

TRAILER TRI

JUNE 1982 — NO. 16

WINDENWAVE SHOWS HER PACES



WINDENWAVE, one of the most successful Trailertri 680s to date. Owned by Keith Cutcliffe, WINDENWAVE was the first Trailertri 680 to fit the racing rig, and has an excellent race record, culminating in winning the multihull section of this year's prestigious MARLAY POINT RACE.

TIN CAN BAY TO HERVEY BAY 1982

by Ian Farrier

The inaugural Tin Can Bay to Hervey Bay Race was held last year with over 100 starters, including 12 trailable multihulls. Despite some teething problems it was a great success, so much so, that it will probably become 'the' event of the year in Queensland. The Hervey Bay Sailing Club do an excellent job of organizing, not only a large number of entries, but a big 2 day race as well.

Run on the first weekend in May, racing starts on the Saturday morning at Tin Can Bay, up the picturesque Sandy Straits to Gary's anchorage on Fraser Island, not quite halfway on the 45 mile course. Here, all the yachts spend Saturday night, participating in an excellent barbeque. Sunday morning then sees many bleary eyed yachtsmen making an early start for the final leg to

you were down the back of the fleet, you could hear what was happening to the front runners. Over 150 boats started this year, and of these, 21 were trailable multihulls. The majority of these were Farrier designs, with 3 Haines Hunter Tramps, and 8 Trailertris, the balance of the fleet being 4 Seawind 24s, 4 Jarcats, 1 Red Baron, and 1 Hitchhiker 23.

The main point of discussion before the start was who would get line honours? Contenders were the 4 Seawind 24s (with racing rigs), 2 Trailertri 680s TRIDENT and WINDENWAVE (both with the optional racing rig) and the Super Tramp TRI AGAIN. The Seawind skippers were confident, and had to be favoured, the Seawind 24 being 10% bigger and with 30% more sail area. However, on the basis of past performances all 7 started on the same

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Hervey Bay.

This year's race was sponsored by local radio station 4MB and Dunhill. 4MB gave a most interesting running commentary on the race progress, so if

handicap of 93.

The fleet is divided into 4 divisions, Division 4 being the multihulls and starting last. Conditions on the Saturday morning were good, with a

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TIN CAN BAY TO HERVEY BAY - 1982

light 5 to 10 knot southerly, meaning a spinnaker run all the way. The 3 monohull divisions started at 20 minute intervals, with the multihulls 20 minutes after the fast monos. Soon all the monos had started and were disappearing in a sea of colour towards Inskip point.

Waiting for the multihull start, the serious racers were sizing each other up, and making last checks on spinnaker gear, while the cruisers just took it easy. One Trailertri in particular, was seen anchored having morning tea, when the 5 minute gun-went! But finally we were off, and spinnakers erupted in a blaze of colour setting the scene for some of the closest racing I've experienced in trailable multihulls.



Some of the Trailertris before the race, moored in new marina (under construction) in Snapper Creek, Tin Can Bay.

Over the next few miles to Inskip point, 3 Trailertri 680s, 3 Seawind 24s and a Super Tramp raced side by side, with much ducking and diving, everyone searching for a favoured windward position. We were soon amongst the slower monohulls and moving through them surprisingly quickly.

Graham Hamer's Trailertri TRIDENT was now slowly starting to edge away, with Keith Cutcliffe's Trailertri WINDENWAVE (this year's Marlay Point multihull winner) and Don Caswell's Super Tramp TRI AGAIN dicing for second. Close behind was the Seawind 24 BOBCAT, followed by another Seawind DUBBLE D. Further behind were the other Seawinds and Paul Koch's Trailertri VAMOOSE, who was delighted to be pacing much more powerful boats. As the miles went by, TRIDENT increased her lead, while BOBCAT fell back letting DUBBLE D into second place.

A centre of much interest was TRI AGAIN with her huge ex skiff spinnaker, fitted especially for the race. Skipper Don Caswell is the Hervey Bay dealer for the Haines Hunter Tramp, and he really knows how to get the smaller Tramp going, causing much embarrassment amongst the bigger boats.

Nearing the finish line, we had almost passed all of the monohull fleet, and could see TRIDENT finishing ahead

extending into the night, and further establishing this race as one of the events of the year. Especially happy were the Trailertri sailors, as a result of a little pre-race rivalry with the Seawinds - but their revenge was to come. Slowly the beachside campfires died away, and a light shower cooled some of the more noisy revellers, with calm slowly descending on Gary's anchorage.

Sunday morning dawned, with many hangovers, a shower of rain, and the serious racers raring to go. Once again the monos started first, and the multihulls last. Conditions were a little more brisk, with 15 to 20 knot southerlies.

