

TRAILERTRI

JUNE 1981 — No. 12

'TRIFUL' AT MARLAY POINT



Leith Andrews and family, taking it easy, waiting for the wind in the Marlay Point Race. "Triful" crossed the line in 22nd place. An excellent effort for a family cruising boat. (See "From the Designer").



FROM THE DESIGNER

1981 Marlay Point Race.

Two Trailertri 680's and 4 TRAMPS entered this year's race, hoping to repeat Bob Hall's 1980 success, of outright winner and fastest trailerable yacht. However, with nearly 600 starters and light, fluke conditions this was not to be. Bob Hall spent a considerable amount of time tangled in a tree (yes a tree, the Marlay Point Race is a very unusual race!) while all 4 TRAMPS suffered from a lack of tuning, having only been launched that week.

My TRAMP "Flying Fox" even though the smallest boat in Division 1 (146 boats) came 21st over the line and was fastest trailerable multihull. Next was Leith Andrews 680 "Triful" with Bob Hall's "Meheya II" 23rd. Bob had sailed extremely well to make up lost ground, and was half a mile in front of "Flying Fox" and "Triful" near the finish, only to see his lead evaporate with one of the frequent wind shifts.

"Flying Fox" spent some 20 minutes tangled in seaweed, but really lost her chance with a bad start, crossing the line with some 80 boats in front. Don Caswell bought his TRAMP in 1981 with the

Don Caswell has since really got his TRAMP flying. It is presently scratch boat in the Hervey Bay Fleet, rated faster than two 24' cats. His fastest speed logged to date is an incredible 22 knots flying a special 750 square foot spinnaker. Don has also thoroughly tested the self-righting capabilities of Trailertris and assures us that a TRAMP will self right from 85 degrees while carrying a 750 sq. ft. kite in 30 knot plus winds! Not to be recommended though.

The 1981 Suzuki Bramble Bay Winter Series is now underway, with Trailertris and TRAMPS being the most popular design in the 80 boat fleet. Once again Keith Cutcliffe's "Windewave" is setting the pace, easily being the fastest trailerable yacht, mono or multihull. However, Paul Koch is giving him some competition with his 680 "Vamoose", while only just keeping the TRAMPS from snapping at his heels.

On the building side, would all builders please note that the stainless steel bolt pads for the 680 are now only supplied with metric threads. Imperial beam bolts are no longer made unless specially fabricated.

COMMERCIAL POLICY

The following Commercial Policy was formulated at the June Committee Meeting of the Trailertri Club and supported by the June monthly gathering.

"The Trailertri Club does not endorse any company for across the board purchases of Marine Supplies without prejudicing its right to recommend or condemn products or services offered by any retail company or manufacturer."

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brought his TRAMP in 20th without a spinaker halyard, and he was followed by Peter Cooper's and Greg Fry's TRAMPS. Roll on next year

Overseas builders also please note that surface posts can take up to 4 months, depending on shipping movements, so please order your folding mechanisms early.

Q. Australia, 4122.

SAILING THE RIGHT WAY by IAN FARRIER

With the large numbers of TRAMPS and TRAILERTRIS now appearing in the water, quite a few owners are participating in races. However, it is easy to be disappointed in one's performance, as speed can vary considerably depending on sailing ability. Trailertris have the results on the board now, and if you are not doing well, the solution is probably in your hands. Providing the hulls are fair and clean and the centreboard and rudder are a good aerofoil shape, the cause is usually the sail setting.

To achieve a good sail shape, preparation starts at the ramp while rigging up. First, throw off all the junk that will not be used. If your boat is loaded down with cruising gear etc, then you're gone before you even start. Next, the mast and rig must be set up correctly, as they determine the final shape of the sails.

Two factors are very important. Firstly, the forestay must be very tight at all times, and to do this a backstay tensioner is a must. On 3/4 rig boats a set of runners from just above the shrouds to the outer ends of the aft beams does wonders. As the wind gets stronger more tension is put on the backstay or the runners. On masthead rigs the inner forestay must also be very tight.

