

TRAILERTRI

DECEMBER 1981 — No. 14

FRENCH ISLAND RACE



*Peter Cooper's
Super Tramp
"Liberator", 2nd
on handicap in
the French
Island Race.*

Each year a race around French Island in Westernport Bay is held by the Warneet Motor Yacht Club and the Multihull Yacht Club of Victoria. The race is approximately 45 nautical miles long and the only course instruction of significance is to leave French Island to starboard. As Westernport bay has 3 metre tides with extensive mud-banks there are many hazards for the unwary. In spite of this, the race provides the whole range of points of sailing, generally in fairly heavy conditions though this year there was the promise of uncharacteristically light winds.

The race was divided into 3 Divisions. There were 109 entrants in the Trailable Monohull Division, 5 in the Keelboat (shoal draft) Division and 20 in the Multihull Division. The multihulls ranged in size from Bagatelle, a 42'6" Crowther catamaran down to a Windrush 600 and the three Super Tramps, the only really trailable multihulls in their Division (Greg Fry in Hobo, Peter Cooper in Liberator and Warren Gilhome in Big Swell).

We started at 7.30 in the morning, with a long beat to the East in the

majority of boats will be passing the very shallow mud-banks around the easternmost part of French Island. At anything less than half tide, the mud-banks dry out and the area is impassable.

In the light conditions the Tramps did extremely well, with Greg Fry moving ahead of Peter Cooper. Warren Gilhome was slightly disadvantaged as he had not yet fitted the large optional genoa which really lifts the windward performance in winds below 10 knots. We were

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VICTORIAN TRAMP TRIMARAN ASSOC.

A Tramp Trimaran Association is being formed in Victoria to promote the sailing and recreational activities of the class, draw up a set of class rules and restrictions and provide a focal point for Tramp owners. Following a number of meetings of a steering committee a draft Constitution has been written and sent to the Victorian Yachting Council to check if it is acceptable to the VYC for affiliation. Some progress has been made on class rules and restrictions, but there is a way to go still.

We currently have 6 standard and 7 super Tramps in Victoria, with a concentration (3 and possibly 2 more in the near future) at Westernport Yacht Club. A logo has been designed (see example), a postal address specified and letterheads printed on stationary. In the near future it is expected that the Constitution will be approved and office bearers elected. The membership will be open to any interested persons and enquiries are welcome.



Tramp Trimaran Association
39 Golf Links Road, Frankston, Victoria 3199
Telephone (03) 783 8178

HAINES HUNTER TRAMP

for details contact

Haines Hunter

Viking Dr., Wacol, Qld,
4070

same direction as the incoming tide. The start time of the race is chosen so that there is high tide about 2-3 hours after the start when the

PO BOX 232, Mt Gravatt
Q. Australia, 4122.

4076.
Phone (07) 271 2722

THE HELM

FRENCH ISLAND RACE

The November gathering of the Trailertri Club was one of the biggest since the Club has been formed. Twentyone members attended plus six guests.

During the night a Special General meeting was held to make some changes to the constitution. This took all of 9 minutes and the rest of the evening was taken up with Club announcements and films from Ian Farrier and Ross Turner and members talking about boats and boating generally.

One local member who attended for the first time was Des Williams together with his wife Myrla. Des is the present owner of "Troika" the very first Trailertri of all. (See story back page). The gathering also welcomed Don and Chris Neal from Orange in New South Wales. Don is at present the most distant full member of the Club and this is the first time that he had been able to attend the gathering, however, this could change in the future as Don and Chris are planning a move to Queensland.

Don't forget that the gathering is held on the second Wednesday in every month, except January, at the Brisbane Yacht Club, Quay Street, Bulimba.

A few members have brought their boats to sail in Queensland waters while on holiday and if you are planning a similar tour you might like to join in one of the Club races.

The dates for the remaining Summer Series events are January 10, February 14 and March 14. They will be sailed off Manly on the southside.

The Management Committee wishes all members a Merry Christmas and successful year in 1982.

Ted Latta Secretary.



From Page 1

managing to hold most of the much larger multihulls and proceeded to run down the slower monohulls.

