

F TRAILER TRI F

MARCH, 1981

TRAMP FLIES ON WESTERNPORT BAY



Peter Cooper's Tramp 'Liberator' sailing on Westernport in Victoria. Photo by Rod Muske. Peter has been racing his Tramp for some time now with regular success, on one occasion recording a sustained burst of 16 knots. Note how the spinnaker is sheeted, with sheets to aft beams and an adjustable 'tweaker' from the forward beam to vary the sheeting angle.

Tramps now are being exported with the first due to leave soon for Tahiti and another to Italy. Also, now available, is an optional racing rig for the enthusiast. This features a taller tapered mast with increased sail area.

On the subject of racing rigs, for both the 680 and Tramp, these are really only suitable for the experienced sailor who wants to win against much bigger boats. On both models the standard rig easily gives superior performance over similar sized boats and is the best choice for the majority of super/builders. The main drawback of the taller rig is the heavier

LAUNCHINGS

From Helingsborg, Sweden, Kaj Siegard says that the 680 he is building with Clas Nord should be on the water by the summer season, which starts in May. An interesting addition to the standard equipment is a dehydrating system for the interior.

Newly launched 680s in Brisbane are being sailed by proud skipper/builders Nev, Buckley, Chris Meadows and Paul Koch.

Paul celebrated by recording a high speed run with bursts to 17¹/₂ knots, the highest recorded to date.

Interstate launchings include John Cashman in Canberra and Ian Darby in Sydney.

Ian struck a calm day for the boat's first Queensland sail and managed to make a 6 mile spinnaker run during which they overhauled and passed every other boat in sight. A little engine trouble allowed some of these boats a chance for revenge and beat Ian to the ramp.

HAINES HUNTER TRAMP

for details contact
Haines Hunter

Viking Dr., Wacol, Qld, 4076.
Phone (07) 271 2722

STOP PRESS

In New Zealand, Colin Watson is stirring up the beginnings of a New Zealand Association and has issued the first quarterly News Sheet. Interested builder/owners, please contact Colin at 6 Rangitane Place, Auckland 4, New Zealand. Phone 67 6070.

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majority of owner/builders. The main drawback of the taller rigs is the heavier mast section required and the extra length which makes rigging up a heavy task. Most suitable for general sailing would be a standard rig.

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THE HELM...

Here we are with the third issue of 'Trailertri' and your reaction has kept the membership growing steadily. Just one regret with the second edition. I wonder how Bob Harvey likes New York — apologies Bob.

We still did not have our printing problems sorted out for the second edition. Sheila and I finished doing the paste up on the kitchen table so that it could be printed. That makes your appreciation even more worthwhile.

It is your magazine and it should provide what you want. Last edition, we had a good balance of local and overseas news, but we are a bit short of overseas items this issue.

Please don't hesitate to put pen to paper and send information from your area. Just a letter with the facts will do, or write the story ready for publication.

We also would like to hear about the formation of any Trailertri Clubs or Associations. We think that New Zealand is most active in this area. But perhaps this is because you have not let us know what you are doing in your area.

On the local scene, there are now around 20 home built Trailertris on the water and Tramp

owners are swelling the fleet, so we are beginning to see sizeable gatherings at some Club events.

We have just come through a late wet season and sailing conditions have not really been good. In fact, they were bad enough to force the postponement of one of the Club events — too much wind this time instead of too little.

I have received a letter asking about subscriptions. Full members pay \$A10 per year. Associate members pay \$A5 per year and are entitled to all facilities that the Club can offer them if they are visiting Brisbane or they can use the Club as a contact.

You must live over 100 kilometres from the Brisbane G.P.O. to qualify for Associate Membership. All members receive 'Trailertri' four times per year.

We have been posting 'Trailertri' by airmail, but this is proving too expensive. In future, overseas Associate Members will receive their copies of 'Trailertri' by surface mail. If you desperately want to receive 'Trailertri' by airmail please remit \$10 for Associate membership instead of \$5.

