

TRAILERTRI

JUNE/JULY 1983 — No. 20

TRIFFIC on the run

At the Races



John and Margaret Richardson's 680 TRIFFIC, a very consistent performer in the Bay to Bay, being 2nd fastest standard 680, even though loaded up for cruising and with a family crew. The bow down attitude caused by daughter Jenny sitting up front is the right technique for the best downwind speed. Keeps the transom just out of the water for minimum drag.

A Trailertri in New Zealand

by Don Nairn

I have completed my 680 and, after the usual last minute rush of things to do, I trailed it up to Whangamata (Coromandel Peninsula) and launched it there on December 28th last.

She came off the trailer O.K., but I noticed a tendency to tilt over before adequate buoyancy was established aft from the ends of the floats. Since this initial launching I have extended the main hull supports approx. 30cms further aft than shown on the 680 trailer plans, and she now goes in and out in a steady upright position.

Everything worked beautifully during the initial gentle sailing tests which I did under main only to get the feel of the boat properly. After several days of carting relatives, friends and all and sundry around on joyrides, I decided to take a couple of monohull friends and see how she went with the jib up as well. In their actual words she "took off" and went like a bomb, and they were very surprised at how light and easy the 680 was to handle. We were able to keep ahead of several types of

Race results have rather dominated the last few issues of TRAILERTRI so this issue will just cover latest results only briefly, allowing more room for cruise and building stories.

Most outstanding race was the 1983 Tin Can Bay to Hervey Bay Race, in which 36 trailable multihulls took part, 25 of these being either Trailertris or Tramps, the balance being Seawind 24s and some other assorted cats, and a Tremolino Tri. This was probably the greatest number of trailable multihulls ever competing together in Australia and triple the number of last year - how's that for growth!

Fastest multihull overall was Graham Hamer's Trailertri 680 (racing rig), closely followed by Ian Farrier's Super Tramp, and Humphrey Jones's Trailertri 680 (standard rig) 3rd, who also took out 1st on handicap.

In spite of some rather dismal weather the race was a great success and next year we hope to see over 50 multihull starters.

Bob Hall has been at it again, this time setting a new record and winning on handicap in the Walcott to Port Hedland Ocean race in Western Australia, with his std. rig Trailertri 680 **Neheya II**. Bob is well known for winning the 1980 Marlay Point Race, and, in particular, his technique for sailing over sand banks at high speed. None of this going around them stuff!

In New Zealand, Colin Bruce took Line honours with his Trailertri 680 **September Morn** in the Radio IXX Ohakana Island to Te Kaha Steinlager Classic, while Dick Vroegrop took both line and handicap honours in the Round Waiheke Island race in Auckland. Dick's Trailertri 680 was the smallest boat in his division - another top effort.

Here in Brisbane, Ian Farrier's Super Tramp has won the multihull section of the 1983 Newport Waterways Winter Series, with Aimo Aho's Tramp 2nd, and Cliff Jame's 680 4th. Trailertris or Tramps have now won this series for 3 out of the last 4 years.

On the racing scene, moves are now being made to have trailable multihulls officially recognized by the Australian Yachting Federation, preferably as a 'trailable yacht' with appropriate safety regulations. Both the Victorian Tramp Trimaran Assoc. and the South Australian Trailertri Assoc. are actively promoting this and the reception by the various State yachting authorities has been favourable.

One important aspect that must be considered will be a minimum stability figure, to screen out unsafe boats. This could take the form of a minimum wind capsizement figure of around 25 knots with full sail set. Trailertris, for example, range from 25 to 32 knots, whereas some of the current trailable catamarans have figures much lower than 20 knots. All of these have capsized over the years, so obviously 20 knots is too low.

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catamarans cruising in the area, and I felt that all the past work was finally worthwhile. (I only have main and jib at present). I spent three weeks cruising around the Coromandel area on

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day trips, then trailed back to Levin to prepare for a three week cruising holiday in the Tasman Bay National Park area which I had arranged with two other S.I. friends from Queenstown. I trailed my 680 over on the ferry as I didn't consider I had enough experience in the boat to take it across Cook Strait as yet.

I met up with my friends at Kaiteriteri and as my 680 was probably the first seen in the S.I. it created a tremendous interest, and my two dyed in the wool Bonito Aquarius owners were very intrigued at finally viewing the craft I'd told them so much about over the last three years.

Anyway we all cruised the area in beautiful weather and a range of winds from flat calm to the windiest in that area for the last few years.

You'll be interested to hear that in light conditions I was faster than the Aquarius's when they had their spinnakers up and I had my 680 with only its two sails - the main and goosewinged jib. They could hardly believe this and suggested that I may have been motoring as well!!

