

A rare swing-arm W17 is for sale in Norway. Here is the background.

Erik lives primarily in Stavanger and became very interested in sailing trimarans after many years of boating in traditional Scandinavian craft. After some years of research, he zoned in on two craft that he felt would satisfy his interest for both seaworthiness and performance, and finally took steps to purchase them. One was a Libertist 703 being developed at a new yard in Poland but designed by the successful French multihull design, Eric Lerouge. But as this would take some time to materialize, he also choose the smaller but very seaworthy W17 that was perceived as a fine craft to 'train on' while the larger Libertist was built. Not being a builder himself, he hired a retired professional boat-builder of traditional craft, but later explained to me his mooring and launching limitations at his small but rather exposed marina in Stavanger. It's apparently a small harbor with mostly heavy traditional boats either moored out or strung between a mooring buoy and the shore, with often a fair amount of wave action going on. Additional to this, his major limitation was the need to launch any boat down a narrow ramp between stone walls, with little over 3m between them, and with the mast up. Although I pointed out this was not possible with the regular W17, Erik still wanted the boat, so asked if I could find a one-off solution for his problem. Erik & I both agreed that we wanted to retain the original beam shape and appearance as far as possible and would accept any extra inconvenience, weight and build time involved, as there was really no other option for him.



As I had developed a sturdy swing-arm solution for Wanderer, a 10m fast cruising tri, and that solution was also being used on a 20ft Raid version of the W17, Erik accepted this option, as it's rugged enough to not require waterstays for smaller boats. However. its strong twin-bolt attachment does take a few minutes longer to install than the single pivot and waterstay alternative that Dragonfly uses. Temporary shrouds to the central beam ends allow the mast to be raised and held up until the boat is fully unfolded, when the regular shrouds to the amas take over.



This is what Erik accepted to have built ... and just as well, as the Libertist he had ordered, just never materialized in the time span predicted, so that order was eventually cancelled.

From my understanding, Rolf the hired W17 builder did a fine job of building the boat, first creating a fullsize mock-up of the swing arm folding system to confirm the geometry worked .. which it did. Photos of the boat under construction can be seen here: <https://photos.app.goo.gl/P7tr6a2zrkS5esfz9>

Erik had first hoped that the boat could be kept unfolded in the water so be ready to sail, but then ran into issues with lack of space, poor protection and sometimes quite rough conditions that periodically does damage to the small marina, requiring that the boat often had to be hauled out and stored ashore, thereby compounding the issue of quickly using it again. When finally faced with no parking space either, Erik has decided to swallow his losses and dreams, and sell the boat after only 1 short season, and shop for a larger tri that can stay afloat and better survive the exposed harbor while moored out.

Erik reports sadness that his experiment did not work out, as the boat appeared dry and capable for its size, but his local conditions just do not permit him to keep his W17 there and locally, there are apparently no beaches he can trail the boat to for day-sailing.

This one-off swing-arm W17 has therefore been put on the market, with very little use.

Here is how she is rigged..

She sports a 2:1 chord/width alloy 8m wingmast by AG+ for the race rig.

Mainsail and Jib by the reputable OceanSails made of Dacron Contender AP6, 6.38oz cloth.



Mainsail 13.7m² with 5 full tie-in battens, 2 reefs and a 750mm square top.

Jib 4.9m² with roller furling and a window.

Downwind Gennaker, 10.2m² of Contender Maxikote 200P material on a furler

Please address any enquiries for this specific boat to the owner and CC: me a copy.

Owners Email: Erik@klepsvik.info

Any questions re the design can be addressed directly to me but in both cases, please add "**C156 sale**" in the Subject heading along with the topic addressed.

Designers Email: trimarandesign@earthlink.net

Erik is eager to find a good home for this unique boat, where his own somewhat shattered dreams can have a better chance to materialize. Erik knows he cannot expect to recoup all his investment, so is now more concerned about finding *'the right owner'* than the right price.

Good luck to both Erik and the new owner. If you have the same specific need to launch down a narrow ramp with the mast up, this could be the boat for you.

Mike 2024