

TRAILERTRI

March, 1983 – No. 19

Oh Dear!



But fortunately, the slight inversion problem was a deliberate one, and in fact it was discovered that an upside down trimaran could still be more comfortable than a monohull the right way up!

No Trailertri or Tramp, has ever capsized, it being one of the very few trailable yachts (monohull or multihull) to have such a record. It would be possible though, and for this reason the designer's Tramp FLYING FOX was deliberately capsized to investigate the righting possibilities by using the folding system.

Capsize was achieved by folding up and 6 of us hanging out one side. The stability while folded was quite surprising, FLYING FOX still wanting to self right up to 80 degrees of heel angle. The mast and rig had been removed, due to the lack of suitable deep water in Moreton Bay, but future tests will include the mast.

Once inverted, she flicked herself unfolded, the float retaining pins falling out through gravity. She was then bolted up to simulate a real capsized situation. The safety and comfort while inverted soon became obvious, it being very easy to move around, in spite of the chop, so Brisbane's ace Trailertri builder John Davidson tried a spot of fishing while Keith Cutcliffe took it

Tramps Take Marlay Point

The Marlay Point Overnight race is Australia's biggest and toughest trailable yacht race, and is claimed to be the 2nd largest yacht race in the world. The course is tough, with sand banks, narrow straits, variable winds, unlighted piles, more than enough for many competitors to say "never again", but they still keep coming back.

This year there were 559 entries, 12 of these being trailable multihulls, which have now grown in numbers sufficient for their own division. Of the multihulls there were 6 Haines Hunter Tramps, 2 Windrush 600 cats, 3 Seawind 24 cats, a Red Baron ct, and an old Nicol Clipper 25 tri. This year both the Seawind 24s and Windrush 600s were taking it seriously, and out to end the domination by Farrier designs. Both cats are open wing deck, minimal accommodation types, with huge rigs and it was becoming embarrassing how often the cruising orientated Trailertris or Tramps could beat them. Biggest threat was Bruce Hitchman's Seawind 24 IMPULSE, reputed to be the fastest Seawind in Australia, and with designer/builder Chris Williams also on board.

Of the Tramps, there was my own

TCHET, Garry Russell's Super Tramp, plus 2 standard Tramps from N.S.W. of Bill Paul and Keith Hamer.

The Seawinds being the biggest, and with huge sail areas, started as scratch boats, and to help reduce their advantage FLYING FOX was modified to carry a masthead genoa and spinnaker, boosting sail area by 15%, but still giving away over 100 sq.ft to the Seawinds. With none of the faster Trailertri 680s available to enter this year, it would be very difficult to maintain Farrier designs 3 years unbeaten record in the Marlay Point. But if the winds stayed below 10 knots the Tramps would be in there with a chance.

Race day came with a brisk 15 to 20 knot south-easterly, and all the 540 odd starters gathering in their various anchorages. There was little drama or fuss, with such a large number of yachts, due to the excellent organization

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HAINES HUNTER TRAMP

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

easy for a while.

One thing's for sure, you will never see a Trailable monohull manufacturer

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Super Tramp FLYING FOX, Peter Cooper's Super Tramp LIBERATOR, Gary Plumley's Super Tramp TCHET

World Wide Tech. Services
2500 East T.C. Jester,
Suite 520, Houston, TX.,
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1983 Warneet Classic

By Peter Cooper

The Warneet Classic is an event for Trailable Yachts, Keelboats and large multihulls. Run by the Warneet Motor Yacht Club and the Multihull Yacht Club of Victoria. Though not as long or as well attended as the Warneet around French Island Race, it is nevertheless interesting.