The stronger winds suited the bigger Seawinds, who all started to flex their muscles, and hit the front. TRIDENT, WINDENWAVE and TRI AGAIN hung in there for the first few miles, but the power of the Seawinds proved too much. One incident at the first mark was rather memorable, with a Seawind, Trailertri, and Tramp all rounding together, side by side, at about 15 knots, jibing the spinnaker at the same time. The marshal on the rounding boat will certainly remember it! Soon the 4 Seawinds were in front, and slowly drawing away, led by DUBBLE D. The next mark brought a tight reach, and DUBBLE D got a big break, disappearing into the monohulls in front with seemingly his own private wind. TRIDENT led the tris, holding her spinnaker well on the tight reach, while TRI AGAIN turned on some really spectacular sailing, the little Tramp seemingly suspended in a sheet of spray beneath her big kite.



Graham Hamer and TRIDENT, line honours winner - Race 1, at Gary's anchorage.

After the next mark, the wind dropped a little, which favoured the Trailertris, and they started to gain on the Seawinds still visible in front. Near Woody Island, TRIDENT had caught 2 of them, but then fell into a hole, letting both WINDENWAVE and TRI AGAIN through. On WINDENWAVE we could see the second placed Seawind BOBCAT about 1/2 mile in front, and

...menter boat, and could see TRIDENT finishing up ahead, just behind a Windrush Wildfire and 2 Blazers who were the first 3 monos. Meanwhile the wind had started to freshen, allowing DUBBLE D to overtake WINDENWAVE and TRI AGAIN just before the line, to take 2nd, with WINDENWAVE 3rd, TRI AGAIN 4th while further back BOBCAT just held out VAMOOSE for 5th. But the day belonged to TRIDENT, owner Graham Hamer being particularly happy, this being her first ever race.

That night, the Hervey Bay Sailing Club once again excelled themselves with a magnificent barbeque, the general festivities

slowly we ran him down to pass just before the final mark leading to a beat to the finish. DUBBLE D was too far ahead to catch so WINDENWAVE had to be content with 2nd, with BOBCAT 3rd, TRIDENT 4th and TRI AGAIN 5th. So after 2 days of racing, the line honours were evenly divided, while overall, on handicap, DUBBLE D (R. Key) was 1st, the Trailertri 680 EXODUS (F. Peters) was 2nd, and the Trailertri 18 BOOFHEAD (J. Davidson) was 3rd. Less than 3 minutes separated these 3 after 2 days of racing! Winner of the teams prize was the Trailertri team of CENTAURUS (G. Finegan), DAULA (A. Sproul) and BOOFHEAD (J. Davidson).

FIRST 680 TRAMP STYLE



Baden Jacob's Trailertri 680 recently launched in Adelaide. Equipped with the racing rig, and a Tramp style cabin, she should be the fastest 680 yet.

EPOXY ALLERGY

Trailertri 680 builder, Dr. George Barrell, writes from Sequim, Washington, U.S.A., that he is starting on the main hull cabin, and should soon be joining up. He has written some words on allergy to Epoxy, which can be a major problem to some builders, as follows:

Using all epoxy, damned allergic! We cannot over-emphasize that epoxy is wicked stuff and requires protection from bare skin contact from the very beginning. We should prevent contact with a protective cream and gloves. Once an allergy develops it can seriously interfere with enjoyment and completion of a boat construction project. The allergy problem is irreversible. My personal experience may profit some of the other builders. Polyester was no problem and I never wore gloves and washed off with acetone. Allergy seems to be progressive and increases in inflammatory severity with repeated exposures to the epoxy. Full blown allergy to it results red rash, burning sensation with itching, blister formation, then developing into erosive raw sores. In the more advanced type there will be prolonged or retarded healing. It is

LUFFS AND JIBES

Dennis Newport writes from Wellington, New Zealand that he is making steady progress, with the main hull almost complete. Hopes to be ready for a holiday cruise this Christmas. Nearby builder, Don Nairn, of Levin, is a bit further advanced, and should be in the water this spring.

Brian and Jan Barber have just launched their Trailertri 680 in Brisbane, and will soon be heading for the Barrier Reef. Their building time was a quick 6 months flat - part time - and the boat is beautifully finished too. One reason for the quick time is the new fibreglass beams, which really cut down the work. Brian and Jan had previously built a Trailertri 18 in Western Australia.

Bill Hogan writes from Laramie, Wyoming, U.S.A., that he is just about ready to get started on his 680, while nearby builder Stan Adams, in Denver, Colorado, is making good progress.

An interesting new product is an anti-fouling wax called Aqua Tex. Can be applied over existing paintwork, and is said to last as long as conventional anti-fouling. Looks ideal for the float sides of moored boats like the Command 10. An American product, its distributor in Australia is Ramset Fasteners Pty. Ltd.



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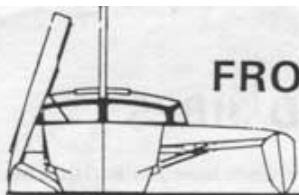
THE TIME PROBLEM



possible that even the vapors while working with it will cause inflammation of the eyes and chronic sores of the eyelids. Some of the cortisone creams help in the beginning, but later evidence decreased soothing of the itching and burning symptoms. Those that are beginning to notice some trouble with epoxy dermatitis should protect themselves with a solvent resistant cream. On any areas of the skin even protected by gloves that might get touched with the resin, wear surgical latex or vinyl gloves, and over these a pair of household or better rubber gloves. It is possible a puncture will allow resin and lacquer thinner thru the outer glove. Clean up the hands and other skin areas with a cream and never use a lacquer or solvent for this purpose except on tools. The thinner will drive the epoxy residue that might be on the skin inward and increase the severity of a reaction. There are some excellent protective and cleaning creams available that are used in the meat packing industry. The local druggist can provide inexpensive surgical type gloves.