By about 10 am the wind has swung around to the W (still at about 5 knots) so we approached the watershed on a broad reach. By this time Peter Cooper, with greater downwind speed had just managed to pass Greg Fry (at one stage going the other way in the flukey winds). Because of the slow progress along the top of French Island, many of the slower monohulls were not able to get over the water shed before all the water disappeared to leave a

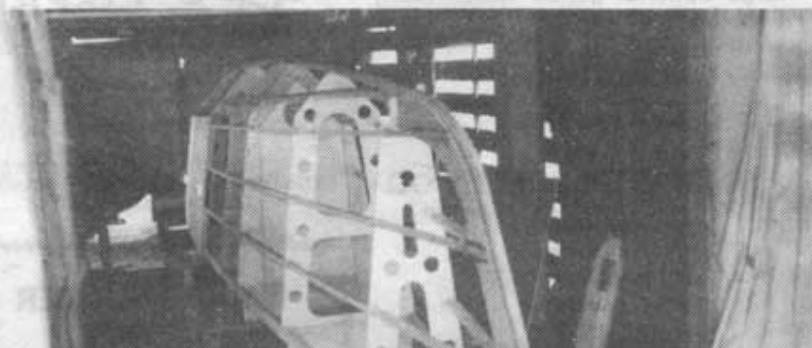
sea of mud-banks covered in scurrying mud-crabs.

Turning around the eastern end of French Island, the race became a beat with virtually no wind (1-2 knots) and glassy seas. At this stage the two leading Tramps had caught some of the largest trailable monohulls (Sonata 8's etc) and the larger multihulls (Bagatelle etc) were still in sight. In the light conditions the lead changed a number of times between Peter Cooper and Greg Fry.

Around Corinella a sea breeze came in at 10-15 knots from the SW and Greg Fry hit the front again by sailing to meet the change, a position he held to the finish. In the slightly fresher conditions the Farr 740 Sports' and Sonata 8's had a slight upwind advantage but from Tortoise heads back to Warneet was a downwind run in winds of 10-12 knots. In these conditions we continued to overhaul most of the monohulls which had started 1/2 hour before us. Greg Fry crossed the finish line after 515 minutes elapsed time, with Peter Cooper about 2 minutes behind.

The final results showed that on corrected time Greg Fry was first, Peter Cooper second and Warren Gilhorne sixth in the multihull Divi-

FIRST "COMMAND 10" FLOAT





Command 10, Sail No. 1. Peter Stringfellow's first float hull taking shape in Brisbane. It's now planked, and the 2nd float is nearing completion. Building time appears to be very quick on the floats, not all that much longer than a 680! The centre hull will slow him down a bit though!

sion. On elapsed time the first two Tramps were faster than the fastest monohull (a Farr 740 Sports) and were only beaten over the line in the multihull Division by Bagatelle, Rainbow Express (Spindrift 37'), Wildcry (33' Tempest Tri) and two Buccaneer 24's. Altogether, a most successful race for the three Super Tramps.

LUFFS & JIBES

One of the keenest '680' owner/sailors is Peter Morris of Mackay. Peter owns Sail No. 9, as featured in the brochure, built by the designer, and now named Flamingo. Peter is regularly racing Flamingo up in the Mackay area, and though a newcomer to racing, is learning fast, and is starting to get some good results. In the recent Townsville to Brampton Island Race (200 miles) Flamingo was 10th over the line out of 22 boats and fastest trailable yacht, even though the smallest boat in the fleet. Congratulations for a good effort.

Several new launchings, these including Mick Riley's and Terry Neal's 680s in Adelaide, Rob Mabin's 680 in Mooloolabah, Russ Crittenden's 680 in Brisbane, and Bob Mortimer's in Queanbeyan.

REVISED RACING RIG

The 680 racing rig has just been revised, with slight improvements, gained from experience with Windenwave. Main difference is a much bigger No. 2 or working jib. The original had proved to be too small, with the result that the standard rig 680 was faster in heavier conditions. The mainsail is now slightly taller with less roach, while the genoa is slightly bigger. Mast is also slightly taller. Total sail area is slightly less, but should be more efficient. A top shroud/backstay tensioning system is also now shown. For any builder wishing a copy of this new drawing, the cost is \$3. It will be included with all new plans.

MORE BOATS

The Brisbane Trailertri Club is now seeing more Trailertris entering the same race. This forest of beams was the scene as skippers rigged up for the final northside race of the summer series, under the auspices of the Queensland Multihull Y. C.