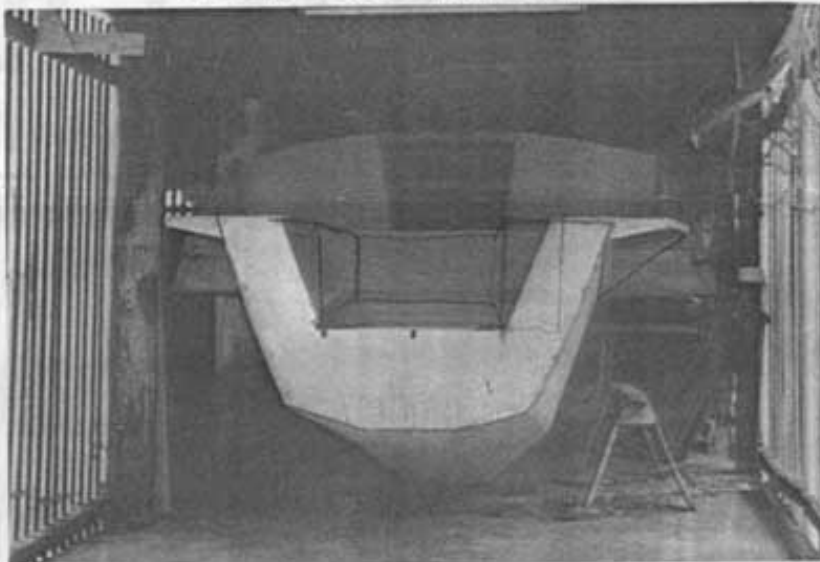
This year, 62 Monohulls and 14 Multihulls (trailable or otherwise) entered. The Trailable Multi's consisted of 3 Super Tramps, 2 Standard Tramps, 2 Seawind 24's and a Windrush 600. From our point of view, one of the notable features of this race was that for the first time the trailable multi's were given their own division. In addition Warneet Motor Yacht Club asked the Tramp Trimaran Association for guidance and advice on the handicaps for the different types of trailable multi's competing. We were pleased to note that they accepted our recommendations.

The race began at 10 a.m. with the Monohull fleet (racing in two divisions) off first, followed 15 minutes later by the Multi's (again two divisions, trailable and otherwise). Because of the light winds, the trailable and larger Multi's (Bagatelle, for example) were never far apart.

From the start to the tide gauge was a down wind kite run and Ian Riley in a standard Tramp and Gary Plumley in a Super Tramp led the trailable Multi's. The wind remained light most of the way from the tide gauge to the Sandy Point buoy and Gary Plumley was the first around, followed by Ian Riley, Peter Cooper in his Super Tramp and a Seawind 24. Close behind was Tom Hood and Fran Menting in their Super Tramp EXCALIBUR. By this time, we had overhauled most of the Monohull fleet.

The leg from the Sandy Point buoy to the finish varied from a beam to a broad reach, again with very light winds. In these conditions the Tramps (particularly Ian Rileys standard) excelled. The tide had now turned and though light, it assisted in carrying the yachts towards the finish. After a number of interesting luffing matches, Peter Cooper gradually overhauled Ian Riley and Gary Plumley with his large kite and with less than a kilometre to the finish there was no more than 5 minutes separating all Tramps. Because of the light winds, the Tramps had passed all the Monohulls, except a Ross 780, Yellow Brick Road (which had started 15 minutes earlier) and we found ourselves rubbing gunwhales with Fran and Rainbow Express, two Spindrift 37 cats.

First Trailertri 720



Three of Brisbane's most enthusiastic Trailertri 720 builders are Ian Latham, Tony Goschnick, and Doug Trott. All former skiff sailors, Doug Trott particularly well known for sailing the 18 foot skiff PACIFIC HARBOUR FIJI. All three boats will be set up for comfortable cruising, and of course, will be doing their best to keep up with FLYING FOX

in the racing (Just joking!). Racing in Brisbane will certainly be more interesting for sure, and WINDENWAVE will no longer have it all her own way. Photo shows Ian's 720, the most advanced. The skiff influence can be seen by the 'modified wings' to increase cockpit size.



Tom Hood and Fran Menting's Super Tramp EXCALIBUR

followed by Ian Rileys MN'TK and Gary Plumleys Tchet Tchet. Because they had to chase the finish buoy carried away by other boats, Tom Hood and Fran Menting in Excalibur finished a little further behind than they deserved.

Ian Riley won the Trailable Multi's on corrected time and he is congratulated on sailing a superb race. The leading Tramp was third yacht across the line

Blue-cotton interlock Bonds Club T-shirts are now in good supply. Feature the one side folded Trailertri logo on the front. Cost is A\$6.34 to 42 ins. and A\$5. for 8 to 12 years. For packing and surface post, add \$1 per shirt, air mail \$2 per shirt. We will refund where necessary. Make cheques payable to the Trailertri Club, and order from Alicia Farrier, Box 128, East Brisbane, Qld, 4169. These shirts are being worn world wide and look great. Get yours now for the Hervey Bay Race.

Brisbane Doctor Peter Jackson is now the proud owner of WINDENWAVE, and will be a force to be reckoned with on the racing scene. Peter formerly owned the 680 BEWITCHED but wanted the extra performance offered by WINDENWAVE's racing rig.

