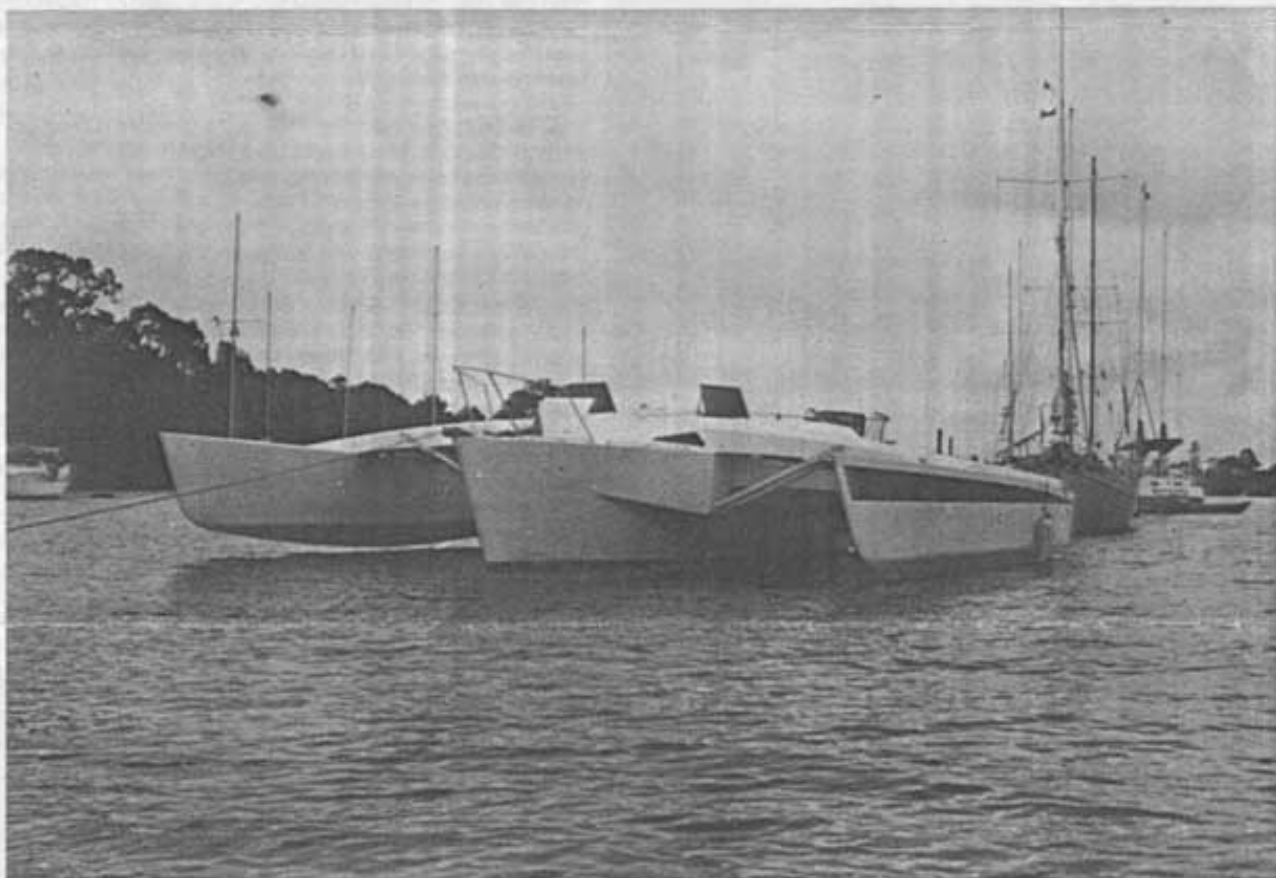


TRAILERTRI

SEPTEMBER/OCTOBER 1983 — No. 21

First Command 10 Launched



Ricochet, a Command 10 built by Ross and Yvonne Blair was launched a few weeks ago at Bundaberg (where the rum and sugar comes from). Ricochet took Ross and Yvonne 10 months to build (full time) and has cost around \$30,000 to date.

