



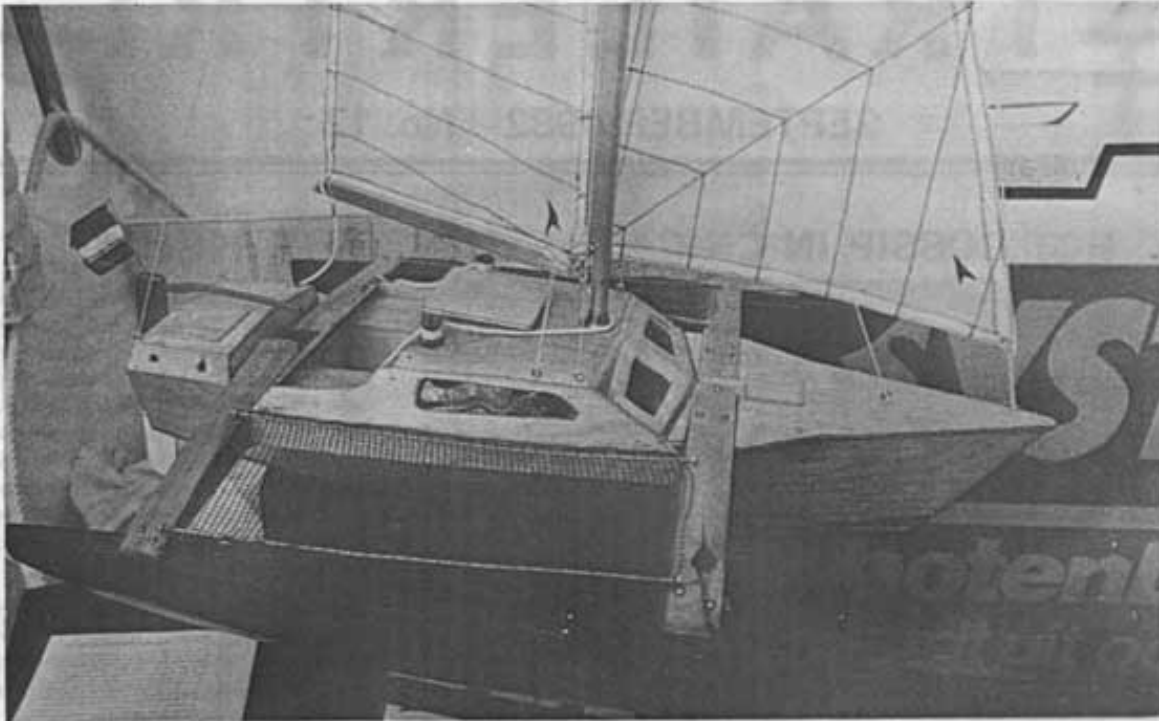
that they cannot be fairly handicapped

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Victoria 3199.

Phone (07) 271 2722



## TRICAT MODEL AT AMSTERDAM BOAT SHOW



*A scale model of the Trailertri 680, built by TRICAT HOLLAND, and exhibited on EVECOM's stand at the Amsterdam Boatshow. Alan Veth of Evecom is the agent for Trailertris in Holland, while TRICAT will build Trailertris to order. EVECOM's address is De*

*Lairessestraat 80hs, Amsterdam, Ph. 020 76 3122. At least one Trailertri has now been launched in Holland and there are now several more building.*

## SIR LAUNCH-A-LOT SHAPES UP IN PENNSYLVANIA

Number 176 was launched June 6, 1982 after a 26 month gestation period. The interior will be finished by next spring. Phillipine mahogany was used for frames and below the waterline. Fibreglass cloth was used below the waterline. Occume African mahogany was used above the waterline and Phillipine for the cabin.

The forward beam recess fairing was easy to do by bending the ply to meet the hull at the forward edge. This encouraged me to use ply to do the "707" fairing on the forward beams. A stringer was located from the forward deck to the float deck. Then three ribs were fitted and intermediate stringers notched into the ribs. 1/4" ply was tortured over the stringers. The ply was scored thru one ply on the outside where the radius was too short. These cuts opened during the bending and were filled with thickened epoxy.

There have been many comments on the appearance. One neighbour, a non-mariner, said "It will never fly". WEST system was used. All Parts got two coats before assembly. Euretane



chose to build, since nothing like it was on the market.

The entire project was done almost single-handed. Since I was learning as I worked, help would have been confusing. The main hull turned easily after raising by the bow eye and a temporary eye in the middle of the transom.

drilled. Then floats were glued to the beams and held by the bolts. Last the aluminum gusset plates were glued and bolted to beams and floats. Some sanding and packing was done. There was no forcing to fit and the beams fold very easily.

Clam cleats are used for fail-safe release

paint produced a finish most people take for gel. The lines are so good most are amazed to learn it is home-built. As we unfold and fold leaving and returning to the slip, there are onlookers making folding motions with their forearms. Great folding system. It is the reason I

Final assembly was done before decking the floats. Beams were aligned and bolted to the main hull and folding arms. Then the floats were held in place by loops of rope with "twisters" so as to make shifting easy. When everything was aligned, the vertical holes were

on centerboard and rudder. Normally clam cleats draw the line deeper into the "V" as pressure is applied. A hole drilled at the bottom of the "V" allows the line to pass when an obstruction is met.