Some more launchings, Den Wooding's 680 in Adelaide, Rex Short's 680 in Bowen, Arne Compagne's 680 and Tom Flanagan's 680 on the Gold Coast and Lee and Lyn Bassef's 680 also in Adelaide. Hope to have some photos next issue.

The resale value of Trailertris continues to creep upwards, with confirmed sales in Brisbane ranging from \$13,500 to \$16,000. With the increasing interest, we believe they will eventually reach the \$18,000 to \$20,000 level which makes a Trailertri a very good investment of time and money.

On approaching the finish line the wind all but disappeared and due to the now stronger tidal set, a number of boats collided with the finishing buoy, including a well sailed Seawind 24 and a Spindrift 37.

The first Tramp across the line was Peter Coopers Liberator, closely

(Mono & Multi's), behind a Ross 780 and a Spindrift (11 seconds ahead). Tramps were first, second, third and fourth and all beat the Ross 780 Yellow Brick Road on elapsed time. The Tramps were followed by the Windrush 600 and then the two Seawind 24's. Altogether, it was a very successful race for the Tramps.

Kevin Fisher writes from Figtree in N.S.W. that he is happy with his Tramp TRIVIA, though his race results could do with some improvement. Both Kevin and his wife Margaret are totally inexperienced sailors, but are hoping to improve so that the opposition see more of their transom and don't regard TRIVIA as trivia any more!

A "Lark" in Santa Cruz



Steve Dovanno and his Trailertri 680 LARK in Santa Cruz, California. Steve formerly owned a McGregor 36 catamaran, but much preferred a wood

boat and eventually purchased LARK from her builder Andy Grant. Andy had previously cruised LARK down in Mexico.

Dan Berry is interested to know if any other Sydney builders or Tramp owners are interested in forming a branch of the Trailertri Club in Sydney. There are many advantages such as mutual help, combined buying power, or just someone else to talk to. So if interested contact Dan at 61 Hutchins Cres., Kings Langley, Sydney. Dan hopes to launch his 680 CHERI KARSONN later this year. Don't forget Melbourne and Adelaide builder/owners, there's already a Club in your area.

There are now 2 brothers building a Trailertri each, Richard Sutherland-Smith in Wanganui, New Zealand, and John Sutherland-Smith in Dorset, England. Must be some sort of record!

Thanks to the response for the recent request for Newsletter contributions, we are overflowing with material. But keep it coming in, just don't be too disappointed if your photos do not appear immediately. It could be one or 2 issues later.

Ian Farrier, Box 128, East Brisbane, Qld. 4169, Ph. (07) 399 6605.

Marlay Point

by the Lake Wellington Yacht Club.

Darkness came and soon the Lake was lit up with literally thousands of red, green and white lights, with boats beginning to jostle for positions. The starting line is marked by 2 flashing amber lights at each end, and problems can be caused by these disappearing behind other competitor's sails with interesting results. First away at 8pm were the slower Division 1 monohulls, with the multihulls and big monohulls due to start at 8.30pm.

The wind had lightened off now to about 8 knots, but wary of the stronger winds forecast we elected to carry the normal Super Tramp genoa on FLYING FOX. The starting flare found us in an excellent position and with the aid of an illuminating parachute flare flew through an inviting gap and were one of the first across the line.

From the start the course is across Lake Wellington, for about 8 miles, to the McLennan Straits, a 100 yard wide channel that soon sorts out the cats from the tris. It was a beat most of the way, and with a sea of lights both in front and behind it is very difficult to establish ones position. Nearing the straits the wind died further and after rounding the light we came upon a group of wall to wall Division 1 monohulls. Of the multihulls we could see



Another Brisbane Trailertri 680, built and owned by Russ Crittenden. Russ frequently sails single-handed and is here demonstrating how to lower the mast single-handed. Note the extended spinnaker touching near 12 knots, frantically dodging jibing and broaching monohulls.

The McLennan Straits are usually where the Marlay Point Race is won or lost. It is vital to have a highly manoeuvrable and responsive boat, good in light airs,

aft mast support which helps considerably. Russ normally sails out of Scarborough harbor, with the Moreton Bay Boat Club, and frequently takes line honours, his major competition being the 72' ketch ENID.

TRAILERTRI SUPPLY CO

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IAN FARRIER)

Full Range of

Bruce Hitchman's IMPULSE just behind, Peter Cooper's LIBERATOR and briefly glimpsed Bill Shaw's Windrush 600 making the most of an exclusive breeze.

