

TRAILERTRI

MARCH 1982 — NO. 15

“WOODSTOCK” TRAVELS FROM CALIFORNIA TO FRANCE



*“Woodstock”
in California.*

Philippe Gorostarzu writes from France that he has purchased Philippe Nobileau's Trailertri 680 'Woodstock', originally built in California, U.S.A. A well travelled boat, having also been in England for 2 years, Philippe hopes to enter some races in France this year, so we will look forward to hearing about them.

BOAT BUILDER



Do you smell of paint and glue,
Are your kids avoiding you?
Building a boat is great and rewarding,
Wife and friends silently applauding,
But
Don't bury yourself for months on end,
Night light burning till well after ten,
Take the spouse for a shopping day
Or the family away on holiday,
Breathe the air, relax and then,

MARLAY POINT RACE 1982 — Australia's biggest trailable yacht Race

For the first time, this years Marlay Point Race included a trailable multi-hull division, with a total of 14 entries. 10 of these were Farrier designs, 5 Tramps, and 5 Trailertri 680's the balance of the fleet made up from a Windrush 600, International 23, Clipper 25 and a Jarcat 5.

Total race entries this year was 609, with 165 in Division -1, the fast mono-hulls, and these started 30 minutes in front of the multihull division, and Division 2.

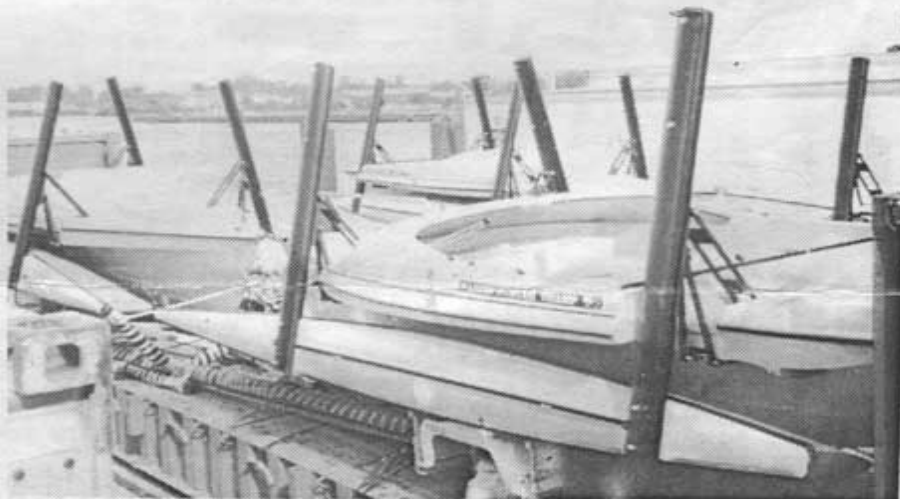
'Windenwave' (Trailertri 680 with opt. racing rig) made the trip down to Victoria for this years race, with owner Keith Cutliffe, Graeme Healey and Ian Farrier as crew.

The start was in near darkness, and
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HAINES HUNTER TRAMP

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

AMERICA SEES TRAMP UNFOLD



The TRAMPS on board ship in transit to America.

Late last year a trial shipment of 4 Tramps were sent to the U.S.A. for evaluation of the U.S. market. One was exhibited in the January Houston Boat Show, and another 2 were in the Miami Boat Show.

Haines Hunter are delighted with the response, and there's now another 30 Tramps on their way to the U.S. For U.S. readers who are interested in a Tramp,

They're ready to see you start again. contact World Wide Technical Services, Suite 115, 8582 Katy Freeway, Houston, TX 77024, who will be able to inform you of the nearest dealer.

"FLAMINGO — YOU BEAUT — YOU"



Adelaide's second 680, Mick Riley's "Flamingo", slid gently into the cool waters of South Australia's Gulf St. Vincent on Monday, 7th September, 1981, after weeks of frustrating delays caused mainly by the State's wildest and wettest winter for several decades.

Later, still in a state of euphoria, Mick considered the 23 months building effort a small price to pay for a lady of such captivating sailing qualities.

He sends his thanks to that b ____ genius Farrier, and wishes happy sailing to all tri-mariners, especially Trailertri-mariners, everywhere.

LAUNCH NO 2 FOR DICK VROEGOP



Dick Vroegop stands in the aft cabin of "Wide-a-wake".