Well as luck would have it a week or so later we all set off in gentle winds which rapidly turned nasty and as it was a downwind run I remembered your statement that the 680 runs "as if on rails" downwind, so I just let her go. Our trip that day was a twelve mile leg, we ploughed away from the others effortlessly and the boat felt so stable that even my wife who is a rather apprehensive sailer, wasn't in the least worried. We arrived at the destination 40 minutes before the others, and heard that they had both broached more than once, one had a wave over the stern, and both had stopped and reefed down fully.

On the return trip, in very light winds, I arrived back at Kaiteriteri 35 minutes ahead of them (that was the occasion mentioned earlier).

On several occasions we overnighted in estuaries and here I found that you need two very good anchors to hold a 680 against a strong wind and tide from the same direction, as one person is incapable of taking up the anchor rope against the combined forces of current and wind.

In all we had a marvellously rewarding cruise and this year we'll be into action well before Xmas I hope.

Finally, I am more than pleased with your design and wish to add that my boat is exact to your plan, with the exception of the jib which I made roller furling in the interests of single handed cruising - in spite of all the known inefficiencies of this rig. (I have a separate forestay).

I still have regular callers to view the 680 and am very pleased with the standard of finish I was able to attain, especially when one of my mono friends told me that mine was "the most meticulously finished boat he'd ever seen"

I finished it all over with fibreglass - with the exception of the cabin sides, then 10 coats of Reaction Lacquer. Rear cabin bow has cork safe deck set in epoxy - and its marvellous when wet.

When cruising we carried the dinghy on the trampolines where it became a very popular accessory for sitting in whilst restraining the 2½ year old on a short lead!

Re the boat itself - I took about 2½ years to build as I spent a great deal of time thinking about the next move! and to minimise wastage to expensive Kauri marine ply I spent about a month or more making up half patterns of all the frames in the boat - from old or damaged 3 ply and hardboard. Although this took a lot of time and work, I made the few mistakes I was going to on the pattern ply and not the Kauri.



Don Nairn's immaculate Trailertri 680 at beautiful Kaiteriteri beach, Nelson, New Zealand. One of the best cruising spots in the South Island.

I found the most difficult and time consuming part of the actual building to be the stage when I had to make the cabin sides fit accurately and symetrically with the wing decks. The depth of the curve that finally has to come into the lower edge is very deceptive when trying to visualize it from the plan.

As I said the 680 is exact to plan for hull floats and beams, however I have included some mods re the rigging etc. for cruising comfort as a single handler.

I left the forestay as per your plan and use a separate roller furling jib so I can remove the sail without affecting the mast. I installed a pair of aluminium side plates (detachable) into the cabin sides with holes in line with the mast base so I can raise and lower the mast single handed - I use the trailer winch in my set up.

I have installed handrails along the cabin top and have a "submarine" type hatch in the foredeck.

I ran the mainsheet horse the full width of the after cabin and attached it through the cabin top sides so that the track is in line with the slope of the curved front of the rear cabin top - in this position I get a wider track and best of all an ideal backrest. I just sit on the beam end leaning back against the track with my feet up on the cockpit seat and with one hand on the tiller, with the M/S held in the other and off you go - comfortable straight and level cruising!! Highly recommended. I use a 5 H.P. Mariner on a vertical homemade S.S. sliding bracket, with a 3:1 pulley and cleating set up. At half throttle it pushes the 680 at 6 knots in light conditions, and seems ample for the conditions I am likely to go out in. The 12 litre tank fits under the aft end of the aft cockpit seat and can be slid onto the cockpit floor. Fuel line out thru cockpit drain hole.

Regards,

Don Nairn

Levin

New Zealand



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ALL TRAMP OWNERS: A possible leak point has been discovered in the Tramp at the Transom drain plug area. If the floor in the aft compartment has not been fitted exactly right then when drilling the hole for the drain plug a small hole can be exposed allowing the compartment under the floor to take water from inside the aft compartment area. While not a

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significant safety hazard, the 200 odd pound of water that could accumulate is certainly a performance hazard. To check, a hole should be drilled through the aft floor, just behind the aft bulkhead, and a dip stick used. Any water present can be drained out by siphoning with a plastic tube. The hole in the floor can then be sealed with a drain plug, same as the Transom one.

All Tramps are not affected, but the only real way to check is to fit a drain plug in the floor as above. Any hole can be no bigger than a pinhead, yet still let in water over a period of time.



FROM THE DESIGNER

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

Trailertri and Tramps - which Club caters for which? This is an often raised question, and in this regard none of the current Trailertri/Tramps Clubs make any distinction. Tramps are very welcome at the Brisbane based Trailertri Club, and the Trailertri Association of South Australia, while Trailertri owners are welcome to join the Tramp Trimaran Club of Victoria. Both types are just different models in the same design range, so there should be no distinctions.

