

# TRAILERTRIS

December 1982 – No. 18

## Tramps In America



Sales of the Haines Hunter TRAMP are now starting to build momentum and prospects in the U.S. are looking very exciting. This TRAMP is in the Southern California Boat Show at Long Beach and created the usual incredible amount of interest. On the left is Mark K. Johnson, the Market Development Manager for World Wide Technical Services of Houston, Texas, the U.S. importer of the TRAMP, and on the right is Richard Fletcher, the Senior

Australian Trade Commissioner from the Australian Consulate, Los Angeles, while the gentleman in the middle is diplomatically unidentified.

Mark Johnson was recently in Australia to find out some of the finer details of the TRAMP and after a thorough introduction to our rather severe Moreton Bay Chop returned to the U.S. even more enthusiastic.

## Peter Stringfellow's Command 10 takes shape

Really setting the pace for all Command 10 builders is Brisbane's Peter Stringfellow. Peter has that ability to really get on with the job, unlike many of us who tend to spend a lot of time just dreaming about it!

Since this photo was taken Peter has completed the foredeck, the aft cabin and the main cabin framing. It is a very roomy boat and should soon be moved out into the open to enable a more informative photo.

There are now 23 sets of plans sold, and several other builders have also started to get moving. Ross Blair in Bundaberg is working full time, while Ed Fannin in Las Vegas is staking out his stock in the desert sands and is becoming quite a regular caller. Another



## 1982 a good year for Trailertris

The past year has been very good for Trailertris, with a record number of launchings, numerous race victories, and the Trailertri Club becoming one of the biggest cruising multihull clubs in the world with membership now well over 300.

New launchings has brought the number of Trailertris actually completed and sailing to well over 100, with another 300 or so in the building stages. The number of Tramps built and sold is also now well over 100 bringing the total of boats sailing to over 250.

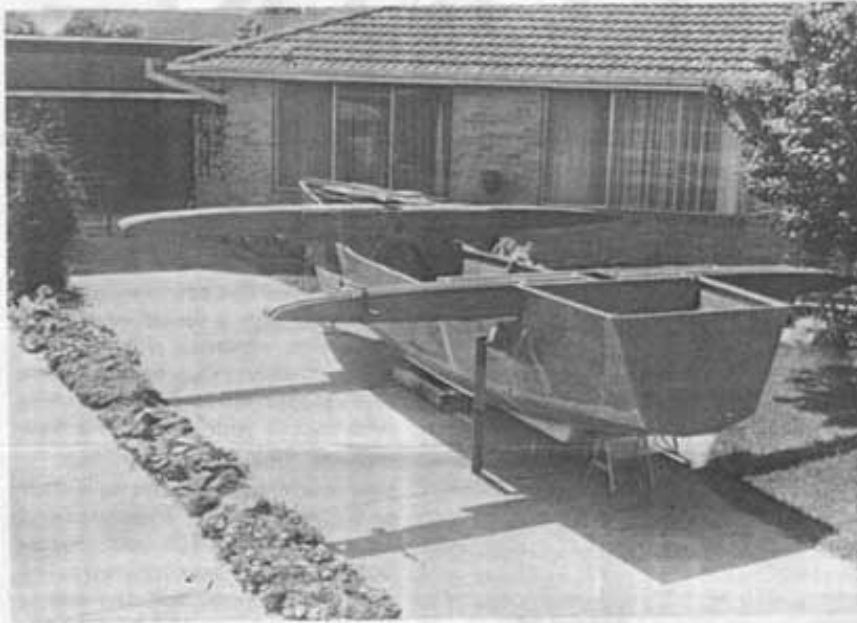
All these boats on the water are now being reflected in racing fleets with Trailertri/Tramps easily the most popular trailable multihull and taking a big share of the major race results. Particularly notable in 1982 was the 680 Windenwaves's runaway win in Australia's most important trailable yacht race – the Marlay Point – with another 3 680s taking out the teams prize.

But Trailertris real purpose is cruising, and this is being done extensively by more and more owners, the Barrier Reef being a particularly popular area with many Brisbane owners making the trip. One cruising/racing event of note was the Tin Can Bay to Hervey Bay race with 11 Trailertris or Tramps taking part, most just along for the cruise and the occasional duel on the way. It was such a success that there could be well over 20 starters in the 1983 race

680 builder John Allcorn, has also decided to move up.