Yours truly,  
Walt Pollock

## LUFFS AND JIBES

Ted Latta, the Trailertri Club's former hard working secretary (former secretary, not former hard working) hopes to start work again on his 680 early next year. From being one of the quickest built boats in the early stages, Ted's 680 has turned into a real long term project due to work pressures. There is definitely no truth in the rumour that the boat has calcified into stone and formed the basis of a rock wall at Ted and Sheila's new house. It was sighted recently in Ted's basement cunningly camouflaged under a layer of dust and cobwebs.

New launchings include Peter Bor's Trailertri 18, and Brian Sawley's 680 in Adelaide, while John Richardson's 680 has also been launched in Brisbane. When you launch don't keep it to yourself, let us know and send a photo, colour or black and white.

Well it has finally happened. A Trailertri has been king hit by an overhead bridge. The 680 concerned was being transported interstate on the back of a truck when a low bridge was encountered and the tops of the folded beams sheared off. Major damage was inflicted on the beams, A frames and brackets. It was much higher, of course, than normal, being on the back of a truck, but the moral is you must always watch for very low bridges. There are very few low enough to worry a Trailertri, but it only takes one to cause some rather expensive damage. The 680 concerned is now being repaired with new fibreglass beams and A frames.

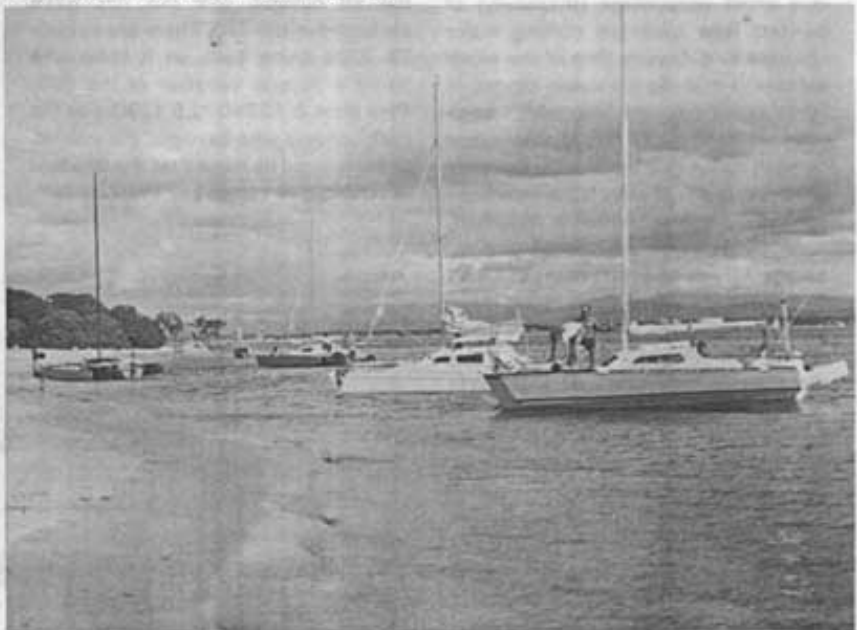
The Trailertri Association of South Australia is currently meeting on the first Monday of every month. Contact the Commodore, Terry Neal, Ph. 223 5808 for details of time and place.

Here in Brisbane the Trailertri Club meets on every 2nd Wednesday. Visitors are welcome. Contact Ian Farrier or Geoff Finegan for time and place. The Annual General Meeting was held recently and Commodore for the 2nd term is Forbes Peters. Secretary is Geoff Finegan, Treasurer John Richardson. Ian Farrier remains as Vice Commodore and be responsible for the quarterly newsletter TRAILERTRI, along with Ted Latta.

## CLUB DAY AT SOUTHPORT

Following the success of a similar event last year, when some 14 Trailertris and Tramps gathered for a picnic day at Hollywell, on the Gold Coast, a similar event was organized this year. However some rather inclement weather, and a bad forecast kept the numbers down and only some 5 boats braved the elements. However, in spite of the

forecast, the weather improved somewhat, and quite a good time was had by all. It has become very apparent that the weather plays a big part in the attendance to such events, so maybe we need to look at some system for postponing an event at very short notice, to await a more suitable day.



*Some of the Trailertris/Tramps at a recent Trailertri Club sailing day on the Gold Coast, south of Brisbane.*

## CONTRIBUTIONS WANTED

This issue of TRAILERTRI is a little late in coming, due to lack of material. The next issue will be due out about Christmas time, and to avoid any delay we need your help now.

What is wanted is good clear photos, black and white, or colour, of boats building, boats sailing, being launched, on the trailer, anything in fact of interest to other builders. Also news of interesting cruises, race results, or building hints and problems. All are welcome, so send in what you have now, before you forget. Send all material to either Ian Farrier or Ted Latta.

