

TRAILERTRI

DECEMBER, 1980 No. 10

A NEW BOAT IN BRISBANE



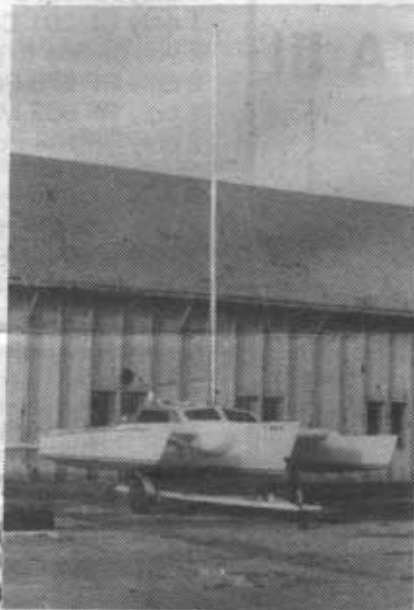
It was champagne all round and a glass for the boat when Trailertri Club Commodore, Geoff Finegan, launched his 680 "Centaurus" on the Broadwater at Southport about 45 miles south of Brisbane, on the 5th of October. Geoff (at left) watches as wife Margaret performs the "Christening".

"Centaurus", sail number 100, took Geoff around fifteen months to complete.

BOB HARVEY LAUNCHES IN NEW YORK

Bob Harvey's 680 "Klee Klee" ready for launching at Key West, Florida — Sail No. 74. Building time was 2 years and Bob writes, "I am happy to report that we have launched our boat two weeks ago and she sails like a dream. We had her out recently in about 20 knots of wind in a fair chop along the fringes of the Gulf stream. The ride was dry but noisy, and, much to our joy, nothing broke off. Up until then we must admit we pampered her some. Now she is a full grown lady.

"Klee Klee" was totally built with WEST Epoxy with Fir (oregon) ply and timber for the frames and stringers. Bruynzeel Occume ply was used elsewhere, which Bob says is a delight to work. An interesting feature is the wooden main sheet horse. This has been moved forward to provide a back rest for the helmsman.



LAUNCHINGS

Quite a few Brisbane boats are due for launching in the near future. Paul Koch, Alan Williams, Nev Buckley and Chris Meadows will soon boost the sizeable Brisbane fleet. In Adelaide, Terry Neal, Peter Plaisted and Mick Riley are nearing launching day as are Bob Mortimer in Queanbeyan and Ian Darby in Sydney.

TRAMP NEWS

The TRAMP is easily Australia's top selling trailerable yacht with over 50 already produced. Production rate is now 5 per week. This probably, makes it the top selling cruising multi-hull in the world.

It will become an international boat, like the Trailertri, with coming promotions and future world wide production.

It is continuing the Trailertri tradition of being the boat to beat. In the Suzuki Bramble Bay Winter Series it was second only to Keith Cutcliffe's 680 "Windenwave", and managed to just pip her in one race. The TRAMP won Division 3 (trailerable yachts) by 10 minutes in a R.Q.Y.S. race recently, even after starting 10 minutes late and having to pass all the Division 2 boats (1/4 tonners) as well.

Quite a few TRAMPS are destined to become hire boats around the Australian coast, being ideal for this purpose. Another is already being used by THE SAILING CENTRE in Sydney for it's sailing school.

HAINES HUNTER TRAMP

for details contact
Haines Hunter
Viking Dr., Wacol, Qld, 4076.
Phone (07) 271 2722

STOP PRESS

George Sadler's Trailertri 680 has just successfully completed a 700 mile coastal voyage from Shute Harbour to Brisbane!!!

TRAILERTRI SUPPLY CO.

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Ian Farrier)
Full range of
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All other parts and materials
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can carry in Sydney.

United States builders Alain Patrick, Andy Grant and Derrick Robbins, all in California, are very close.

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THE HELM :

The Queensland Trailertri Association became the Trailertri Club when a motion to that effect was passed at the October Meeting. The main reasons for the change are to widen appeal to all Trailertri owners and to leave the way open for an International Association of Trailertri Clubs. Already, organised groups are starting to appear in Adelaide, Perth and New Zealand and more will soon follow.