The second important factor is the mast bend. The rig should be set so as to bend the masthead aft (centre of the mast pushed forward) at least 75 mm (3 ins) so as to flatten the mainsail. With masthead rigs, the maximum bend is set at the ramp by fore stay length and cannot be varied much while sailing. Have plenty of bend, up to 100 mm in strong winds, and less (50 mm) in lighter winds. The backstay tensioner is then used to vary the bend while sailing. Let it off while reaching or running where a fuller sail is required, but have it hard on while going to windward.

When a 3/4 rig is fitted, such as on the TRAMP, the mast bend is considerably more, and easily adjusted at all times. When setting up the fore stay and the top shrouds should be set very tight, while the lower shrouds are left quite loose. Thus, as the wind gets stronger and more main sheet tension is applied, the leach tension on the mainsail pulls the top of the mast aft, forcing the lower centre part forward until restrained by the lower shrouds. For more bend, slacken the lower shrouds further. This is the beauty of 3/4 rigs. The mast will automatically bend the right way, flattening or depowering the mainsail as the wind gets stronger. On the ramp with no sail up, unlike the masthead rig, there should be little bend until the mainsail is hoisted and sheeted in.

The cuddy cabin on the TRAMP forms a gate for the mast and will limit the amount

sails and tension the halyard so as to just remove the wrinkles along the luffs of the mainsail and jib. As the winds get stronger you will need more tension, again just enough to get rid of the wrinkles. Any slackness here will ruin performance, and similarly if too tight. Remember, tension just enough to remove the wrinkles. To tension the jib luff, use a winch on the halyard, and for the mainsail luff fit a Cunningham's eye with a 4:1 tackle.

You are now sailing, and the most common fault here is not letting the sails out far enough. Briefly, the sails should be let out until they are flapping, and then pulled in just enough to stop the flapping. Most of the

the windward buoy first, not how high you can point, so go for speed, not pointing.

As a guide, you should be able to easily beat the same size monohull to windward, the '18' is about equivalent to a 23 or 24 foot mono, and the 680 similar to 8 or 9 metre monos. The TRAMP is somewhere in between. If your results are less than this, then something is wrong. A good check is to sheet everything in tightly, and if your sails are cut correctly you should be able to out-point any monohull on the water, but you will be sailing slower. If you cannot point this high, then your sails are too full as multihull sails should always be cut flatter than monohull sails. Now ease off your

sheets until you are pointing the same or slightly lower than the monos. The speed difference should be immediately apparent, and you should now make the windward buoy first.

Monohulls, with their limiting hull speed gain no advantage from freeing off, once their hull speed is reached. Thus it is better for them to point higher while maintaining their hull speed. Multihulls on the other hand, with no limiting speed, do gain advantage by freeing off, with a higher speed and less wind drag.

To windward and a large chop; in a few words — let her rip and give her hell. Very few boats can match a well sailed Trailertri in these conditions, and if you don't do well, then you are probably luffing up too much and being too easy on the boat. If fitted with a

sumlog, the TRAMP should be able to achieve 8 to 9 knots to windward in these conditions, the 680 slightly better.

On reaches and runs of course, multihulls are king, and you should have little trouble beating considerably larger monos in all conditions. If you do have trouble, then your sails are sheeted too tightly, or you are sinking.

BUILDING HINT



A very good method for making the 680 beams, using a table jig, with wooden blocks holding the timber flanges in the right shape. Photo from Leo Peters, who is building his 680 at Kalamazoo, U.S.A.

telltails should be flowing smoothly on both sides of the sail. You then steer by watching the lower set of telltales on the jib or genoa, altering course as required to keep the telltales flowing. Remember, you go faster by letting the sails out, not by pulling them in.