## Joining up in Tullamarine



Elmars Chachs Trailertri 680 being joined up in the drive of his home down in Melbourne. Elmars writes:

*As you can see my problem is room. The boat is on a two wheel trolley and can be moved out of the garage under the car port or into the front yard, easily. The final assembly will be done in the front yard as the beams will be too high to go under the car port.*

*I'm starting now on cabins and decks which will be completed in the garage or carport.*

*In the first photo you can see the ends of floats on the left side of garage stored one on top of the other. On the right side is a trolley with West system pump and resins, which is on casters, easily movable. I also have a two wheel trolley for floats, which worked very satisfactorily.*

*I enjoy reading Trailertri newsletters with interesting news and hints on Trailertris.*

— Elmars Chachs.

## WHITSUNDAYS TO BRISBANE – By George Sadler

We left Shute Harbor in the early morning and turned our Trailertri 680 "Thrippence" south towards Brisbane 700 miles away.

Peter Scrivens and Bert Gadsby had helped launch my Trailertri the previous afternoon and were now acting as crew on the journey to Brisbane.

The first leg was a pleasant sail to Cid Harbour and then an hour or so relaxing in the beautiful surroundings.

But the call of sightseeing was too great and we sailed over to Hooke Island before returning to Dugong Bay for the night.

Next morning we retraced our course between Hooke Island and Whitsunday Island, observing the islands from seaward as we were to do with so many islands in the days ahead.

The scenery is magnificent, the sea, lush tropical growth to both rocky and sandy shores and hills on the larger islands that seem to throw out the challenge to climb them and get a wider view.

It was well worth the climb to the top of one of the hills overlooking Hill Inlet on Whitsunday Island to look down on the harbor and the speck that was

confusion where the rudder went to sleep. We experienced the "Whirlpool" for the second time later that day off Thomas Island where we anchored for the night.

An early start next morning took us between Goldsmith and Linne Islands for a cruise along half the coast of Brampton Island, then an exciting ride through a 20 knot wind and racing tide into Mackay.

Next day we got a closer look at some of the coral around Middle Percy Island as we entered Southern Rescue Bay at a fair rate of knots. Too late - as we



## A Trailertri in Australia's red centre

Ian Cabrie's Trailertri 680 built in Alice Springs, and photographed just prior to shifting to Melbourne. It has been built using oregon timber and imported Brynzeel gaboon ply all WEST system epoxy coated. His only regret was that

"Thrippence".

It all looks very idyllic, but the beauty hides strong tides as the sea rushes back and forwards across an island dotted seascape.

On the third day we encountered the so called "Whirlpool" off the northern tip of Long Island - a few moments

headed for the beach, we realised we were among the coral "bommies". The centre board slammed up into its case as we hit one.

The damage of that crashing blow was not to be felt until later in the voyage.

there was no nearby boat to inspect for help during construction, Alice Springs being one of the more remote places in Australia. Ian's boat is probably the only trimaran ever built in there not however, the only one ever there as Hugh Thompson passed through with his 680 in 1981.

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### From the designer

Subject this issue is trailers. Some builders have had a few problems on first launching mainly due to an incorrectly set up trailer. Follow the recommendations in your plans exactly and you will have no troubles at all. Launching and retrieving should be very easy and if not, something is wrong.

The most common problem is incorrectly set float supports. Make them exactly as shown and the support furthest aft on the trailer must be below the float and angled as shown. If not, the float will ride too hard on it or can hook under it when retrieving. It is there simply to guide the float up and over the wheel guards.

Another common problem is too much tilt which will cause the float bows to ride too hard on the above supports. Check on the first launching, while retrieving, and if necessary limit by taking some links out of the tilt chain.

A more recent problem has been the new waterproof lights, which some trailer manufacturers are making non-removable. This may be okay for a power boat but is definitely out with a Trailertri as the floats will hit the lights every time. The trailer lights must be removable.

## LUFFS & JIBES

Trevor Wood from Mackay was recently in Brisbane, getting some more gear for his 680 which is progressing very well. It has a very unique bow fairing shape, and hopefully a photo will be in a future newsletter. Trevor reports that other local builders Roy Zunker and Peter Stellar are both going well, and all 3 have combined in building a mould for their fibreglass beams. Should help a lot in cutting building time.