We have also been asked about insurance, Ian Farrier would probably be the best one in our Club to advise you on that. You can write to Ian at P.O. Box 128, East Brisbane, Australia, 4169.

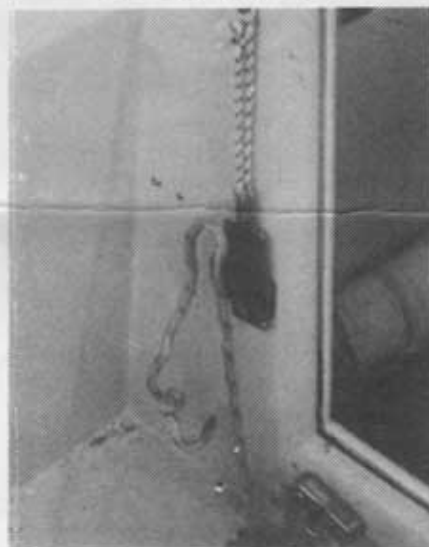
There seems to be a lot of interest in cabin layouts, so in this

issue you will find the story of how I have set out my cabin and others will follow, including a layout from Sweden after that particular boat is launched this northern summer.

Don't forget, any points of building or sailing that you find interesting, other owners will find interesting too, so let's have them.

Ted Latta
Secretary, Trailertri Club

HASP CLEAT RELEASE



There has been continued interest in the centreboard and rudder pull-down and release mechanism as described in the September '80 issue of Trailertri. The accompanying photo is the centreboard system fitted to the main cabin bulkhead.

The geometry is important. The line should be at a slight angle to the cleat so that excessive tension from the centreboard striking the bottom will pull the cleat away from the bulkhead thus releasing the line.

Note where the lines come through the cockpit floor. A sealed box is situated below the floor with two sheaves at the bottom to turn the lines.

NO BULKHEAD?

If builders do not wish to place a toiled in the main cabin in the 680, then the need for the privacy afforded by the mast step bulkhead

A 680 in Kaitaia, N.Z.

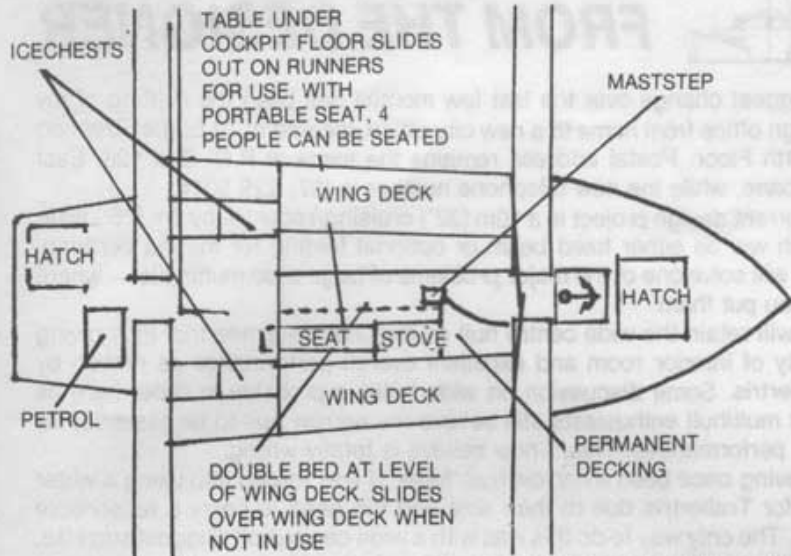




Bob Atherton's 680 nearing completion in Kaitia, New Zealand. Once again, another superb job!

is not vital. The mast step bulkhead may be omitted altogether if desired. However, to compensate for this the mast step will have to be a different size. Please contact the designer before making this modification.

A CABIN DESIGNED FOR CRUISING



from Ted Latta

I have been building for two years and I really had planned to have it all finished by now, but somehow, it hasn't worked out that way.