Donald Hodd's Trailertri 680 main hull, just before turning over, in Niwot, Colorado, U.S.A. Donald writes that he is having trouble finding time to work on his 680, due to career demands, but is slowly getting there. And yes, that's snow on the ground! Something we here in Brisbane never see!



FROM THE DESIGNER

IAN FARRIER, P.O. Box 128,
East Brisbane, Australia 4169.

A brief point about rudders and centre-boards. Use a strong timber such as Ash. With the high speeds possible, there is a lot of strain and several have broken in the past. A good way to strengthen a rudder is to fibreglass sheath using a **unidirectional cloth**, the rovings running up the rudder. Three layers of a 12 to 15 oz. cloth would give a good increase in strength.

CHALICE IN ADELAIDE



Peter Plaisted's 680 CHALICE, sailing in Adelaide. A beautifully finished boat and equipped with the racing rig. Note the dinghy - with a Trailertri you don't have to tow it behind!

The Trailertri 680 standard masthead rig has just been revised, with foresails being altered for better efficiency. Maximum sail area remains the same, but the No. 1 and 2 jibs have been increased to 81 and 118 sq. ft. respectively. Genoa is the same area but is of higher aspect, while spinnaker has been increased to 560 sq.ft. Copy of the new drawing is available for \$3.

Offshore multihull capsizes have been in the news here in Australia, the last few months, and a few words are necessary. With Trailertris having established an excellent safety record over the last 8 years, it is very disappointing to see certain trends appearing in some offshore racing multihulls. This being bigger and bigger rigs on lighter and lighter boats. Some of the current ocean racing multi-hulls are, in my opinion, very dubious propositions safety wise, and are very impractical boats.

With a properly designed multihull being so much faster than the equivalent size monohull, it seems ludicrous that some still seem to believe that the only way to high performance is by using huge unsafe rigs. For multihull offshore racing to become a firmly established and well accepted sport, the type of boat is going to have to be controlled, with only good practical and safe designs being encouraged.

It is particularly annoying from the cruising multihull or Trailertri point of view, as we all cop the flack arising from the radical designs falling over themselves. This completely negates our own excellent safety record, which is far superior to the equivalent monohull.

So what can be done? Simple. Some sort of minimum stability factor should be established, and all multihulls with cruising accommodation will have to comply. A simple method is the wind capsizes force, this being the windspeed required to capsize the boat with full sail set. As an interesting comparison, one new offshore racer has a wind capsizes figure of 24 knots, while the figure for the Command 10 is 47 knots. With a minimum stability factor, all designers can then design within this limit, performance being achieved by good design, not by unlimited sail area.

WING NET SYSTEM

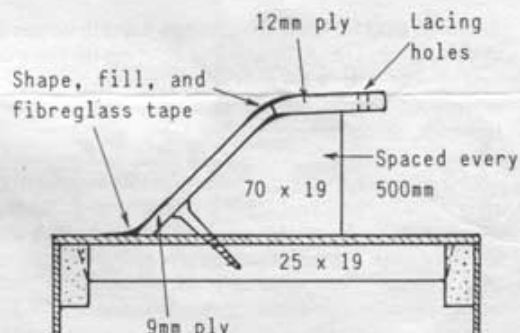
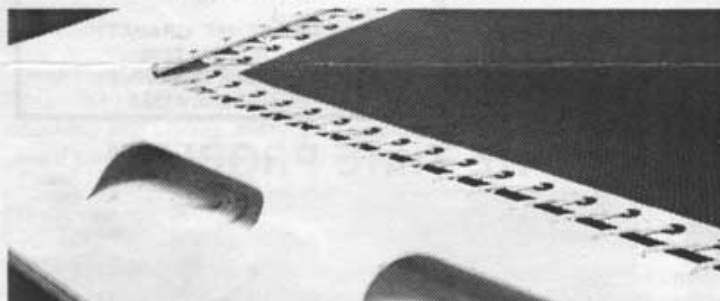




Photo shows the excellent wing net attachment system as developed by Adelaide builder Terry Neal for his 680 'Mariposa'. This not only looks very effective, but works extremely well. As the sketch shows, scrap ply and timber can be used to construct, and the final product is very strong, holding the wing nets drum tight and reinforcing the float decks. Terry has developed some other excellent details on 'Mariposa', and hopefully we can persuade him to write a future article.

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GOODTRI IN PERTH



Kon Simon's recently launched Trailertri 18 'Goodtri' on the Swan River, Perth, W.A. Looks like another well finished boat.