José Deschamps from Noumea, New Caledonia, was another visitor to Brisbane during the holidays, combining a holiday and buying some gear for his 680. Jose has his main hull planked and 2 floats complete. Main problem in Noumea is getting all the different materials and in this regard Geoff Finegan's Trailertri Supply Co has been an enormous help.

New Zealand's ace Trailertri builder

## Rhiannon on Long Island

We launched our 18 in July of this year, after 2½ years of building. Delays due to birth of two children, handmaking all A-frames and parts for folding system. She is built of Douglas fir plywood, Philippine Mahogany for timber, and system three epoxy resin for gluing and glassing. All fasteners are silicon bronze. Bolts are stainless steel.

Modifications for our personal needs are an extra floor board at settee level and a large pop-top. This arranges the cabin area like a Tramp cockpit. Cockpit coamings were reshaped to move seats over wingdecks as in a 680. Doesn't interfere with berths and makes cockpit much larger.

We christened the "Rhiannon" with champagne and sailed her out of Port Jefferson on the Long Island Sound.

— Rick & Josephine Alexander (U.S.A.)



Jos Topfer of Maryborough and Daryl Dorsat of Urangan (Hervey Bay) are both working to be finished in time for this year's Hervey bay race and while Daryl looks a certainty (probably launched by now) Jos is really going to have to work hard.

A supply of blue Trailertri Club T-shirts is now available, sizes 34ins to 42ins (chest meas.) are A\$6 (US\$6) each, smaller sizes from 8 to 12 years are A\$5 (US\$5) each. To be safe send chest measurement. For surface postage add \$1 per shirt, air mail post \$2 per shirt. We will refund any balance left. All proceeds to the Trailertri Club. Send orders to Alicia Farrier, Box 128, East Brisbane, Australia 4169. Make cheques payable to Trailertri Club.

George Sadler has done it again – his trip from the Whitsundays to Brisbane is reported elsewhere, and now his 10 day cruise around Moreton Bay over Christmas turned into another epic, sailing down the Coast to Port Stephens (near Newcastle) clocking up some 337 miles. A fairly uneventful trip except for a Bar crossing where the motor failed and some very exhilarating windward work (centreboard now fixed) with THRIPPENCE steering herself and averaging over 7 knots. George doesn't take his boat out very often, but when he does he makes a meal of it.

Don't forget to send in your contributions to the newsletter. All photos are welcome, any size, and on any subject

## More Trailertris in Adelaide



Dick Vroegop has been at it again, winning the TVNZ Outward Bound Personality Race by 20 minutes, from a 34' monohull. Dick's Trailertri 680, readers may remember, also won its division in the 1982 Auckland Trailer Yacht Championships winning 5 races over 2 weekends.

Bill Boerner writes from Lopez Island, Washington that he has started construction on his 680 sail no. 311 and is very much looking forward to sailing her.



A cheerful group of South Australian builders, on the left Lee Bassell and his wife Lyn in the hatchway of their 680 (now launched). Centre is John Bowlden, another builder with his 680 nearing completion, and on the right is Lee and Lyn's daughter Wendy.

John Bowlden is a very experienced sailor, winning the South Australian title in Mosquito catamarans several times and twice runner up in the nationals. He should be quite a force on the racing scene and it's rumoured that his wife will also have quite a say in the matter.

## from p. 2

We left Middle Percy on the top of the tide at around 11.00 p.m. There are no navigation aids at Island Head Creek and I had decided it would be better to arrive there in daylight.

The weather forecast had predicted 15-18 knot N.E. winds with stronger gusts, but wind speed never exceeded 15 knots and as we brought up High Peak Island the wind fell away altogether to leave us becalmed until midday the next day.

I suspected this calm meant a change of winds, and sure enough, nearly on the nose, a hard S.E. came in. We laid course for Island Head Creek which could not be distinguished at this distance, but with constant back checking on High Peak kept us on course and we entered the Creek in triumph.

The next day, the boat seemed to be behaving very peculiarly on the port tack but seemed alright on the starboard tack. However, we anchored early as we only had to make around 25 miles, and enjoyed a day exploring.

Darkening clouds and increasing winds at first went unnoticed as we sailed for Rosalyn Bay the next day until a 35 knot gust saw us hastily down all sails by which time the wind had strengthened to an estimated 50 knots.

White spray filled the air and breathing was difficult with visibility down to 50 yards.

We found, to our delight, that the boat handled the conditions beautifully, responding well to the rudder and rounding up into the wind if left alone. We decided to sail by compass to the east across the wind, which she did with no trouble.