I am trying to fit out the boat to make cruising as comfortable as possible and so have the cabin almost completely finished, construction wise.

The fore deck is wider and a fore hatch has been fitted. The toilet will be positioned below the hatch.

The area forward of the mast bulkhead where the toilet was positioned originally, has shelves fitted. One is at the level of the forward bunk and the second half way between that and the level of the wing deck. They will hold cups, glasses, cutlery and a few small sundry items.

Above the shelves, a permanent decking has been fitted between frame 3 and the mast bulkhead level with the wing deck. This can be used as a table or shelf during the day and acts as part of a double berth at night.

The stove is situated just aft of the bulkhead with storage for plates beneath the stove. A slide-in plywood shelf covers the stove when it is not in use.

you cannot have this piece of ply protruding over the stove while the stove is in use. The bunk, when folded out is 3'8" or 1,117 mm at frame 5.

A removable seat opposite the centreboard case is supported by the side of the stove cupboard and a short leg which rests on the floor beneath the cockpit. The top of the centreboard case is left clear to be used as seating. This allows four adults to be seated at a table which slides from beneath the cockpit and

is supported by a piece of ply keyed into a slot on the front frame 5, a block on the side of the stove cupboard and a short leg which rests on the top of the centreboard case.

The portside, single berth is as designed in the wide cabin version. The floor level of the forward berth will be extended to the mast bulkhead by constructing a removable section to allow a child to sleep there if necessary. There is an icebox beneath each seat in the cockpit next to the cabin bulkhead. They are around two thirds as long as the cockpit. I have thought of putting a sink for washing up in the aft section of one of the cockpit seats, but I will leave this until the boat is launched and we can see how practical this would be.

Also, I have raised the roof of the aft cabin by 70 mm and this has allowed a self draining locker to be placed in the top of the cabin to take the petrol can for the engine.

The boat is as yet unlaunched, so I cannot vouch that this is the best setup, but feel it will suit the type of sailing we are planning.

With the cabin set out in this way, berths are provided for five adults and a child.

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MEMBERSHIP

A larger piece of ply, reinforced on outer edge, slides out from the wing deck and is supported by the masthead bulkhead, and the side of the stove cupboard and a piece of 30 x 30 fitted to frame 5. This forms a double bunk with the wing deck. Runners are not needed. The width of the sliding section is governed by the width of the wing deck at the position of the mast bulkhead as

I wish to become an Associate Member of the Trailertri Club

Name **Address**

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.....

I enclose a cheque for \$A5. Trailertri is produced quarterly.

The Secretary, Trailertri Club, 22 Ebor Lane, Toowong, Australia, 4066.

CRUISING SYDNEY WATERS

from

Geoff & Margaret Finegan

One of our collective dreams, during the months of building 'Centaurus' was to be in Sydney for the start of the Sydney to Hobart Yacht Race. Now we had arrived to Cruise Sydney Harbour and send the blue water racers on their way.

We decided to spend the days preceding the start of the race cruising the less congested areas of Pittwater and Broken Bay.

The first night's anchorage was at Coaster's Retreat, good deep water, a sheltered sandy beach and a netted swimming enclosure.

The following morning provided a fast sail to Palm Beach for supplies, lunch at Patonga Bay, and then a brisk south easterly turned us toward Refuge Bay, with a beach at low tide, surrounded by cliffs and a waterfall at one end.

The next morning, fresh supplies and free hot showers lured us to Coal and Candle Creek and Clipper's Anchorage. They were well worth the visit, even if just to gaze at the millions of dollars anchored there.

That day, the wind varied from none to gusty, so we anchored at Hallet's Beach and just relaxed for the afternoon. We played a most interesting game of 6 handed 500, five in the cabin with me (Margaret) in the cockpit, seasick.

Christmas Eve and we were moving quickly under main and genoa into Pittwater. The large monohull we passed couldn't hide his disgust, which added to our delight.

