

TRAILERTRI

OCTOBER 1981 – No. 13

LEON BART HAS FIRST 680 IN HOLLAND



Leon Bart on "Bingo"

Leon Bart sends news of the first 680 in Holland, (Sail No. 33) "Bingo" took Leon 2½ years to build and was launched in August 1981. This was just in time for Leon and family to spend the summer holiday on board sailing the Ysselmeer, a big lake in the centre of Holland.

After just 14 days of happy family sailing, "Bingo" contested her first race, the only multihull event in Holland for seagoing multihulls. She finished in fourth place behind two Iroquois and a Telstar, but was officially second on handicap.

A Renault 16 is the towing vehicle and some little difficulty is reported. Leon says, however, that the modified Telstar trailer is very heavy and may really need a car of higher capacity. Wind force has a big effect on towing performance.

A 6 hp Johnson powers "Bingo", but Leon considers this marginal in windy conditions. (Queensland Trailertri members are now purchasing 8 hp long shaft motors as experience has shown that this amount of horsepower is sometimes needed. The transom may have to be strengthened to take this size of motor to prevent flexing — Editorial note).

Construction was completed with Bruinsel ply, redwood lumber and stainless steel screws. The outside has been fibreglassed to deck level using a light cloth. Leon says that "Bingo" seems light and strong and with full cruising gear on board the floats are still just kissing the water.

TRAMP WINS BOAT OF THE YEAR



The Haines Hunter Tramp has just been judged the 1981 Australian Fibreglass Boat of the Year. This is an award

FLYING FOX WINS

In the recent Lord Mayor's Cup on the Brisbane River, Ian Farrier's Super Tramp Flying Fox was 1st over the line and 3rd on handicap in the Trailable yacht division. Light conditions prevailed, and Flying Fox actually passed several boats while anchored!

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given by the Australian Boating Industry Association, and the Tramp was selected from nearly 50 entries, as the clear winner of the award.

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TRIPLE TREAT VISITS BRISBANE



Bob Cooper and his wife, with Triple Treat, another southern Trailertri 18 passing through Brisbane in search of the sun. Bob is from Melbourne, and Triple Treat is another well fitted out boat. Interesting features were a bank of solar cells on the cabin hatch, and a good system for storing the halyard tails under the cockpit seats. Simply drill a hole in the seat and feed the line in! Triple Treat was finished just before leaving for Queensland, without even a trail launching. Brave! However, all went well with the first sail, so Bob's confidence was justified.

HUGH THOMPSON LAUNCHES



SOUTH AUSTRALIAN ASSOCIATION

The Trailertri Association of South Australia is now a reality. Commodore is Terry Neal (phone (08) 336 1375) and Secretary is Eric Cossich (phone (08) 382 9911).

The majority of members will be builders as was the case with the Trailertri Club in Queensland.

However, there are a few who have already launched. The situation as recounted by Terry in September was that Bert Hayward at Murray Bridge had launched around

PAUL KOCH ON MORETON BAY



Paul Koch's Trailertri 680 Vamoose. One of the keenest local sailors, Paul is a heavy weather specialist, and is known for a rather spectacular spinnaker run in one of this year's Suzuki Winter Series. Probably Brisbane's best heavy weather boat, the harder it blows the better Paul likes it. Vamoose is a standard rig 680 but with a full batten main.

two years ago, Peter Plaisted had been in the water three months and Mick Riley was waiting for the right weather to put his 680 in.

Tony French-Kennedy who owns the only 18 on the water in South Australia was cruising the Barrier Reef in Queensland waters.

Terry was hoping to launch in 6 weeks or so.

There are about another 9 boats under construction and 6 more prospective builders thinking about it.

The Association's first Newsletter also reported that the TRAMP was beginning to sell so there could be considerably more Trailertris sailing South Australian waters by Christmas.