This newsletter is a little late (not unusual) the reason being the editor of this issue (Ian Farrier) has been busy doing a Trailer construction drawing (finally) for all Trailertri models. This will now be included in all sets of plans, and is available to all builders for \$3. It combines all the best features of trailers used over the years, with a number of improvements particularly pertinent to Trailertris. With the cost of commercially made trailers sky-rocketing, making your own trailer is now definitely worthwhile.

Speaking of trailers, be sure to comply with your local authorities regulations concerning brakes, lights, and weight limits. Boat and trailer can easily end up much heavier than you expect, with equipment and stores loaded on board. It is very important that tyres have sufficient load capacity, and type of brakes are legal for the load being towed. The only sure way to find the load is to have the boat weighed. Final weights can vary considerably depending on the timber used and construction methods.

Trailer lights - after many frustrating years repairing corroded, non-working lights, I have come to the conclusion that the only trouble-free way is to mount your lights on a separate light board which is then mounted on the boat transom. The lights are then connected direct to the car, avoiding any plugs/wiring on the trailer. Just take the wiring cable over the top of the boat. Thus everything is kept well away from saltwater, and the lights are in the best possible place.

Many builders will be interested to hear that the old Trailertri 18 and 680 instruction books have now been rewritten, combining all the detailed notes added over the years into the actual text, plus incorporating larger photos of the various construction stages. These are available for \$8 each, US\$10 for U.S. builders (sent air mail). Affects only 18 builders and Trailertri 680 builders prior to Sail number 300.

As all Tramp owners are aware, a true genoa has never been offered as an option, the reason being it is very hard to fit one with the rig and cockpit layout. However, experiments with several boats here in Australia have developed a genoa system that does work quite well, and a conversion sheet for this is now available from Ian Farrier - send \$3 for postage and handling. This sheet covers both Super Tramps and std. Tramps.

A point about full batten sails and racing rigs. Full batten sails have several advantages, these being better control over sail shape, a non-flapping sail, and very good sail control in light air with chop conditions. However, they are more difficult to

No Frills Shows the Way



Humphrey and Clare Jones's standard Trailertri 680 NO FRILLS, overall multihull winner of this year's Tin Can Bay to Hervey Bay race and 3rd fastest. Their formula for success was keep the boat light (2 crew with no unnecessary gear) and just sail free. An excellent performance from a stock standard boat, showing that you don't need a racing rig to perform well. Humphrey and Clare are quite experienced sailors having sailed a monohull from Canada to Australia, but hadn't done much racing prior to the Bay to Bay. NO THBILLS was originally built by Don Chesher in Canberra and was the 2nd set of 680 plans sold.

Multihulls are still very much in the development stages as far as sailing techniques are concerned, and this is one reason why they are such exciting craft to sail. One aspect that always has been difficult is good close reaching under spinnaker. Most skippers have probably found that you will be quicker by dropping the spinnaker and using genoa only. The reason for this is usually the spinnaker sheeted too wide. The best place is the outer aft edge of the aft deck of the centre hull, with the windward brace pulled down the float at the forward beam by a twacker. A pole must be used for close reaching. Sheeting the spinnaker closer avoids overtightening the leach and foot which causes the leach to curl in backwinding the main with very slow results. With closer sheeting you will achieve much higher speeds, and much better pointing ability.

Sheeting angle for the jib/genoa have also been under investigation, 12° being normal in the past. However, on my Super Tramp we have been trying a 9° angle with great success, windward ability being quite exceptional. An 8° sheeting angle will next be tried. Mainsail shape must suit with max. depth of 10 to 12% located about 46% aft. It should be slightly flatter at the bottom and slightly fuller at the top. Always beware of over-tightening your jib/genoa sheet, nothing kills performance quicker.

store, cost more, and probably their worst feature is being much more difficult to hoist or drop. The battens tend to drive forward at all times, pushing against the mast, creating a lot of friction. It can therefore be very difficult to raise or lower the mainsail unless pointing directly into the wind. It's not much fun when cruising. In contrast, release the halyard on a soft sail, and it will just drop down.

If you have full batten sails, then one solution is to rub beeswax or some special commercial preparations on the bolt rope, to ease the friction. Helps a lot, but it is still more difficult than a soft sail.

Racing rigs are not recommended for cruising. They are a lot more difficult to set up and control, and as has been proved many times, a well sailed standard boat is more than competitive with a racing rig boat. Obtaining good performance is more dependent on crew skills than anything else.

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Another new Trailertri



Tom and Margaret Flanagan's Trailertri 680 on Queensland's fabulous Gold Coast - near Brisbane. Launched in December 1982, it took Tom and Margaret 1 year 2 months to build. Another very nice boat and a credit to the local fleet.