Ross, Yvonne, and their son Micah are now living on Ricochet, and are delighted with the amount of room and the load carrying capacity. Fully loaded for cruising, Ricochet is still



floating above her design waterline, and will probably be spotted once the rig is added. This is a big contrast to their previous trimaran, a narrow hulled 28 footer which floated up to 8" below the designer's waterline.

Ricochet is the non-folding version of the Command 10, with the Blairs being dedicated cruisers, and no real need for marina docking capacity. The massive 26'9" beam seems no handicap however, with Ricochet having incredible manoeuvrability under power. Her ability to turn 180 degrees in virtually her own length is most surprising (even to the designer). Anybody standing on the bow can almost be thrown over by the speed of the turn, with the instant response to the helm being quite remarkable. The main reason for this is the wide shallow hull which has much less resistance to turning, than a deep narrow one, plus the lack of drag from the floats which just touch the water.

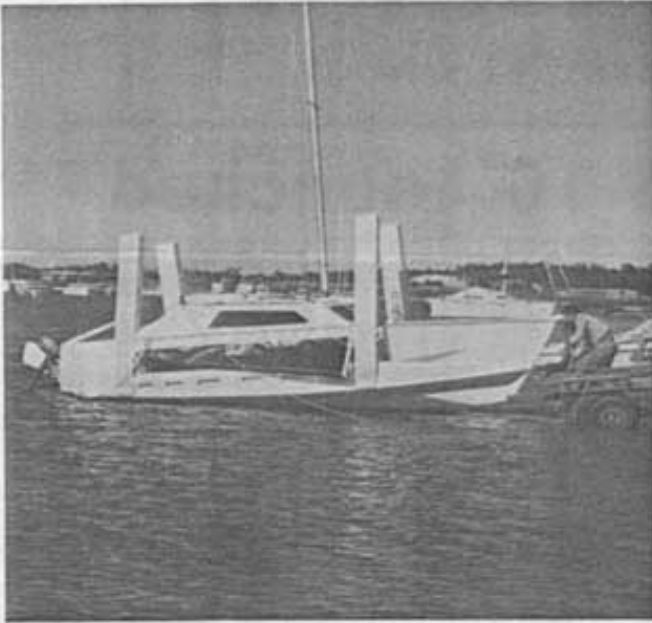
Inside, the amount of room is exceptional. With the main cabin not being divided into sections, and with full standing headroom throughout, you get a very liveable and sociable boat. While the designer, wife and 2 sons were visiting there were 9 people inside the cabin at one stage, and it seemed like there was room for another 9. There were even rumours that both the owners of a 32' monohull and a 37' cat had conceded that there seemed to be more room inside the Command 10!

After a little restoration of finances, Ross and Yvonne will be

Command 10 interior, looking forward, with Ross and Yvonne Blair, their son Micah, and Michael Farrier.

completing the rigging of Ricochet and heading north, up the Barrier reef, and then hope to visit the Solomons.

A New Boat in Sydney



Dan Berry's Trilertri 680/720 'Cheri Karsonn' at its first launching in Sydney. Dan has used a 720 style cabin on a 680 and is one of several such boats which finally persuaded the designer to develop the 720. The extra room offered by such a cabin was quite surprising, and the 720 is now easily the most popular design.

Dan celebrated his launching by winning his division (over 20') in the Middle Harbour Cat Club's 'Cock of the Harbour', beating an 8.5m Great Barrier Express home by 12 minutes and a Seawind 24 by 15 minutes. Of the 74 starters they finished 34th behind high performance cats such as Tornados, A class, Stingrays, Hobie 18s etc. Not a bad effort as Dan has still to get a Spinnaker!

TRILERTRI CLUB NEWS

The N.S.W. Trilertri Tramp Association was recently formed in Sydney, with John Brown (Trilertri 720) as president, Ted Anderson (Trilertri 680) as treasurer and Dan Berry (Trilertri 680) as secretary. Dan's address is 61 Hutchins Crescent, Kings Langley, N.S.W. 2147, phone 674 3128.