Hopefully, each club would be represented on the international association with constant interchange of ideas. With the introduction of the Tramp numbers are growing rapidly and who knows — the sky's the limit. The first issue of Trailertri seems to have been well accepted. Thanks for your comments and good wishes. However, there are a couple of points to correct.

Firstly, a full stop was omitted in the Trailertri Supply Company Advertisement and this tended to change the meaning if it was read quickly. I would like to assure readers that the full range of Ronstan and Epicraft products are stocked by the T.S.C.

Secondly, apologies to Dave Hicks of Wellington Point, a favourite launching spot near Brisbane. Dave's humour supplied the "In a Bar" item in the last issue which so many of you enjoyed judging from the reaction. As you can see, the Brisbane sailing fraternity is still growing and the excitement of launchings is being shared right around the world.

Along with the good sailing, may we wish you all a Happy New Year.

TED LATTA
Secretary T.C.

NEW YORKER — ALETA III



Gary Crawford's 680 "ALETA III" at Sodus Bay, New York, Sail No. 87, took him 19 months to build and looks to be another excellent job. Gary writes, "On July 11, 1980, "ALETA III" slid into the waters of Sodus Bay. She floated on her lines perfectly and is extremely stable folded. The unfolding went off without a problem to the amazement of the onlookers. My wife and eldest daughter crewed for our maiden sail. The results were more than I could have hoped for. She

GETTING INTO TOP GEAR

Trailertries can beat most boats their own length (and larger) with Genoa and Main. However, add a Spinnaker and see what a Trailertri can really do.

There are many ways to set up a spinnaker, so don't feel that this is the final word. Use your own ideas and experiment.

First point is — Poles are not necessary. (The Queensland Multihull Yacht Club no longer requires their use). The wide beam of Trimarans overcomes the broaching problems of monos, but a pole will allow better control and that means more speed. A pole will also let you carry the kite closer to the wind.

Firstly — the no-frills basic kit.

1 only Spinnaker

5 only RF 1250 Swivel blocks (One for the halyard at the mast fitting, one on each float bow, one on the outboard end of each aft beam.

2 only ¼ inch Eyebolts. (one on each float bow for the swivel blocks.)

2 only RF 59 Deadeyes (Cockpit coamings — sheet leads)

2 only CL 201 Clamcleats (Cockpit coamings — Sheets.)

1 only RF 523 Horn cleat (Halyard on mast)

3 only RF 941 Snap Shackles (Halyards and Sheets)

20 metres Halyard (8mm rope)

2 off 14 metre Sheets (8mm rope)

A more elegant approach is to run the Halyard internally and lead it aft to the cockpit. For this you will need the following.

2 only RF 609 (Entry and exit boxes)

1 only RF 1278 Turning Block

1 only CL 201 Clamcleat

If you decide to go for a pole, here is one way to rig it.

2 only RF 676 Pole Ends (or Solo 6072)

1 only RF 602 Mast Ring

2 only RF 134 Pole Eyes (for the Topping lift and down haul)

2 only CL 209 Clamcleat (Topping lift and downhaul)

2 only RF 533 Hooks (Topping lift and Downhaul to Spinnaker Poles Eyes)

1 only RF 452 and 1 only RF 1101 (Entry and exit boxes for the Topping Lift)

4 only RF 1058 Eyes (To lead the controls aft to the cockpit)

12 metres Topping Lift (4mm Rope)

8 m Downhaul (6mm rope)

Rip into it!

EPICRAFT

EVERDURE — Timber Preservative
90 EPOXY RESIN

The results were more than I could have hoped for. She sailed perfectly, doing between 7 and 8 knots on the speedometer. She tacked better than any other boat that I have ever owned. I am very happy. When it came to folding up, it was very smooth and easy. With one hand I had no trouble and it took very little effort. This again, amazed the onlookers."

EPIFAB — Sheathing Fabric
EPIGLUE — Epoxy Resin Glue
REACTION LACQUER — 2 Pack
Polyurethane finishing system.

