina and secured it across the beam tops with lines led fore and aft. Ran the jib halyard wire right over the wood - worked like a charm.

Some technical points: The two 12" square main cabin hatches you gave me approval to mount, just aft of the lower shrouds are a great addition-give a nice cool breeze when sitting on the settees.

The forward cabin hatch has failed at the hinge joints. The hinge pin must be plastic because it sheared off. The hinges had been slowly getting stiffer with time and then one day - powee!- the thing literally

exploded with little fragments of plastic flying out, one piece landing in the cockpit.. It was a bit stiffer than it had been, and I guess I forced it, or should I have been oiling the hinges. I see no oil holes. I took delivery of my F-27 on February 26 1988 and the hatch broke about April 10, 1989, so I am past the one year F-27 and Lewmar warranties. Should I work directly with Lewmar in getting a new one?

I would like to add two opening ports to the aft cabin transom for ventilation. I would use Lewmar 4" x 10" or 6" x 12" ports. Any problems with this that you foresee.

Thank you and happy sailing,
Dave Yngve, Oklahoma City.

PS. Yesterday afternoon sailed with 13 people on board, including 3 small children. The boat was not at all crowded as 3 or 4 lounged on each trampoline. What conventional 27 footer could do that?

To answer David's questions:

1. If you do leave your mast raising bar behind, a solution like David's will work fine. If there is nothing available to substitute, spinnaker pole for instance, then the mast can still be manhandled up. All you need to do is lift it about 6' at the back. John (forget nothing) Walton has done this several times.

2. We have had a hinge failure problem with some of the Lewmar hatches, but Lewmar, true to its quality reputation, is taking care of this. You should contact Lewmar direct for a repair kit. If you still have problems then contact Mike Michie at Corsair.

3. The small Lewmar ventilation hatches can be added to the cabin roof and transom as David has now done. Again, contact Mike Michie for an installation sketch.

Cruising The Sea of Cortez

- by Jerry & Patsy Pope

As the nights get colder, one begins to think about where to go to postpone the inevitable winter. The Sea of Cortez came to mind and off we went with our F-27 LUTAS following behind the Suburban at 55 m.p.h. Our trip would take us from Albuquerque, New Mexico, through Arizona to San Carlos, Sonora, Mexico.

In Arizona, take caution! The Highway patrol don't like sailboats! Now I know the trailered F-27 looks like a praying mantis sprayed by Raid, but they tried to throw the book at us! First, were we too wide? No. Then, were the boat and trailer too high? No. Oh, well! Once past the blue 'meanies', we continued west on I-10 to Benson, Arizona. A mile west of Benson, take Hwy 90 south toward Fort Huachuca. About 18 miles farther, take Hwy 82 west to Nogales.

Now this is important. Take the truck route into Mexico. If you go the regular route, you will be waiting for hours to get across. It took us 30 minutes to get our visas and vehicle inspections. A good rule of thumb for no hassles is to pay \$1 per piece of paper they type or write and \$5 to inspect your vehicle and boat. There was one couple who felt this was the official's job and they weren't about to pay. Well, they were still there watching the official pour salt out of the salt shaker as we headed for the beach!

The roads in Mexico are good! It takes 4 hours from the border to San Carlos on a 4 lane highway. About 26 miles is still 2 lane. There were plenty of gas stations. When you get to Hermosillo, take the truck route. It takes 15 minutes off the trip!

Finally, we were in San Carlos, where there is one of the largest and most modern marinas in Mexico. You must check in with the marina office for launching, slip or mooring rental, etc.

Wintertime in San Carlos is 'in season'. Many people, mostly Americans spend the winter there. The food is great -fresh fish,

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
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More F-27s on the way to Sea of Cortez. After this year's Newport-Ensenada Race, eight made the trip across Baha to San Felipe. David Niebergal's story of this adventure will be in the next issue of TRAILERTRI

lobster, shrimp, scallops, great beef and, of course, traditional Mexican favorites.

Now our sea crossing would begin. The adventure started in San Carlos and was to take us to Mulege on the Baja, 80 miles to the west.

The first item on the agenda was to clear our passage with the port captain in Guaymas, 10 miles south of San Carlos. This is not difficult nor time consuming. It IS an absolute necessity. We then purchased our fishing permit for the boat and ourselves, also an absolute MUST. Then back to San Carlos to provision the boat.

The group that went with us were all personal friends and included a 42' Piver trimaran, a 32' Marples trimaran and our F-27, LUTAS the 'wave-eater'.

Our departure was at 7 p.m. on Tuesday and we arrived at 5 a.m. the next morning. Moonrise that evening was spectacular. The moon was full and gave us a sense of comfort, enabling us to see the outlines of several islands and eventually the mainland of Baja. The wind was great, 18-21 knots with a close reach all the way. The boats all traveled within a mile of each other doing speeds of 10-15 knots all night long. That was fun! I did, however, want to add an Autohelm to our boat! Eight hours at the helm got a little tiring.

At daybreak we were within two miles of Mulege. There was a lovely sunrise. Finally, we arrived at the Point of Mulege.

Mulege has a fresh water river that runs through town and into the ocean. Consequently, lush green growth and palm trees abound.

As everyone had been up all night, we put up the sunshade and took siestas. Several hours later, we all woke with terrible thirsts. Off to town we went in search of ice

cold beer and margaritas. A dinghy with a motor was a must. Town is two miles up a very shallow river. About halfway up we spotted a sign in English "ice cold beer." Well, it didn't take much to turn the dingy in that direction and in moments we were sitting in Paco and Rosey's Place. I must say I thought the sign was just a sales pitch but you literally had to chip the ice off the beer to open it. Paco was a great guy. He spoke good English and his place was spotlessly clean.

The next morning we checked in with the Port Captain (a must) and sailed down the coast to Bahia Conception to do some clamming and snorkling for rock scallops! The remainder of the time was spent sunning, swimming and sipping cold beverages. Time went fast and before we knew it, we were ready for our return crossing.

One last stop at Paco and Rosey's for scallops, fish, soup, salad and crazy margaritas.

Our crossing back was not as exciting by any means. Very light winds to no winds at all forced us to put up the iron sail. We said goodbye to the Piver as they were on their way to Cozumel via Costa Rica.

It took 15 hours for the return crossing, 8 of those under the iron sail.

Well, folks, that was our trip to Mexico.

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