There are now Trilertri/Tramp Clubs in Adelaide, Melbourne, Sydney and Brisbane. Brisbane is the biggest with some 70 full members and over 300 associate members (overseas and interstate). Adelaide is the next with over 50 members, and being the sole Multihull Yacht Club in Adelaide, some of these members have other designs.

The Melbourne based Tramp Trimaran Association, is very active and has established the class rules for Tramp racing. They are also organizing the first Tramp nationals which will be held on Australia Day weekend (28th-30th January) 1984, at Westport Bay, Victoria. Details from Tom Hood, 39 Golf Links Road, Frankston, Vic. 3199.

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At a recent Trilertri Club meeting here in Brisbane, we had a very interesting speaker along from the Plywood Association of Australia. He had some very convincing arguments about why we should use Marine Ply, and its preservation. An economy alternative recommended is Structural ply, and this should be preferred to Exterior grade ply, its structural properties being more certain, though its finish is not as good. However, many builders and myself have used Exterior ply quite successfully in non-structural applications, but always remember that its structural properties are not guaranteed, with any timber species being allowed. The way to overcome this is to specify what timber you want, such as Hoop pine or Douglas fir, in which case you will get a reasonably strong sheet of ply. Glue used must always be a Phenolic or Type A bond as it is known in Australia.

Best means of preservation now recommended is the W.E.S.T. system, but one must be absolutely sure that the timber is completely sealed, both sides, and the correct saturating resin is used. Fibreglassing or Dynel is still the best means of protecting the exterior and should be used in conjunction with the W.E.S.T. system. All boats so treated can be virtually guaranteed to never have any rot problems.

Remember, that the cause of dry rot is fresh water. It will never occur when salt water is present. So beware when washing your boat down with fresh water. If any fittings such as winches, sheet tracks, windows are not properly fixed and sealed, then fresh water can get into the ply and cause rot. It's obviously suicide to wash out the inside with fresh water, so don't try this, as many power boat owners do. I believe it is necessary to wash the exterior with fresh water to rinse off all the salt on fittings etc., which can quickly cause corrosion. Just make sure these fittings are properly sealed.

MULTIHULL Mag's New Lady



MULTIHULL magazine's new camera boat, a TRAMP. A logical choice, being fast, dry, easy to launch, and able to be

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FOR SALE

Trailertri 680 "Triffic" as featured front page June/July
1983 Trailertri Newsletter. Launched August 1982, masthead
rig, 3 sails including large roller reefing genoa and spinnaker,
tinker trailer, 5hp Tohatsu. One of the best finished trailertris in
Qld. Contact John Richardson (07) 378 7729.

Wideawake Wins in Auckland

The Auckland (New Zealand) Trailer Yacht Championships were held over the weekend of the 3rd and 4th of June. Midwinter and as cold as charity. The racing was held in four divisions and Wideawake, Dick Vroegop's 6.8 metre Farrier Tri was in the 3rd division, 6.5 to 7.5 metres. The crew comprised her usual skipper and two pressed men. All experienced yachtsman but hardly a "hot shot" racing crew. This was the only multihull in the contest.

Race one.

An absolutely windless morning and Wideawake got a very mediocre start. Tacking against the tide very slow progress was made. Half way up the first leg, Wideawake led her division and was never headed in her division. The real competition came from the Ross 780's which starting 10 minutes behind, caught her on the second slog and proved slightly faster to windward in the light conditions. Towards the end of the race the wind dropped and Wideawake only just beat the time limit. Only one other boat in her division finished, the rest of the fleet being swept away with the tide and had to motor back in time to start the second race.

Race two.

Once more a very light breeze but steady in strength and direction. We (Wideawake) started well and were never headed by any in our division. Once more the Ross boats caught up their 10 minute deficit and headed us to the line. But with the steady breeze the whole race became a bit of a procession.

Race three.

This was the long race out into the gulf. Estimate about 6 hours sailing. A light breeze and a slog against the tide once more. Half way down the first beat we were overtaken by the top boats of the next division. Three Ross 780's, a Farr 740 Sport and a Young 7.8. During the very long beat to windward and the following tight lead the larger monohulls slowly got away from us. At the top mark turn it was spinnaker all the way home. Gradually Wideawake caught and passed the Young 7.8 the Farr 740 and one of the Ross 780's. The rest of our division were history. A Gazelle 24, a Wagstaff 6.8 and a whole fleet of Noalex 22's were over an hour behind at the finish.