Although the largest multihull entry was a 33 footer, Keith Cutcliffe in his racing rigged 680, "Windenwave" gained line honors only to see Paul Koch in "Vamoose" take the race on handicap. There is an expectation that there will be a heavy Trailertri representation in next years Marley Point race, held on Victoria's Gippsland Lakes and in the second Tin Can Bay to Hervey Bay Race on the Queensland Coast on the long weekend in May. Both are two day races.

COLOR SCHEMES

"Trailertri" has been asked to give some guidance to builders who are selecting the color scheme for the boat.

This is a personal choice and whatever you choose, the designer's advice is that it won't affect the performance of the boat despite a racing member's claim that Racing Red is the fastest color.

One basic rule to follow is, don't use too many different colors. Most Brisbane builders have applied one basic color to the hull and the cabin sides, then another color for the decks and a third color for the stripes.

Stripes may be painted on or you can use a tape. Most marine shops stock the tape or consult the Trailertri Supply Co. price list. They stock both two and four inch tape.

The line for the stripe at the waterline may be determined by the following method. First get the mark for the waterline on the bow from the plan. The aft reference point is the



CLUB T-SHIRTS

Trailertri Club T-Shirts are now available, for \$A5 plus postage up to and including size 12, size 14 and over \$A6 plus postage.

The T-Shirts are light blue, over printed in dark blue. The Motif is the one used by Trailertri designer, Ian Farrier which appears in the Headline of the "From the Designer" column.

The motif will be printed on the front of the T-Shirt with the words "Trailertri Club."

If you wish to order these T-Shirts, write to Alicia Farrier, 122 Barton Road, Hawthorne stating the chest measurement required. The Club is also purchasing yellow pennants with the Trailertri emblem in black, size 12 inches by 18 inches, suitable for flying from Club boats. Price is as yet undetermined.

Anybody acceptable to the Management Committee may become either a Full Member or an Associate member of the Trailertri Club on payment of the appropriate fee.

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bottom of the transom. Place a levelled stick across the bottom of the transom projecting some distance on either side. Stretch a piece of masking tape from the bow point to the outer extremity of the stick.

When you are satisfied that the line is right, move the aft end of the tape into the boat and it should adhere in a nice straight line. The commercial colored tape may be applied in the same way. The tape readily bonds to most paints, but not non-skid. Paint should be applied with a brush and then rolled while it is still wet to smooth it out.

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

All members wishing to receive "Trailertri" by airmail should remit \$A3 in addition to their yearly subscription to cover postage.

Membership fee for full members outside Australia is \$A15 to cover the cost of posting the monthly Club Newsletter.

I wish to become a member of the Trailertri Club

Name.....

Address.....

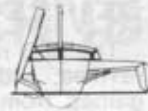
Full membership (inside Australia) \$A12

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I wish to receive "Trailertri" by Airmail \$A3

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.

THE VERY FIRST TRAILERTRI OF ALL



FROM THE DESIGNER

(Des and Myrta Williams are the present owners of "Troika" the first Trailertri ever built by Ian Farrier. Des writes first of the boat and then of a four day trip to the Whitsunday Passage about half way up the Queensland coast).

"Troika" is not quite standard. She has a large 120 square foot roached main, and her cap shrouds are rigged to the floats. I carried three jibs; the normal Nos. 1 and 2 and a 60 square foot ex-skiff jib.

In towing to the Whitsunday Passage, I knew the road to Rockhampton fairly well and the tow to there only took 1 1/2 hours longer than I had done it without the trailer, but, then I had great difficulty in finding out the condition on the roads further north.

Opinions varied, and I began to suspect that it all depended on where the opinion giver had grown up. We chose to take the inland road between Marlborough and Sarina which was unbroken but extremely undulating bitumen, monotonous and mesmeric.

There was no fuel problems, nor was there on the coast road on the way back, as we had been led to believe by one advisor.

He was also wrong about the unsealed section being "good dirt". It was being rebuilt and was not dirt at all. It was stones and rocks.

We crawled along anxiously, and made it without incident. There are problems in sleeping three adults in "Troika". My son decided that he was going to sleep on the Trampoline. I had made up a double bunk in the main cabin for my wife and I, but Myrta in the end slept on the other trampoline.