The race had now developed into a drifting match, and the tedium/tension was only relieved by some unknown competitor playing an excellent rendition of Advance Australia Fair on a paper comb, to be rewarded by a great round of applause. The conditions were a marked change from last year where on the Trailertri 680 WINDEN-WAVE we had surfed in here under

as the first boats out of the straits usually get a good break on the rest of the fleet. However, this year nobody was going anywhere, with the wind down to a knot or so, and the tide running against the course. Most of the monos were the slower Div. 1 boats and FLYING FOX had no trouble working her way through to 2nd or 3rd place overall, with what appeared to be Ross 780s in front. All to no avail however, as the wind zeroed out and we started to drift back on the tide.

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Folding while inverted was very simple. The righting ropes have already been fitted.



And up she comes! From here she righted herself quite easily.

publishing a photo of his boat and crew in such a situation. It can happen to all of them, as proven many times, self-righting or not, the worst ones not even staying around long enough for a photo! It's not really a common problem, and usually the crew is to blame, but the extra safety offered by the multihull configuration is plainly obvious.

Marlay Point

After an hour or so of anchoring, lots of fending off, and general chaos, a light breeze appeared from the west, and we were underway again. With the aid of her big genoa, FLYING FOX quickly overtook the boats immediately in

The first step towards recovery is stay where you are, don't tow it into shallow water, as the folded beams will touch the bottom and prevent rotation. You need at least 10' of water. The next thing is to undo the beam bolts, with a spanner that should always be kept somewhere accessible if inverted. Cockpit coamings are ideal. The bolts

After a long 3 hour spinnaker run through Lake Victoria and Lake King we reached the rounding buoy near Metung and that's how FLYING FOX finished, in 4th place overall, 1st trailable multihull, and just 24 minutes

are easy to undo, it being quite easy to reach them from alongside the hull with no need for any diving.

Once the bolts are released (and top shrouds if attached to the floats) the floats will fold up the minute you step on the wing nets and they are secured with the normal barrel bolts or pins.

To right, you will need some righting ropes tied to the windward float, two ropes per person preferable to prevent sliding fore and aft, and some hand hold knots in the rope. Remove the leeward float hatch, and stand on it to help flood.

The more you can flood the float, the easier it will be to right. With FLYING FOX, 6 were required to right the first time due to the beams digging into the mud. The 2nd time only 3 were required (deep water) but there was still a lot of buoyancy (trapped air) in the float. To solve this, next time, a length of 10mm plastic tube will be carried, to give an air passage from the trapped air to the surface and avoiding the need to drill a hole. Righting should then be possible with just 2 maybe even 1 crew, similarly a 680 or 720.

As the float floods, grip the righting ropes and lean out, and hey presto, up she comes. The rougher the water the better, as this helps kick the windward float up to start rotation.

She is now completely righted, swamped of course, but easily bailed out and soon seaworthy again.

Further tests will be carried out and a full report made up with a complete series of photos. However, all Farrier designs can now be claimed as rightable, without outside assistance, the only equipment needed being a spanner and some ropes.

Nthn. Territory Tramp



front and we soon found ourselves alone with a Ross 780 monohull just in front and a modified Blazer just behind.

Now the wind shifted again, and spinnakers were up, the Ross gaining from good crew work, while the Blazer (with a large skiff rig) hoisted an enormous spinnaker to start overhauling both of us. At daybreak we reached Holland's Landing, the end of the straits and ahead lay Lake Victoria with an increasing westerly wind. Both the Ross and Blazer now started to pull away slightly with their much bigger waterlines giving an advantage in the 10 knot breeze. Oh, for a Trailertri 680! Further ahead we could see the leading Ross, YELLOW BRICK ROAD, while behind there was not yet a boat in sight.

behind the 40% bigger winning Ross 780 after 14½ hours of sailing.

Another Ross 780 finished 5th well behind us, while the Super Tramp LIBERATOR finished 8th overall, 2nd in the multihulls, and 1st on corrected time. The 3rd multihull some 52 minutes after FLYING FOX and 19 minutes after LIBERATOR was the Seawind 24 IMPULSE.

It was a great victory for the Haines Hunter Tramps, for at only 19' 6" overall they were the smallest multihulls competing, yet still won comfortably. Once again they were the only multihull to easily beat the equivalent sized monohulls, this time by over 2 hours.

IAN FARRIER

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



John and Sue Dempster's Tramp sailing at Nhulunbuy, in the Northern Territory. They won 2 trophies last season for best multihull and best overall performance. Their most recent success was winning a long race on the 27th February.

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.