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TRAILERTRI NEWSLETTER

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1978 looks to be a great year for Trailertris with plans selling very well and many boats being launched around the world. If the present interest continues there will be nearly 200 Trailertris building by the end of the year.

Here in Brisbane, there are no less than seventeen 680s being built with Derek Gibb's and Forbes Peter's being the next due in the water in a few months. Derek's boat is being finished in great haste so that it can be exhibited in the Sunday Sun Sailboat Show at the Valley pool in April. The number of 680s being built in Brisbane is now more than any other tri design and before long the number of 18s and 680s being built will exceed all other designs combined.



Derek Gibb's 680, ready for joining up

In other States, Tony French-Kennedy has launched his 18 in South Australia with John Hayward's 680 due to follow shortly. In Canberra, there are three 680s very advanced with Leith Andrews, Don Chesher and Bob Hall neck and neck. There will be a traffic jam on Lake Burley Griffith if they all decide to go sailing at once!

In Sydney, Ed Stone and John Perry are creating a lot of interest with their 680 while John Davidson is making very rapid progress with his 18.

Down In Melbourne Ken Stuckey's 18 has been sailing for some time as has Peter Ball's up in Darwin.

Overseas, plans have now been sold in Finland, Norway, Sweden, Belgium, France, England, U.S.A., New Guinea, New Caledonia, and New Zealand.

The 680 plans seem to be the most popular, outselling the 18 almost two to one, But even so, my soft spot is still for the 18. Though not as fast as the 680 she has incredible manouvrability, her small size probably giving a slight edge in this regard. My own 18 was sailed for over a year without a motor and was always able to tack in and out of tight spots with the utmost ease.

On one occasion, in the narrow and tricky channel into Brisbane's Cabbage Tree creek, there was a popular 23 foot monohull about 50 metres in front also tacking up the channel. I can still remember the look of absolute horror on the skipper's face as this 14 foot wide monster loomed up behind him. You see he still thought that tris couldn't tack and was convinced that we were about to ram, but with a flick of the tiller, we were through and upon reaching the ramp we looked back to see that he had collided with another mono (under power) and eventually had to get a tow in!

The Trailertri Association is growing very rapidly with two or three new members every week. But, there are still many builders who have not joined yet and this will be the last newsletter that you will receive, so send in your \$1 now. DON'T FORGET! News of launchings and progress would also be appreciated for future newsletters, and in particular, black and white photos, so send them in.

A new 12 page brochure has also just been printed with many new photos of the 18 and 690. A copy has been sent to all builders who are Assoc. members, but is available to all others at request. It explains more fully the design theories behind Trailertris and is valuable ammunition in the endless debates about trimarans that will be forced on you.

SOME HINTS WHILE AFLOAT When at the ramp or beach, don't be afraid to use the folded float bows as stepping points, as they are tremendously strong and very useful.

When manouvring in congested areas under power, you will find that turning the outboard is much more effective than using the rudder for tight turns, particularly when only just moving. While sailing in congested areas be wary of the quick acceleration in gusts, you can go from zero to 8 or 9 knots in

seconds which can be quite dramatic until you get used to it. For the best handling always remember to have the centreboard down.