Actually they were both quite comfortable with a blue plastic sheet under and over to protect them against the heavy dew, but it would have been another story had it rained. It was the threat of rain and a shortage of water that sent us back into Shute harbour a day earlier than planned.

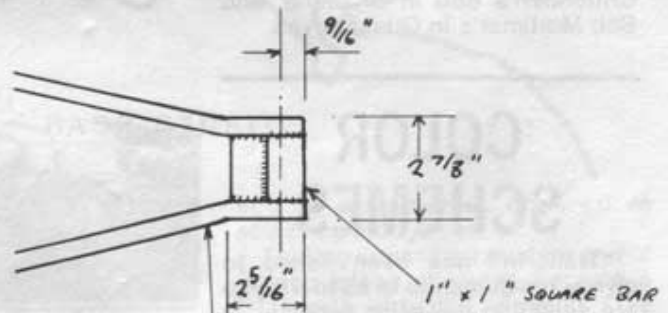
What of the performance of the boat. I was slightly worried that we were over loaded with three adults, fuel, water, food, 20 metres of 60mm chain, a large plough and even a folding crabpot.

My mind was eased when the water line was not submerged when we launched at Capeneville's net

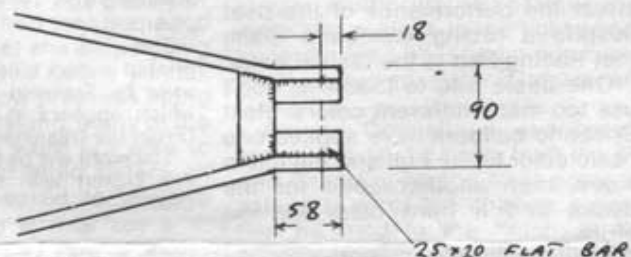
A few improvements coming up for 680 builders. These are as follows:

1. Probably the worst part of the construction is making the beams. They are not particularly hard, but do take a lot of time and work, and are totally boring to make! To improve this situation, fibreglass beams are currently under investigation, with the intention to produce them in numbers, and ship them anywhere in Australia, at hopefully, a reasonable cost. No definite information as yet, but more details should be available in the next newsletter. It may also be possible to make up your own mould and make your own beams. The timber beams will also be revised, for easier construction.

2. A couple of minor A frame changes (Mk III versions). On the '18' the outer end of the lower A frames has been changed slightly, with a 1" x 1" & 1" x 1/2" cross pieces as shown.



On the '680', the 25 x 12 flat bar at the outer ends of the lower A frame has been changed to 25 x 20, as shown.



Both these changes are cosmetic only, to avoid having a gap in the middle, which looks a bit untidy. All A frame kits now supplied include these changes.

submerged when we launched at Canova's not very good ramp. In a word, I am most impressed and enthusiastic for Trailertris. She may have been a bit heavy, but a 9 knot average from Gulnare to Shute in 20+ knots and seas officially described as rough was no mean performance. If you are wondering, we did that with the working jib and two turns in the oversize main and we didn't really fly a hull.

Wind and tide were also contrary on the last sail. We found that the seas are rougher, the winds are stronger and the distances are greater in the Whit-sundays than the tourist brochures lead you to believe.

But, I would most certainly do it again, even in the 18. The 680 would be paradise. It was quite a thrill to see "Troika" amongst the inscriptions on the rock walls of Nara Inlet. She had been sailed there from Gladstone by a previous owner more intrepid than I.

3. With the '680' $\frac{3}{4}$ rig, the top shrouds are particularly heavy 6mm 1 x 19 s.s. wire. These can be reduced, if wished, to 5mm (3/16") 1 x 19 wire, providing a set of 3mm 1 x 19 wire runners are fitted, from just above the top shrouds, and back to the aft beams at the floats with an 8:1 purchase. These do two things — considerably relieve the loads on the rig/centre hull, and also help tension the forestay, which is essential for good wind-ward work. When running before the wind, the leeward runner is let off to let the mainsail fully out. A snapshackle on the end makes them easy to disconnect when folding. This system is used on the Haines Hunter Super Tramp, and works very well.

The Command 10 plans are now almost finalised, and consequently, the Trailertri 8m plans will be underway soon. The full set of plans appears to take at least 6 months to complete, so they should be ready about June/July 1982. For those keen to get started, the first construction plans should be out about February. (See revised racing rig page 3).