New Zealander Dick Vroegop's Trailertri 18 "Wahschamacallit" featured in "Trailertri", December 1980.

Dick has now launched his 680 "Wide-a-Wake".

Launching day did not go smoothly as a float support ruptured the side of the float at the first attempt.

"Wide-a-Wake" is 3/4 rigged to a design by Ron Given as this was before Ian Farrier had redesigned the 3/4 rig. Dick said that he much prefers the 3/4 rig having experienced the masthead rig on the 18.

CANADIAN THOUGHTS

from

JOHN MASTENBROEK

I am building an 18 when not sailing in our "Hirondelle" (UK 23' cruising catamaran) so progress is slow but thorough.

As a beginning boatbuilder I have lots of fun, however I am a good gluer since I worked in plastics engineering and development since 1975.

Epoxy based systems are one of my 29 year old friends. So I use nearly no metal fasteners in my hulls. I clamp or use gravity via sandbags or lead bars. Most wood parts are shaped to final dimensions and epoxy soaked before glued in place. Windows will not be bolted but glued on with spacers of 2 mm. giving room for saw cut in case of replacement. In order to get more usable aft-deck-room, I use a 5' AL-TEE track for mainsheet horse, fastened direct to the deck and lead around cockpit at seat level. Even may use a sunken aft hatch. I live on an island between Vancouver and Vancouver Island and know that there are 3 more Trailertris growing. South of us in the Seattle area. We know of two that may be launched next year.

I am nearly ready for planking of the second AMA, so it will take another year to finish her. Still there is no hurry as we enjoy our present catamaran.

I have sailed for over 60 years, the last 18 years in multihulls and find as I get a little wiser that the lighter and smaller the vessels, the longer I will sail in safety and enjoy it.

For the longer you sail the heavier the anchors get.

EPICRAFT

EVERDURE

Timber Preservative

90 EPOXY RESIN

EPIFAB

Sheathing Fabric

EPIGLUE

Five race wins were recorded over two week-ends during March including collecting the Cup for the Auckland Trailer Yacht Championships, 2nd Division (6.2 - 7 metres).

In the last race they recorded the fastest time of all divisions and beat the big guns. "Wide-a-Wake" has now graduated to 1st Division.

Inovations include a sliding outboard bracket with teflon covered slides, a tilting rudder bracket; beam locks under the beams and an outboard tank cupboard in the aft section of the cockpit coaming.

Epoxy Resin Glue
REACTION LACQUER
 2 Pack
 Poly-urethane
 Finishing System

GOOLWA TO MENINGIE RACE — SOUTH AUSTRALIA

Run on February 27th, the Goolwa to Meningie is one of the biggest trailable yacht races in South Australia, this year having well over 100 entries. Ian Farrier made the trip down to crew on Terry Neal's recently launched 680 'Mariposa'. Other multi-hulls included Peter Plaisted's 680 'Chalice', Mick Riley's 680 Flamingo, a Tramp, Seawind 24, Windrush 600, and a local 25' 'one off' tri. All of the 680's were superbly finished and a real credit to their owners. Terry Neals boat, in particular, had many interesting features, which will be featured in later issues. Terry has reportedly knocked back an offer of \$18,000 for 'Mariposa'.

The race started in moderate 10 knot winds, slowly increasing to 15 to 20 knots, and right on the nose. 'Mariposa' made a slow (but careful) start and was well back in the fleet. Ahead were the Seawind 24 (last years winner), the Tramp, Windrush 600, and the 25 tri. Unfortunately, both Mick Riley and Peter Plaisted had problems and started late. However, as the wind and chop built up 'Mariposa' really got her act together and started to cut through the fleet.

After about an hour, all the other multihulls were behind, and only one monohull (Ross 780) remained in front, on which we were slowly gaining. But then disaster, the main sail dropped around our ears, as the main halyard broke, leaving no option but to retire. A very disappointing finish as the race looked in the bag, with a tight reach to come, and then another windward slog. However, there's always next year!

The reason for the retirement, the broken halyard, is discussed further in the Designers notes.

CLUB T-SHIRTS



ERIC BARTLETT LAUNCHES IN TOWNSVILLE

Eric Bartlett, one of the foundation Associate members of the Trailertri Club has made the transformation from builder to sailor. His 680 "Gitaway" was launched in Townsville and after the traditional christening with a bottle of bubbly, Chris and family enjoyed a two hour sail which confirmed that all the hopes for the boat seemed to be coming true.