The Haines Hunter Tramp is soon to be manufactured in America. The reception by the public and the press has been so good that Haines Hunter here is currently having great difficulty in keeping up with orders. 16 Tramps were shipped in June, and virtually all of these were already sold. The Super Tramp is the most favoured, its taller rig being more suitable for the generally lighter U.S. conditions.

With quite a few Tramps now sold in the U.S. plus a considerable number of Trailertris, a U.S. section will soon be appearing in this Newsletter and a U.S. Trailertri/Tramp club will be formed.

Multihull safety is a controversial subject as many builders will know, and we all cop a bit of flack from time to time. Some of this has been warranted, such as the temporary ban on offshore multihull racing recently, after 2 capsizes in the 1982 racing season which resulted in a new stability factor for offshore multis. This should go a long way in making these rather extreme types of craft safer.

Another more recent incident was the loss of 4 lives off two

Des and Myrla Williams are the proud owners of TROIKA, the first Trailertri ever built by Ian Farrier. TROIKA (Sail no.1) is now 9 years old and still going strong. Des writes:

Troika proved the concept and she is as sound as the day Ian launched her. But she is not an 18'. She is in fact 17'9" and her house is curtailed by small wing decks. Consequently, she is not as commodious as a standard 18 and she really has only one decent bunk. There is a coffin bunk under the cockpit, which I cannot face. I converted the single bunk into a double by removing the sink and keeping available a flap which rests on a stringer and the edge of the centre board box which supports the only bunk. But this proved too claustrophobic for Myrla. She preferred to sleep on the trampoline whilst I rejoiced in the cabin. This was fine until it rained. So we hit on the idea of erecting K Mart two-man nylon tents on the tramps.

It's easy really. I screwed bored-out, inverted nylon door stopper pillars to the beams at points which are central to the trampolines. These receive the pillars of the tents. D's screwed to the extremities of the outer hulls, the corners of the transom of the central hull and to points on the fore deck of the main hull serve as attachment points for the lines which complete the triangulation of the tent poles. Although I spent a night expecting one of the tents to blow down, it survived a 30-knot blow in the canals south of Tiplers.

I recently damaged the keelson, probably through a bad retrieval with a strong tide and a high wind. The glass had lifted and the timber seemed soft. Panic thoughts: dry rot? I haven't lifting facilities and I'm not very useful anyway. Roy Bliss put me at ease. It wasn't rot — Ian had used Everdure! For a very reasonable sum Roy planed off the damaged timber, built it up to standard, dynelled the whole keelson and incorporated half-round brass rubbing strips on either side of the centre board aperture for the whole length of the keelson and for some distance forward of it. I understand some builders are incorporating the brass from the beginning. In any case, the problem is probably not acute for boats whose keelsons are solid, whose centre boards are off-set. My mind rests easy again, for the little boat means a great deal to us.

One of these days, when the mast beats me, I'll either re-rig her as a Tramp or sell her to Haines Hunter to use for promotional purposes. In the meantime I look forward to launching her for the 58th time. When the rain stops . . .



'self-righting' JOG keel boats which capsized and sank off Sydney. Coming so soon after the banning of big multihulls for 2 inconvenient capsizes (with no loss of life) it has been surprising that no similar action has been taken against monohulls - at least until safety regulations are revised. The press reaction has certainly been very mild and sympathetic, particularly after the highly critical write-ups last year following the multihull capsizes.

All this is even more surprising when one considers that over the last 10 years, not a single life has been lost in Australian waters in unsinkable offshore multihulls, while over 20 lives have been lost in offshore monohulls.

This is part of a world wide trend now, with only a handful of lives being lost off multihulls over the last 10 years, but with literally hundreds lost off sinkable monohulls. It seems there should be a total reappraisal of these important safety issues and a little more attention given to the real danger - sinking - and a little less to multihull capsizes which may be inconvenient, but are now rarely terminal. — Ian Farrier

Trailertri Club — Secretary — c/- Alicia Farrier,
122 Barton Road, Hawthorne, Brisbane, 4171



Max Boxall's Trailertri 720 taking shape at Falls Creek, N.S.W. Max was a recent visitor to a Trailertri Club meeting here in Brisbane and amazed everybody with his quick progress.

TRAILERTRI is the official newsletter of the Trailertri Club and is published 4 times a year. Publication date for each issue depends on the availability of suitable material, but will usually occur in December/January, March/April, June/July, September/October. Subscription is A\$6, A\$7 overseas (US\$7) which also entitles you to an associate membership of the Trailertri club. Any interested person may join, you do not have to be an owner/builder.

Trailertri Club — Membership — Sheila Latta,
17 Bunratty Street, The Gap, Brisbane, 4061