NEW ZEALAND NOTES ...

From Dick Vroegop

My Trailertri 18, "Wahschamacallit" is the oldest Trailertri in New Zealand and we are just starting to get it going this season. We are racing against trailer yachts from 20-25 feet and are having a tough time, but thoroughly enjoying it.

The races are over a 20 mile course and in the first three this season we had the gun in the first and two seconds which turned into firstson handicap.

I am building a 680 and have finished the floats and beams and am about to plank the main hull. I intend to use the latest modification in the forward fairing.

I have managed to put a flush toilet in my 18 and plan to put one in the 680. It's a bit of a squeeze but it can be done.

Also, the Mainsheet track on the 18 is across the cockpit seat just forward of the beams and I will put it there again in the 680.



"Wahschamacallit" on Auckland Harbour.

I have moved my inner forestay to the frame forward of the anchor well and have no difficulty in keeping the mast bowed forward in a hard breeze.

We are trying to get an Association started in New Zealand, but this will take time.

Designer's Note: New Zealand now has about 35 Trailertris, either under construction or sailing.

A SHARE IN A DREAM

From Bernie Peters

During the time that our 680, Exodus, was under construction, I shared Forbie's exhilaration and sense of achievement, and his frustration when things went wrong.

How many times I cursed the whole project, asking myself over and over if it was really worth all the effort. Every wife of every builder must know, understand, that part of him is going into the boat, an idea here, a little individual touch there. But then, maybe even one of our suggestions (the off siders) finds its way into the finished product. Every builder — skipper is proud (and justly so) of what he has created, just as we, their offsidiers, are justly proud of them.

By August '78, after nearly 13 months, Exodus was almost but not quite completed. Like the last month of pregnancy, excitement builds up, but so does the tension. Every little mishap becomes a major catastrophe, so near and yet so far.

Exodus has been in the water for over two years now and there have been many pleasant day sails, lots of hilarious weekends and a few hairy ones.

Our modified cabin has proved its worth. Many times I have been grateful for the extra room inside. Afternoon thunder storms on Moreton Bay force all on board to seek shelter inside.

Punching into the wind, waves crashing over the bow, wet through, eyes smarting, that constant pounding. Enjoyable, yes, exciting, yes, but not any more after four or five hours, not to me anyway. One time to be thankful for the room inside where the children can stretch out and read, color-in or play games, while Mum and Dad battle on outside. However, this is all part of the game of boating. The advantages far out-weigh the disadvantages. The long rough trip will

A BIGGER MAIN CABIN

From Forbes Peters

When I first decided to build a Trailertri 680, our family numbered only four. Even before construction was started, it was discovered that the family would soon grow to five.

This meant more inside room was needed as we intended to do a lot of living aboard. We have achieved this quite successfully on numerous occasions during the last two years.

The idea I finally adopted was to extend the cabin aft by 18 inches. This shortened the cockpit, so the aft cabin was sacrificed to give a cockpit of a reasonable size.

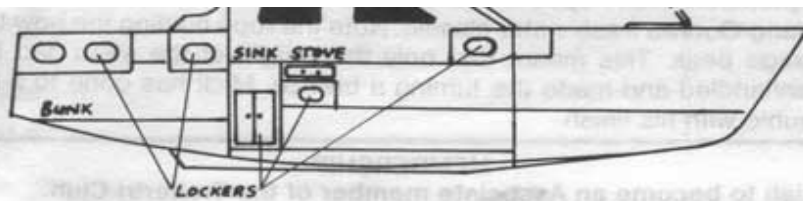
There is still a full sized bunk under the cockpit although it has limited head room. I feel this is a small price to pay for the extra room in the main cabin, full galley, extra lockers, extra seats and room to move about.

The performance has in no way been effected, and in my view, the appearance is, if anything, improved.

Another advantage is the cut away transom so that the motor is virtually in the cockpit which makes it easier to handle and work on.

Designer's Comment: The Main Cabin modification as described by Forbes is quite practical, the only drawback being, shifting the cockpit aft. Too much weight here can cause the stern to drag and so care should be taken in positioning the crew.





be followed by a day of smooth enjoyable sailing.