TWO IN SANTA CRUZE

There have been two 680's built in Santa Cruz, California. "Patience" is Derick Robbins boat (we don't



Another newly launched boat in Brisbane is Hugh Thompson's Trailertri 680. Hugh has just left for an extended trip up north, eventually to Darwin.

know if the name has anything to do with Derrick's philosophy during building) and "Lark" belongs to Andy Grant who has just spent a few months down in Mexico. One of the biggest concentrations of Trailertris in North America is in the Washington area, with quite a few over the border in Vancouver, Canada.



THE BEAM

Congratulations to Forbes Peters who was elected Commodore of the Trailertri Club at the Annual General Meeting on September 25. The foundation Commodore, Geoff Finegan, did not seek reelection mainly because of the demands made on his time in running the Trailertri Supply Co. However, Geoff will continue as a Committee member. Forbes has been a member of the Club since its inception and has one of the earliest boats to be launched in Brisbane. Forbes' 680 "Exodus" has a modified main cabin and the cockpit has been extended to the transom. An article on "Exodus" appeared in the December 1980 "Trailertri".

Since launching, Forbes has enjoyed some success in races and so he has a knowledge of both building and sailing Trailertris.

Ivan Ferris was re-elected to the position of Treasurer and I am Secretary for the next 12 months. Committee Members are Keith Cutcliffe, Geoff Finegan and Paul Koch.

Rising prices, mainly in the postage area, have forced us to raise Membership Fees to \$12 for full membership and \$6 for associate members.

The movement is spreading with a Trailertri Association now a reality in South Australia and serious moves are being made to form another two associations, one in Victoria and one in New Zealand. Good luck to those associations.

May the wind be with you — **TED LATTA.**

TONY FRENCH-KENNEDY CRUISES REEF



LUFFS & JIBES

Eric Bartlett of Kirwan, a suburb of Townsville in Northern Queensland, reported that at the end of August, he had the hulls finished and painted and it just remained to fit the beams and attach the floats.

John Richardson is back in Brisbane after travelling around the State. Since he started the boat in Brisbane, he and the family moved on transfer to Gladstone, halfway up the Queensland coast, a distance of over 400 kilometres.

The uncompleted 'tri was actually towed back from Gladstone, and despite three changes in address in the past three years, John is hopeful of a launching in the next few months.

A recent recruit to the ranks of 680 builders is Dave Brookes of Parmelia, Western Australia. Dave is the Commodore of the Cruising Yacht Club of Western Australia in Rockingham.

It is hoped the Club will form a multihull section for racing during the 81-82 season and if there are any Trailertri owners interested in taking part they can contact Dave at the Club or ring (09) 419 2885. Club facilities include swing moorings, a dry storage area with private ramps and a resident caretaker, and if that is not enough, there is a licensed Clubhouse.

Boats recently launched by : Andy Sproul, Geoff Plumb, Clarrie Hoddinott, Hugh Thompson, Alan Williams, all in Brisbane, and overseas by Bob Atherton, in New Zealand, Nelson Stickler in New York, and Kalevi Pulkkinen's in Finland.

Once again, Keith Cutcliffe's "Windenwave" has won the multihull section of the Suzuki Winter Series in Brisbane. Keith's secret is to always sail consistently well, usually finishing third or fourth over the line, behind much larger boats in the 80 boat fleet. As usual "Windenwave" was easily the fastest trailable yacht, mono or multihull, except in two races where the honors went to Vamoose and Flying Fox.

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MULTIHULLS Magazine brings you world-wide catamaran, trimaran and proa news. Timely articles on

Tony French-Kennedy and his Trailertri 18 Ariel, recently passed through Brisbane, from South Australia. Tony is going to spend several months just cruising the Barrier Reef — some sure have it tough!

Ariel has had quite an interesting history, being one of the first Trailertri 18s launched (sail No. 7). Built in South

Australia, she has survived a bush fire (scorch marks still remain) — at one stage the aft bunk mattress was aflame!

Tony found a very good use for old wing net material, running it across the roof beams, to form pockets for maps etc. Very useful. Quite a few other interesting features make Ariel a true pocket cruiser.

designs, buying, building, racing, cruising and safety of multihulls. Bi-monthly (6 issues per year).