The only initial problems seemed to be with the trailer. Eric sends a couple of hints which will interest other members. Firstly, if you run out of cleaning fluid while glueing, try washing your hands in kerosene followed by detergent.

Secondly, Eric has used Riley 1 inch, No 301 open face blocks on the float bows and the ends of the forward beams which allows the spinnaker to be gybed from the port reach to the starboard reach (or vice versa) without the necessity to rethread sheets.



THE HELM

Local Brisbane Members have said that they would like to compete in races organised by other Clubs as a Trailertri Club entrant. However, as races are run under the auspices of the Queensland Yachting Association that is impossible unless our Club affiliates.

The feeling is that affiliation would also give us a louder voice to promote better conditions for multihull entrants in these races. So mainly for these reasons, the Trailertri Club Management Committee is promoting discussion on the advantages and disadvantages of affiliating with the Q.Y.A.

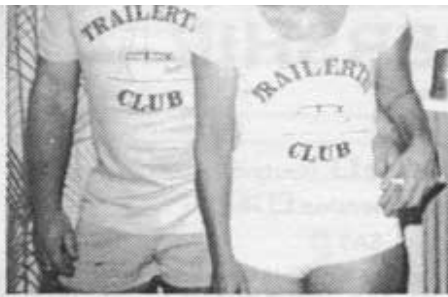
Clubs have been formed in South Australia and Victoria and those

Mrs Bartlett caught "Gitaway" at Radical Bay, Magnetic Island with her daughter on the fore deck and Eric in the water at the stern.



TRAILERTRI SUPPLY CO

(Exclusively recommended by designer IAN FARRIER)



Ted and Sheila Latta model the new Club T-Shirt.

Australia and Victoria and these Clubs are enthusiastic to form with the Queensland Club in sharing some activities. What do Trailertris owners think about establishing an annual National Regatta, and where should it be held?

The address for the Victorian Club is the Tramp Tramaran Association, 39 Golf Links Road, Frankston, Victoria, 3199, and you can find the South Australian Club, C/- The Bookshelf Pty. Ltd., 185 Pirie Street, Adelaide, South Australia, 5000.

May the wind be with you.
Ted Latta Secretary

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and
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FROM THE DESIGNER

Major message for this month is **MAKE YOUR BOAT TO PLAN!** Having sailed on a number of Trailertris over the last few months, I've noticed on quite a few, that some of the gear is just not strong enough for the job. The folding systems and beams seem okay, in fact excellent, on all boats, but some of the rope sizes and rigs are just too light.

A particular case is Terry Neal's 'Mariposa'. Terry did a fantastic job of building, but got a local Adelaide rigger to make up the mast and rigging. The rigger decided that the wire sizes etc. shown on the plan were too heavy, reducing them and eliminating the wire halyards. With his past experience in monohulls, he no doubt believed them to be too heavy. He did not allow for the greater loads on a multihull, due to its stability. The 680 for instance has greater stability than a 9m (30') monohull, and it acts straight away, not at 60 degrees of heel. So your 680 cannot be rigged as lightly as the monohull equivalent.

With 'Mariposa' the main halyard was just 8mm braided rope, not even pre-stretched. It broke at the masthead after just several hours of hard sailing. Wire must be used as specified for both main and jib halyards. Use at least 9mm (3/8") rope for the tails, not only for the strength, but the ease of handling.

This goes for most other ropes, such as the rudder controls, *c/b* controls, use 8-9mm rope for strength, and ease of handling. It is very hard to get a good pull on 6mm or less ropes. Most other ropes, such as outhauls, cunningham eyes, rudder up haul, can be 6mm, but no less. If in doubt, use the bigger size.

Similarly fittings, use strong, good sized ones, not toy ones designed for dinghies. They may cost more, but will be cheaper in the long run.

Similarly for all other parts of your boat. You may think some bolt sizes or timber sizes are too heavy. Don't reduce them. Every stress affecting every part of all my designs are carefully worked out, and an adequate safety margin used, for a long failure free life. Compared to some other designs, Trailertris may appear over designed in several areas - but believe me, they are the right sizes.

By the time you get this, the drawing for the optional fibreglass beams for the 680 will be available. This will be included in all new sets of plans, plus be available for \$3 for all other builders. The new beams will save hours of work, be lighter, and much

MARLEY POINT from p. 1

full of the usual excitement, but starting with the Div. 2 boats was quite easy, most of the multis breaking away into clear air very quickly. Conditions were quite light, with a varying wind, and a thunderstorm nearby.