Race four.

Overnight the wind had come up to a good 30 knots and we carried a reefed main and the working jib. A reasonable start and the usual slog against the tide. In this race however we did not lead our division quite so easily and the Noalex 22's were in their element and giving us a run for our money. We were caught by the leading boats of the next division only towards the end of the race, and had a close quarter contest with them for the last two legs. Wideawake was beaten home by the Ross boats and just finished ahead of the Farr 740. However they did give us 10 minutes start. The next boat in our division was the top Noalex 22 which was 10 minutes behind. Thus Wideawake received four guns but on handicap only won the third race when we had an hour in hand.

Crew comment.

No boat of comparable size threatened Wideawake at any stage and the only faster craft were larger and specialised racing boats. It was noticeable that the fourth division contained a large number of Noalex 25's but none of them anything like caught us. From the result sheets we put time on

Joining up in Canada



Dave Green's Trailertri 720 just after joining up. Dave lives in Edmonton, Canada, and writes: *Despite my apprehension about beams and floats fitting, everything has gone together without any problems at all. The plans and design are perfect! This is what all builders find. Joining up is really quite easy, and nobody to date has had any major problems in this regard. Just follow the plans and instructions and you will be surprised at how easy it goes.*

Tramp get together in the U.S.A.



The first ever Trailertri meet in the U.S.A. with 3 Tramps getting ready to observe the 1983 Trans-Pacific Yacht Race start off Los Angeles Harbour.

Anybody interested in a Tramp, in or near Los Angeles should contact Ron Chamberlain (Ph. 213-424-1816) who is a most enthusiastic and knowledgeable dealer.

SAILMAKERS

anything like caught out from the rear and the pressure on every one of them in every race.

Wideawake did not perform as well as we would have liked in the only heavy weather race. I believe that is because we were carrying a very heavy mast section which would not bend and while this was fine in light weather the main was too full when it blew up. Under spinnaker, Wideawake was the fastest craft in the series regardless of size. We saw 15 knots on the speedo regularly. While the longer waterline of the division 4 boats gave them better speed to windward, I believe that with a bendy mast and a "hot" crew that the tri could be the fastest in the whole series on all points of sailing.

However a fast tri such as this is a crews dream as the mistakes do not have such a devastating effect as on an unstable monohull. Nobody fell overboard.

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FROM THE DESIGNER

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

A frequently stressed point, and one I will do again, is build your boat to plan. There has literally been years of work go into each set of plans and although you may think certain things are not important there is usually a very important reason for why they are.

Take the rig for instance, do not be swayed by your local rigger who may want to reduce the wire sizes. Their experience is usually limited to monohulls and they have no idea of the higher loads due to the trimarans huge stability. In 30 knots with full sail the monohull is usually laying over on its side, whereas a Trailertri is standing up, taking the full wind force with ease. Reduce sizes though and your rig will soon be over the side.

Another point is rudders and centreboards. Use a good strong timber for these, and no matter what, do not use plywood (except for the '18' centreboard). You would not use cross grain to make a board, but with ply, half the board is cross grain. The '18' can use ply because its board is much lower stressed than the bigger models.