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



FROM THE DESIGNER

Some building points of interest:

1. Build your boat to plan. Any variation, not approved by myself could invalidate your insurance, plus have unexpected complications. In particular, don't use a dinghy rig on a Trailertri. A 16' wide Trailertri has many times the stability of a dinghy or small cat, and such a rig is totally unsuitable. For instance, should you be caught on a lee shore, and your rig fails, resulting in the loss of the boat, then your insurance could be worthless.

2. Some tools that help speed up building are a staple gun, with alloy staples, which considerably speeds up planking, and frame construction. A good spiral ratchet screwdriver, is also highly recommended, these making very quick work of big screwing jobs. Get the big "Yankee" type, not the smaller ones.

3. When purchasing chopped strand mat for taping the chines, make sure it is compatible with epoxy resin. No great harm if it is not, but it takes a lot of extra work to wet out. Also, with the new lighter tape lay-up, be sure to put extra layers in the bilge area of the mail hull. One local 680 has cracked the lower chine seam, from, it is believed, sitting on a rock, so make sure the lower chine is nice and strong.

4. Use only wing nets with an open mesh. These must allow the wind to pass through easily.

5. If using clamcleats on the cabin roof for the halyards, use only the alloy type, as the plastic ones are just not strong enough.

NEW DEVELOPMENTS

The COMMAND 10 plans are now being finalised, with already quite a few building.

Next design will be an 8m (26') Trailertri, and plans should be available for this next year. If you are interested in such a boat, then

SOUTH AUSTRALIAN GROUP

The group below are all members of the Trailertri Association of South Australia.

At left is John Bowlden of Baramera, Terry Neale, centre and Don Wooding. The point of interest is the curved edge of the front beam on Terry's boat.

It is rumoured that Terry has an inbuilt interest in curves and may have got the idea for this particular curve while reading some non-boating material.

Terry, who is Commodore of the South Australian Association, has a spacious

garage in which it is possible to have the beams folded up and which certainly allows him space to move. His tip for wet rubbing is to use kerosene instead of water. He says this gives a better cut and paper does not clog so much. Kero will also evaporate if you wip off the excess. The info supplied to "Trailertri" says that this method has resulted in an unbelievable finish.

Terry was aiming for a launch in October.



MEMBERSHIP

Membership Fees for the Trailertri Club for the next year have been set at \$A12 for Full Members and \$A6 for Associate Members. This rise has become necessary mainly because of increased postage charges. The increase will just balance the extra costs facing the Club and we are still forced to send "Trailertri" by surface mail.

Overseas members who wish their copy of "Trailertri" to be sent

Associate Members do not have voting rights and are not eligible to hold an executive position in the Club.

So, the Fees are:
Full Members — \$A12;
Associate Members — \$A6 plus Airmail Postage — \$A3 on "Trailertri", if necessary.

Full Members living outside

please don't write asking dozens of questions, as I'll never get the time to draw the plans. Just send your name and address, and information will be sent when available. Some brief details: it will be trailable at 8' wide, will be exceptionally fast, and will have more room than the 680. Main difference being in length of the cabin; width and height will be similar.

An 8m boat is getting very big to trail, and a bit of a handful at ramps, so it may take 3 adults to handle it. The Trailertri 680, I believe, is probably best for most uses, being easy to handle, quite roomy, and fast. However, if you don't mind the extra hassles with a big boat, then the 8m could be for you.

by air mail should enclose an extra \$A3 when paying their Club Fees.

Anyone who is eligible to be an Associate Member will be accepted as a Full Member on payment of the appropriate fee.

Australia should forward \$A15 to cover the cost of posting the monthly New Sheet which they will receive in addition to "Trailertri" and a further \$A3 if they wish to receive "Trailertri" by airmail.

I wish to become a member of the Trailertri Club

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Cheques or money orders should be made payable to the Trailertri Club and forwarded to: The Secretary, Trailertri Club, 17 Bunratty Street, The Gap, Brisbane, Australia 4061.