About an hour after the start 'Windenwave' started catching the tailenders of the Division 1 boats, along with a couple of Tramps, and Bob Mortimer's 680 'Midnight Oil'. McLennan's Strait was upon us very quickly this year, and Windenwave was able to carry her big spinnaker for the first 1/2 mile with rather exciting results in the narrow strait, filled with Div. 1 monohulls. But soon the wind changed yet again, and the remainder of the straits (about 150 metres wide) was mostly tacking all the way (about 5 miles!)

Anybody who does not believe Trailertris can tack quickly, should take a 680 or a Tramp through these straits. As in last years race, numerous monohulls were passed while tacking to windward. Very satisfying hearing such things as "but they started half an hour after us..." as we slipped by.

Once out of the straits and into Lake Victoria "Windenwave was the leading

anodize, it can be 4 months before an order can be filled. Then of course, there's the postal delays which can be up to 3 months overseas. Fortunately in most cases the delay is 2 to 3 weeks at the most, but long delays have occurred.

Roller furling jibs: If you want any sort of windward performance then avoid these like the plague. With multihull stability it is just about impossible to prevent luff sag, which is vital for windward ability. The type with the luff spar around the forestay is okay, but is a problem when lowering the mast. Personally myself, I can see little hassle in just dropping a hanked on jib on to the foredeck inside a pulpit. Works every time, with no jams ups, or control lines cluttering the decks.

APOLOGY

To all persons who purchased study plans or plans over the last few months. We have found that some paper supplied for these prints is faulty, in that it tends to age very quickly, becoming discoloured, particularly around the creases. We apologize for this, and will replace

multihull, with 'Midnight Oil', Greg Fry's Tramp 'Hobo', and Peter Coopers Tramp 'Liberator' close behind. The remainder of the race was mostly a long windward slog, (with a few squalls during a storm) followed by a spinnaker run to the finish.

The conditions suited 'Windenwave' and she powered away to take line honours in the multihull division by an hour and 20 minutes, and also winning on handicap by 35 minutes.



Bob Mortimer's "Midnight Oil"

Both 'Hobo' and 'Liberator' suffered gear damage on the last leg, 'Hobo' breaking a halyard, and 'Liberator' blowing out her spinnaker, allowing the Windrush 600 through to take 2nd place. Bob Mortimer and wife Jan brought 'Midnight Oil' home 3rd, an excellent result for a well fitted out, fully loaded cruising boat. 'Liberator' was 4th, and first Tramp home, even though less a spinnaker. Peter Cooper was later seen shaking his head at the bits of aluminium imbedded in his forestay where the spinnaker pole hit, just before disintegrating.

Of the 165 Div. 1 monohulls that started 30 minutes earlier, 'Windenwave' caught and passed 147, virtually all of these being bigger boats. During the race 3 monohulls capsized, and required to be rescued.

Winner of the Multihull Div. Teams Prize, donated by Haines Hunter, was

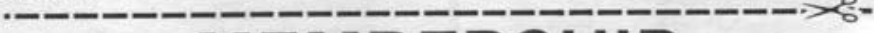
easier to make. You can make up your own mould, and where several builders are in the one area, the mould could be passed around, saving even more time.

The bad news is that the last couple of months has seen little plan drawing done on the new 8m and final details of the Command 10, due to other work which can't be avoided. However, the next couple of months should see some good progress, particularly on the new 8m. I can't give a definite completion time for the 8m plans, as past experience indicates they can't be drawn to a set schedule.

A word also on A frames. Please order these early as there can be long delays at times. The aluminium used has to be a special mill run, which of course is expensive, and cost prevents frequent ordering. Delivery time for this has varied from 3 weeks to 3 months, and with at least a month required to fabricate, weld, and

apologies for that. Some have reported any sheets if required. A new supplier for plan paper is now being used, and this should hopefully solve the problem.

three Trailertri 680's, 'Midnight Oil', Don Neal's 'Multiply' and Leith Andrew's 'Tri-fur'. A good effort by 3 cruising boats with family crews.



MEMBERSHIP

Name _____

Address _____

Full Membership (Inside Australia) \$A12 (Outside Australia) \$A15

Associate Membership \$6

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.

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