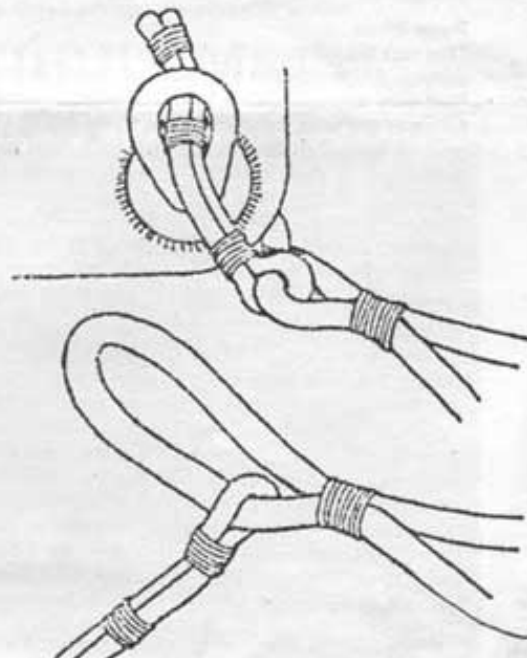
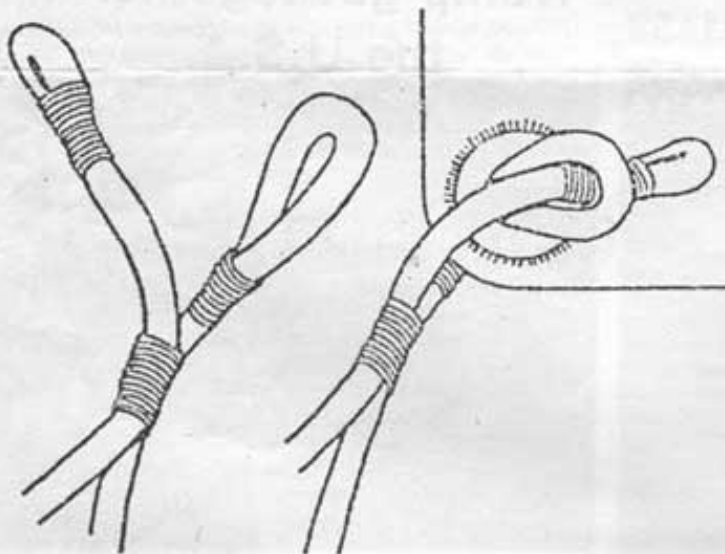
A new price list (dated May 1983) is now current for all folding system parts and plans. A frames/folding struts have increased by 10%, as have some other items, but many others remain the same. U.S. builders please note that prices are very favourable to you at present, but this could soon change as the U.S. dollar is losing value compared to the Australian dollar.

A lot is written about racing performances in this newsletter; with Trailertris doing so well it is hard to ignore them. But, remember, though some top results have been achieved, Trailertris are designed first and foremost as safe, family, cruisers, with good interior room and moderate size rigs. With good sailing techniques they can really perform, but wins cannot be expected all the time. Some other designs have rather huge sail areas, can weigh less, with minimum accommodation, and will be faster on certain points of sail and conditions. But where all Farrier designs have the advantage is in their consistent high performance, and the unmatched safety record of NO capsizes in 10 years.

All owners/sailors, don't forget next year's Tin Can Bay to Hervey Bay race - yes I know it was lousy weather this year, but even sunny Queensland can slip up occasionally. It's on the first weekend in May and is a great cruise race up the Sandy Straits inside Fraser Island. Interestingly, the British magazine Multi-hull International picked out the 36 trailable multihulls taking part this year as a possible world record, and with all the new Trailertris being launched this year surely we can make it to the 50 mark next year!

A Helpful Hint

From Dick Vroegop



There are few things more dangerous on a foredeck than a

flogging jibsheet shackle. It is just the right height to knock out your teeth, bruise your ear, or break your glasses if not fracture your skull. Moreover, a shackle has the added indignity of being an expensive item. If you secure the jibsheets to the sail with bowlines, you could have had a much softer blow at only a fraction of the price. But of course bowlines are troublesome to put on and tend to hang up on rigging during a tack.

But this idea has the advantage of each; it is just as quick (and more secure) than a snap shackle and yet equally as soft and inexpensive as a bowline. No description is needed, the drawings show the alternative methods of making it. The eye is simply passed through the clew cringle and held in place by the smaller piece of rope which acts as a toggle.

As a holding arrangement it is perfect; it cannot seize up, will not distort, slips over shrouds, is not difficult for cold and wet hands to undo, and has never - not even with the sails shaking wildly - been known to come undone accidentally. It's kind to your features also.

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



We tried the method on the right on Wide-a-Wake and it works beautifully, stays tight and doesn't bash hell out of everything. The loop in the jibsheets should be about 5 inches long. Well worth trying!

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\$7, A\$8 overseas (US\$8) 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