That night we headed back to



FROM THE DESIGNER

Biggest change over the last few months has been the shifting of my design office from home to a new city office, located at 79 Eagle Street on the 4th Floor. Postal address remains the same at P.O. Box 128, East Brisbane, while the new telephone number is (07) 229 5014.

Current design project is a 10m (32') cruising/racer tri, by 8m (26') wide which will be either fixed beam or optional folding for marina berthing. This will solve one of the major problems of large wide multihulls — where do you put them.

It will retain the wide centre hull as featured on Trailertris, thus giving plenty of interior room and excellent overall performance as proven by Trailertris. Some discussion on wide hulls is probably in order here as most multihull enthusiasts still believe the narrow hull to be essential for high performances. This, I now believe is totally wrong.

Having once been a narrow hull 'freak', I was forced into using a wider hull for Trailertris due to their size and the need to carry a reasonable load. The only way to do this was with a wide centre hull. Biggest surprise, initially, was their relative performance to the narrow hulled equivalent multis. The wide hull has proved superior in load carrying, light weather performance, heavy weather performance, and only loses out slightly in moderate conditions where a slight hull speed develops. This is easily overcome, though, once on the plane.

The wide hull also gives much more buoyant ends, particularly as the stern is flattened out. This gives a much superior windward performance due to the strong damping effect on pitching. Some recent narrow hull designs now are flattening out their ends to try and improve their windward performance, but still they lack the huge reserve buoyancy of the wide hull, which has proved so effective.

As an example, in the 1980 Wynnum Manly Yacht Club's Single Handed Race, conditions were very severe with 30 to 40 knot winds and 1.5 to 2m (6') seas. This race was won by my TRAMP which was last over the starting line, yet on the first windward leg, passed some 25 trailer sailers and keelboats, some over 30' and was third around the windward mark just behind two 30' plus keelboats. In this race conditions got so bad only 13 boats finished with wind gusts reaching 50 knots at times.

I now believe wide hulls are here to stay as they can provide equivalent room to a similar sized monohull, but with much superior performance, something narrow hulls cannot do. The other big plus is the resale value. There is nothing worse than spending hundreds of hours building a large multihull with less accommodation than a trailer sailer, only to find it almost impossible to sell, except at a trailer sailer price. In some conditions the trailer sailer will even be faster! There seems little point in it.

On the building side, it is recommended now that you make the rudder and centreboard on the 680 using a light hardwood such as ash. A couple of centreboards made from very light timber have failed, so, to be sure, use a stronger hardwood.

whole harbour to ourselves with not

The start of the race is stunning.

Coaster's Retreat, sailing right through the moorings up to the beach. Safe at rest, we sat in the cockpit and just gazed across the water, through the lights of the surrounding anchorage, to those lights twinkling on the hills of Sydney. The sounds of Christmas Carols and children's laughter floated across the water.

Sydney — is a dream for a boating holiday. Fresh supplies are available when needed, yet the anchorages were so secluded we seemed to be miles from anywhere.

Now it was big race time, Boxing Day 1980. At 0615, we had the

a breath of air, rather eerie.

By 1030, the scene had changed. We were one trimaran bobbing amongst 4,000 monohulls — what a sight. Just look at that — boats all around us, power, rubber duckies, ocean racers, barges, tug-boats, naval frigates, surf skis, kayaks and one trimaran, all fussing and foaming under blue skies, on green water, with a backdrop of cliffs, beaches and elegant Sydney Harbour homes. It was nearly enough to distract attention from the interesting and sometimes devastating expanses of bare skin on certain passing craft.

One hundred ocean racers charging for the Heads with a continuous raft of spectator boats churning the water in an effort to stay with them, the official boats riding herd like angry sheep dogs.

Then the Fleet tacks for the Heads and all hell breaks loose. Cries of 'water' and much worse.

At the Heads, the big ocean swells roll an end to the spectacle.

The Race Boats pull away, we cannot follow. Your hardy Trailertri skipper decides that it's time to have a closer look at the inner reaches of Sydney Harbour.