The mainsail, in particular, is often sheeted too close especially while reaching. This will be apparent in the heavy weather helm, particularly in 3/4 rigs. Trailertris have a natural balance on most points of sailing with very little effort required on the helm. You should be able to let the tiller go for quite long periods without any change in course. If not, your sails are sheeted wrongly. This applies to all Trailertris, except the TRAMP, which tends to have more weather helm most of the time. This is beneficial going to windward, and most Trailertris can be improved in this regard by raking the mast further aft.

Keep the boom vang on tightly, or pull the boom down by a line from the float, while reaching. The centreboard should be half-way down on masthead boats, fully down on 3/4 rig boats, particularly the TRAMP, as this gives excellent steering at high speeds, with fingertip control. If not, then either your



of bend. If you want the mainsail flatter, then remove the maststep and redrill the 6mm bolt holes (in the aluminium step) further forward, so that the step is moved aft and greater bend is possible.

Now for the sails. These must be fitted with wool telltales, otherwise you are completely unaware of what the sails are doing and cannot hope to perform well. Hoist the

centreboard is up, or the mainsail is sheeted too close.

Always sail free when going to windward and don't pinch up because you lose too much speed. Do not oversheet the jib, particularly on the TRAMP. It takes a lot of practice and experience to be able to point high with good boat speed. Results are far better by sailing free. The object is to get to

Ian Farrier

THINKING OF FITTING OUT THE CABIN DON'T — GO SAILING



The Trailertri Club's most experienced builder is John Davidson and the headline gives John's philosophy on the maincabin. In the picture, John and Noreen Stonebridge "not fitting out" aboard "Boofhead" off McLeay Island in Moreton Bay. John and Noreen sailed the 18 foot 'tri to 3rd place in the Multihull division of the Tin Can Bay to Hervey Bay Race. Well done!

THE HELM

The club now has 37 local members and 175 Associate members throughout Australia and overseas, and with the number of actual sailors increasing we are beginning to see representation by groups of members in races, not only in Queensland but also interstate.

Ian Farrier and Ross Turner travelled from Brisbane to Victoria to enter the Marlay Point Race on the Gippsland Lakes. The Club has adopted the Suzuki Bramble Bay Winter series as the Club Winter Racing Program and Trailertris make up the largest entry from a single class. Eight members competed in the inaugural Tin Can Bay to Hervey Bay Race.

It is likely that some of these travelling members will find their

229 5014 and Geoff Finegan 225 6119.

Some of the closer Associate Members could take advantage of the group buying power of the Club. Building Secretary, Paul Koch is arranging a deal on a Mariner 8 hp, long shaft outboard engine with a lighting coil. The tentative price is \$650 which compares well with the recommended retail price of \$910. You can ring Paul on (07) 343 6552 or write to 42 Denton Street, Wishart, Brisbane. Q. 4122. Interest has just been indicated in forming a group to buy two-way radios. The bigger the group the better.

Thanks for the letters. It's great to share in your experiences. Keep it up! As you can see, we are in

N.Z. "A" FRAMES

Richard Sutherland-Smith, 19 Webb Street, Wanganui, has done some costing on getting the new style A Frames made in New Zealand. The 680 set, including welding, looks like working out around \$350. Write to Richard if you are interested.

Colin Watson, 6 Rangitane Place, Auckland 4, N.Z. Phone 67 6070 is the contact for the New Zealand Association.

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...velling members will find themselves in that strange city of Brisbane for the first time. The Trailertri Club meets at the Brisbane Yacht Club on the second Wednesday in every month. The address is Quay Street Bulimba, and you will find the clubhouse right at the end of the street. You might like to make contact before coming along. Ring the following numbers during working hours, Ted Latta 253 8205, Ian Farrier

it up. As you can see, we are increasingly enjoying sailing as a club, but as for me, even the problems of building have been set aside while a new house is constructed. When Sheila and I move to our new house, around the end of June, the address will be 17 Bunratty Street, The Gap, Brisbane. Q. Australia. 4061. —
May the wind be with you —
TED LATTA.