When calm conditions returned we headed once more for Rosalyn Bay and anchorage.

There the locals were preparing to go and look for a trawler which had been swamped and abandoned. There were also stories of roofs blown off and other storm damage.

## When is a trailable yacht not a trailable yacht?

*Peter Cooper is not alone in his belief in the absurdity of the present "A.Y.F." trailable yacht "classifications" (TRAILERTRI - September 1982). I approached the "A.Y.F.", "S.A.Y.R.A." and the "S.A.T.Y.C." 12 months ago regarding appropriate changes to the racing rules, but as an individual made little impact.*

*However, certain local changes have since been made, along with assurances that amendments will probably be incorporated in the 1985 "A.Y.F." yacht racing rules to include certain types of trailable multihulls.*

*A problem racing the TRAMP (and Trailertris built without a cabin) is the present "A.Y.F." regulation requiring a "trailable yacht" to have a fixed cabin and at least 2 permanent bunks. Such yachts without, may be viewed as in the "off the beach class".*

*Similar problems readily spring to mind such as the "demountable" multihull*

*that has to be recovered at full beam and is covered to trailable beam ashore. Is a demountable multihull a "trailable yacht" in the commonly accepted sense.*

*As for handicapping, how does one evolve a fair and equitable system for amateur built Trailertris, with their widely varying parameters and racing skills? Tramps fair better in this regard being built to commercial standards with the possibility of tight class rules.*

*For example, WINDENWAVES's terrific line honours win of 1 hour 20 minutes in the 1982 Marlay Point race, with a handicap win of 35 minutes surely gave no cheer to the handicappers, much less the slower yachts. Skippers don't race for long if they don't stand a chance under the handicapping system.*

*Personally I like to race occasionally but I remind myself that safe, speedy, cruising is the Trailertri's forte. It is easy to overlook that.*

*- Mick Riley, South Australia.*

so we set the watches and prepared ourselves for a hard wet slog. We got in about midday and stayed overnight moored to the Yacht Club jetty.

Following a day of light conditions, we made Pinalba in the dark the next night using the 4QB radio masts as navigation lights. There was a light S.E. wind as we slowly worked our way into the Sandy Straits, the next morning. We caught the incoming tide and did so well that we caught the outgoing tide at White Cliffs and held it to Inskip Point, where we anchored for the night.

We really enjoyed the Straits and for a while raced a large American schooner. We led the schooner across the Wide Bay Bar the next morning before she caught us and left us floundering in the light conditions.

By midday we were romping along in a 15 knot N.E. accompanied by scores of playful dolphins, some of them

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Unable to point without a centre board we could not reach the river or Manly boat harbor so decided for refuge behind Mud Island. I was surprised to find about a dozen trawlers also

Light conditions next day found us sailing so poorly that we sought anchorage at Hummocky Island north of Cape Capricorn. Next morning the tiller man complained that the boat would not point up. Then a horrendous cracking and tearing sound brought us all rushing on deck, and looking down into the water, I saw the centreboard break free and drift away, a legacy of that close encounter with a "bommie" on Middle Percy Island.

After a few stunned moments, the decision to carry on was passed unanimously. We made Gladstone that night and anchored at Pancake Creek the following night.

Bundaberg was the next port of call and too far away without a night sail,

The Trailertri Club, 17 Bunratty St, The Gap, Australia. 4061

coming up from astern like torpedoes before passing between the main hull and the floats.

Mooloolabah came up and in we shot and tied up to some piles before dark. Now the North Easter would take us into Moreton Bay and home. We went straight over the banks and laid course for Redcliffe.

At times the bottom was very close and we had some anxious moments, but with no centre board and shallow draft we zipped across.

I let Peter off at Woody Point and stayed the night but regretted it the next day because, by the time we got to the main channel a 30 knot south easter was whipping up 2 meter seas.

sheltering there, we made many next morning.

**George Sadler**

Don't forget the Hervey Bay Race is on the first weekend in May and entry forms will be available soon. We hope to have over 20 Trailertris taking part this year and already it looks like at least 2 interstate boats will be there, with Leith Andrews coming up from Canberra with his Marlay Point proven "Triful", and Keith Hamer bringing his "Tramp" from New South Wales. It's a fabulous two days of racing/cruising through a very beautiful cruising area and well worth the trip.

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