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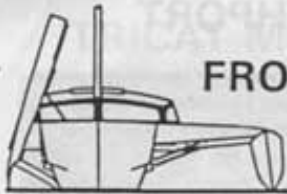
All Trailertri and Tramp owners — don't forget next year's Tin Can Bay to Hervey Bay Race. It's run on the first week-end in May and a full report was in the last newsletter. There was 11 Trailertris or Tramps in this year's race and let's try and get 20 or more next year. The Great Sandy straits are perfect cruising grounds and already several southern states owners have indicated they will be there next year. If enough entries are received it could be developed into a National Championship series for Trailertris. Contact designer for entry forms.

## MEMBERSHIP

TRAILERTRI is published 4 times a year and subscription is A\$6, US\$7, which entitles you to an associate membership to the Trailertri Club. Any interested person may join, you do not have to be an owner/builder.

Name ..... Address .....

I wish to become an associate member of the Trailertri Club.  
The Trailertri Club, 17 Bunnratty St., The Gap, Australia, 4061



## FROM THE DESIGNER

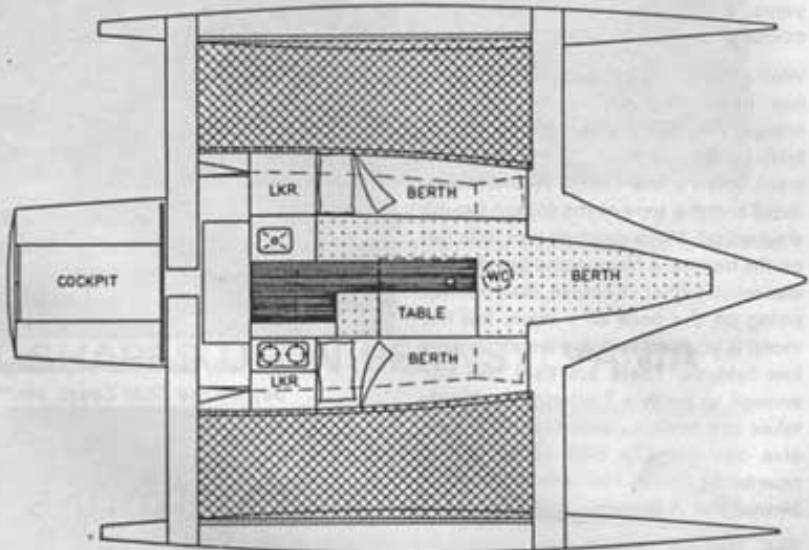
IAN FARRIER, P.O. Box 128,  
East Brisbane, Australia 4169.

One of the problems associated with boat design, be it monohull or multihull, is a small percentage (thankfully) of builders who insist on making major changes to a design. One of the worst aspects is making the cabin bigger, in some cases caravan like, which completely ruins design. Word has come through about one Trailertri in Australia which has such a cabin. It has now been sold and the new owner is reportedly unhappy with its performance, and not surprisingly as caravans rarely sail well. In this regard if you must make major structural changes to your boat, without my written permission then you forfeit the right to call your boat a Trailertri. Such boats are not a credit to anyone. For those who do want a bigger cabin, a new design is now available, this being the Trailertri 720. It is not a completely new design, being basically a lengthened 680, with a longer main cabin. The aft cabin bulkhead has been moved aft some 500mm (20") while the aft cabin has been converted to cockpit area. The aft berth remains, but only as a single berth with limited headroom. With the aft cockpit, more weight is in the stern, so to counter this the centre hull has been lengthened 400mm (16"). The 720 was inspired by Forbes Peter's 680 Exodus, which was originally built, with the designer's permission, with such a long cabin. The amount of room gained was quite incredible, and the Peters Family (5) have done some extensive cruising and have been very

comfortable. The only slight defect that I could see was lack of aft buoyancy for the aft cockpit, and this has been corrected in the 720. There are already 18 720s being built, so it looks like being a popular variation of the 680. Plan price is A\$290, U.S.\$290. For the 680 builders who have not yet started, or completed no more than the floats, it is possible to convert to the 720 con-

figuration. To do so, return your plans, plus A\$40 or US\$50 and these will be replaced by a set of 720 plans.

Good news also for U.S. builders, the rising value of the US dollar against the Australian dollar has meant a big drop in the U.S. price for A frames and other folding system parts. Current U.S. price for ready made A frames (680/720) is US\$384 (postage \$80) and the complete folding system kit (680/720) is now US\$720 plus \$105 postage. However, with the fluctuating exchange rate these prices could be revised frequently, so write for a firm quote. Similarly for all other folding system parts. Australian prices, of course, remain the same, but are due for revision in December.





*Forbes Peter's Exodus, the forerunner of the Trailerri 720.*



The first Command 10s under construction are slowly making progress, and first to be launched early next year will probably be Lionel Rockman's down in Victoria. Here in Brisbane, Peter Stringfellow is making great progress, with 2 floats complete and has just finished fibreglassing the main hull. It's certainly a roomy boat, and there is great interest in seeing it after turning over is completed. Some 17 Command 10s are now under construction, latest starter being 680 builder/owner Andy Sproul, who has now really got the cruising bug.