So, if you are one of the offsidiers still under construction, shaking your head and asking yourself — Is It All Worth It??? Take heart — the answer is yes, a thousand times YES!!!



Electronics and Marine
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John Allcorn — Ross Turner
experienced Trailertri builders
and owners.

John Davidson is building
Trailertris at JARCAT
Phone (07) 245 4411

FROM THE DESIGNER

Many builders have asked why the upper A frame outer pivot point couldn't be located on a bracket bolted under the beam. Much easier to make, but the problem is you would find it almost impossible to unfold the boat on the water.

When you think about it, you are actually lifting up a float weighing about 70 kg (150) with one hand, at the moment of putting the bolts in. The whole secret in doing this easily is in the geometry of the upper A frame.

If you have a forehatch, make sure that it is well sealed. In freak conditions of large steep waves close together and driving hard to windward, the main hull bow can plow right through the waves. If the hatch leaks a surprising amount of water can enter. This has only ever happened once in 6 years to my knowledge, but even so, make sure that your fore hatch is fully watertight.

If you want to get into serious racing, then for good performance the following points are very important.

1. Keep the boat as light as possible. On the "18" or TRAMP, 2 crew is ample. A third crew member can be carried on the 680.
2. Keep the hulls clean. Fill any gouges and sand smooth, particularly the edges of the rudder and centre board.
3. When sailing to windward, the rule is always sail free. Don't point too high, it costs too much speed. My own rule is to sheet in as tight as possible, and then slacken the sheets off slightly, and sail to suit. If the wind is over 15 knots then sheet in tight but still stay slightly

RADIO — IS IT WORTH IT?

In a word — yes! But don't think of it as a basic safety device. It is wise not to get into a situation where life and limb depend on a complex electronic device operating under adverse conditions.

A Single Sideband High Frequency Set provides an almost unlimited range under the right conditions. It is not really suitable for Trailertris.

The VHF Maritime Mobile Radio Telephone Service costs about \$900 and requires a Radio Telephone Operators Certificate (\$2 and a straight-forward test). It is primarily a commercial service, but non-commercial channels are allocated.

Some yacht clubs have VHF Base stations and monitor channel 16 when commercial services may be closed down. They also give up to date weather forecasts and other information. Transmission quality is very good and range is up to 40Km.

The Model T all electric radio is the Harbour Mobile Service (often referred to as Marine CB). A licence is required, but no test. The equipment must be approved by the Department of Communications.

Prices range from about \$150 to \$250. The sets are very compact and draw low power. Transmission tends to be noisy and the channels are crowded. This, however, could be an advantage. You always know where the fish are biting and where the best parties are. About 20Km is the maximum range.

Two classes of licence are available, Ship Station — \$20, which licenses the operator for channels 86, 88 and 96 only.

A licence for all channels requires Ship Station — \$15, and a Club Base Station — \$25.

Modern sets use "synthesized" derived channels, rather than crystal controlled channels. They are a bit dearer, but give a better performance. For the average Trailertri, CB Marine would seem to be the one, particularly if you belong to a Club with a Base Station.

MICK RILEY ROLLS HIS OWN



sheet in tight, but don't stay tightly free to maintain a high boat speed.

- 4. For best windward performance it seems beneficial to let Trailertris heel with the lee float well down. This encourages the main hull to plane early.
- 5. When reaching, let the sails right out, using a barber hauler on the jib. A common fault is to have the main in too tight, which shows by too much weather helm. Centre-board should be halfway down.



This is Mick Riley's boat turning party on a brisk Adelaide Spring day in September. Mick hopes to launch in January, 1981, in time to enter the Milang-Goolwa fresh water classic. Note the rope holding the bow to the garage peak. This meant that only the weight of the stern had to be manhandled and made the turning a breeze. Mick has gone to a lot of trouble with his finish.

MEMBERSHIP

I wish to become an Associate member of the Trailertri Club.

Name.....Address.....

I enclose a cheque for \$5. (\$US6. \$NZ6.) "Trailertri" is published quarterly.