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Articles, stories and photographs of multi-hull interest are solicited. All editorial communications and submissions should be sent to the attention of the Editors at the above-listed address.

REACTIONS

Don Neal and wife Chris live at Orange in the Central West of New South Wales and they celebrated the launching of their 680 in November 1980. Don takes up the story.

Living in the country area of New South Wales, Trailertris are about as common as strong winds on the slowly shrinking, drought stricken dams. Consequently, we receive more than our share of unusual comment and reactions.

Our towing vehicle is a bright red Nissan Patrol, which, when coupled to our yellow 680, certainly makes an eye-catching combination. In the city there seems to be a great camaraderie between Patrol owners as we received many a friendly wave. One time, in Sydney, another Patrol towing a rusty box-trailer overtook us. The usual greetings were exchanged and then at the next lights he reversed back to us in the adjoining lane and shouted, "Swap you trailers mate".

The first Regatta we attended was on Lake Wyangala, one of our local dams before it dried up in the drought. While I was there, I overheard the following conversation between a Hydra owner and his wife.

"How do they get that boat on to the trailer, love?". "Don't be bloody silly, the thing's too wide. They moor it here of course." Not being able to contain myself, I offered excuses and butted in



A TS 16, out of wind and petrol, receives a helping hand from the Neal's 680. A picture they describe as "very cruising", especially with washing on the line. The location is Rose Bay, Sydney Harbour.

to put things right. She was very interested in my explanation of the folding floats etc. He was very disinterested (or was it embarrassed) and decided to go for a sail minus his crew (wife). Then driving along the Hume Highway, near Liverpool (Sydney) a car overtook us in the port lane, and on drawing level, madly honked his horn. Chris wound down the window, while I wondered what I had forgotten to tie down. "What class is she?"

"Trailertri 680," Chris replied. "One

of those Brisbane boats is she." Chris proceeded to give him brief details of the designer, etc, all while travelling at 60 kms per hour. "Bloody beauty love, bloody beauty!", and off he shot up the highway. "He must be in a hurry Dad," chorused the kids from the back seat.

A mile further up the road we saw why. The same car was illegally parked and our friend was pushing a mate out through the door of a shop and wildly pointing to the boat.

Since launching, we have gone from a family consisting of a very keen, but inexperienced trailer-sailer owner, an anxious wife and mother who was trying her hardest to like sailing, and Sonja (8) and Lincoln (7), who were being turned against sailing by having to spend most of their time in the cabin, because it was the only safe place — to a family who have just spent the best and most inexpensive holiday ever on one of the world's busiest waterways, Sydney Harbour. The entire family were sorry to return home and

A FAMILY 680 IN SOUTH AUSTRALIA

This news comes from Mrs Lyn Bassell, 27 Justing Crescent, Christie Downs, South Australia, who says that they would be glad to show club members some great sailing spots.

Meningie Race, to see (or almost see) the TRAMP in action — it went too fast to have a good look at it.

Trimarans are in a minority here in South Australia, however, we've had a

Our 680 is really a family concern. Lee and I, as well as our two children started building last October. We have built two dinghies previously and were lucky enough to view several 680's before deciding on the Trailertri.

We started building the main hull first as we have a little building experience and will build the floats as we also finish off the inside. This way we won't (hopefully) rush the final product. Lee can go on with the floats as I sew curtains and make the cushions.

We plan to use the Tri on inland waters around Australia. It was a thrill recently, during the Goolwa .o

lot of interested "yachties" asking about our Tri, so hopefully there will be many more in the future.

wanted to know where we are going for our next holidays, a direct contrast to our previous sailing holidays.

MEMBERSHIP

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

Name.....

Address.....

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Phone No.....

I enclose a cheque for \$A5. Trailertri is produced quarterly. Please address all correspondence to: The Secretary, Trailertri Club, 17 Bunnratty Street, The Gap, Australia. 4061.