

TRAILERTRI NEWSLETTER

No. 7

July, 1979.

Apologies for this rather late issue, but a big demand for A frames and kits has meant little spare time over the past few months. Growth has been enormous with more than 50 boats in Brisbane alone now, while the Trailertri Association has grown to over 350 members.

As a result of a trip to the U.S.A. in March this year, many of the photos in this newsletter are of U.S. builders. Biggest impression was of the high standard of workmanship, and the general enthusiasm. Only problem appeared to be obtaining supplies of 3/16" (4mm) plywood, and in this regard use 1/4" (6mm) but try to obtain a light timber species to minimize the weight gain. My apologies to the builders that I was unable to contact, as time was limited.

The big news is that Ross Turner's '680' *TRIPPERISH* competed unofficially in this years Brisbane to Gladstone Ocean Race. Unofficially, as the '680' is too small to be eligible, but Ross was very confident in his boat and keen to make the trip. Crew was fellow '680' builder John Allcorn. The following is a condensed version of Ross's own account of the trip:

At 20' on the waterline, with a two man crew, *TRIPPERISH* could not enter the race officially. Since launching in November 1978, my Trailertri 680 has sailed almost every weekend, often including night and single-handed sailing. One weekend I sailed from Moreton Bay to Southport and return by myself, tacking under genoa and mainsail in the sometimes narrow channels.



TRIPPERISH, taking it easy on Brisbane's Moreton Bay.



Lt. Cdr. Bob Hall's '680' *NEHEYA II*, recently on loan to the designer. Entered in 3 TS races here in Brisbane, winning line honours in all 3. Biggest winning margin being over 2 miles!

For the Gladstone event, I fitted a large pulpit and pushpit. The pulpit is netted and carries the nav. lights well clear of the genoa. A VDO log, echo sounder, 27.88MHz radio, 8' x 4' dinghy, safety harness and lines, sextant, medicines, charts, and so it went on and on. We can do 6 miles per litre of fuel at 4 knots so 26 litres would be ample. .

We left Tingalpa creek at 8am on Friday the 13th of April. By the time we reached the starting line, the last officially entered yachts had rounded the first mark. As we rounded, the police launch raised her anchor and followed the fleet.

The JOG yachts bound for Mooloolabah had about an hour start, then the Gladstone monohull yachts, followed by the big multihulls about 15 minutes later. By Tangalooma (14 miles) we had passed two trimarans and several monohulls. By the end of the shipping channel at Caloundra it was nightfall and 20 yachts were astern. John and I were in high spirits as we raced boat for boat into the darkness.

Genoa down, jib up at 2am. No trouble, but since we



TRIPPERISH off Indian head (Fraser Is.) about to overtake MANGROVE CHARLIE.

jib we can hold the other yachts. Out from Sandy Cape, on a reach now, we can pick up a few more waves to surf on. Passed a few more yachts, *SASHA* was amongst them, a fine looking racer of 31'.

My crew was asleep on his two hours off, so I sat alone in the central cockpit. Leeward float only 1/3 depressed showing that *TRIPPERISH* was undercanvassed. To me this was racing in safety. We could have handled a severe gust under that rig and it only takes one to reduce or set sail anyway. Night came and with Breaksea spit behind us we are still feeling seasick and not eating. Fatigue is visible.

In the squalls, visibility is nil, and the waves are large. A glimpse of Lady Elliott light. Another. A fix. We are being set north. Under jib only now, we travel at 2 knots at times, but in half an hour there may be another squall. Too lazy to alter sail, we plodded on. *TRIPPERISH* would still reach 15 knots on waves in squalls, so we used that as an excuse. Naturally *SASHA* and all the other yachts don't race like that, so on their various courses across Hervey Bay, they reached Gladstone Harbour.



are shorthanded and a non-competitor, we are taking every precaution and aren't concerned at being last. We will be last if the L.W.L. of 20' has anything to do with speed.

As dawn broke, sails along the shoreline and ahead became visible. My crew was seasick and I wasn't feeling too well. First day seasickness was taking its toll. We hanked on more sail and overtook the yachts ahead and even those along the shore. As midday approached we saw the 31' trimaran *MANGROVE CHARLIE* ahead. We rounded Indian Head together with 130 miles on the log for the first day's run. Little did we know that the 42' trimaran *ASSASSIN* was already heading into Gladstone harbour with 3 multihulls astern before the 58' monohull *APOLLO*.

Our thrill was the duel with *MANGROVE CHARLIE*. Cameras clicking and whirring as we pass within calling distance. Surf at 15 knots, back to 12 then 15 again, 9 now as we are on the back of a wave. We are well in front now, maybe 1/2 a mile. We feel the wind is too much for the genoa, so change to jib. *MANGROVE*, under full sail, soon shoots past calling "we will see you in Gladstone". Even under main and

Just before dawn we took a bearing on Bustard head light. Two and a half miles later with a rain squall approaching we got another. The fix was vague as the bearings were close and we were a long way away. Not seeing land again until about 9am, my crew was doubting our position at all. The sounder showed we were out to sea at least 10 miles. We turned in and were relying on the sounder to give us a safe distance to follow the coast, when we saw a ship heading for Gladstone. Again there appeared to have been a northerly set. We sailed into the entrance leads as a monohull came up behind. We were not last.

"Let's not come last!" Suddenly we are in calm water in a light breeze. We set the mainsail and the 410 sq. ft. spinnaker, wash in our abundance of fresh water, shave and change into fresh clothes, all the time creeping ahead of our rival. We see more rain squalls. so drop the kite and pack it away. Our



*TRIPPERISH, again from MANGROVE CHARLIE
now just in front.*

rival begins to gain, but the best we can do is wing the genoa out to the float. As the wind gets stronger with the arrival of another squall, the monohull is going into periods of rolling. TRIPPERISH is doing 10 knots and holding her own again, as we are past the L.W.L speed. We have the

boom tied down to the float and the genoa sheeted via the other float to its winch. Now the sails are being pressed tight as we are doing a steady 12 knots on the log. Our friend is in trouble!

He has broached, laid flat, and wrapped his spinnaker around the mast. He is over too far and cannot steer. The spinnaker has filled at the top and they are heading straight for a wharf. Crew are frantically trying to free the mess. To be able to stay on deck at that angle is a credit to them. Yet they manage the impossible and at last down comes the beast of a sail.

Now in the dense rain we are speeding towards where we could see the finish line, only moments ago. Past the finish a groin extends well out across our path, so John is asking me to round up. "Not sail across the line after 300 miles?" I asked. "Don't be stupid, that wall is behind the rain somewhere.

ROUND UP!" John was already walking towards the bow with halyard in hand. With a push on the helm we rounded up and halted.

The sails were furled, and since we weren't racing anyway, I started the motor, and in company of the committee boat, we moor in Auckland creek. Five monohulls, and one trimaran were behind us.

Not many trailer sailers can carry an 8' x 4' dinghy on deck, let alone race offshore with one, and out of the crew's way too. Very few yachts can sail competitively under working jib and mainsail, when the opposition are flying everything. At no stage did we submerge a float, and at no time did we feel endangered. Wind ranged from an average 25 to more than 40 knots in squalls.

Trailertri is designed as an inshore cruising trailable yacht for a family, especially a family with young children and babies who need safe deck area and a reasonably level ride. To stand up so well in offshore sailing with large seas and strong winds adds to its success.

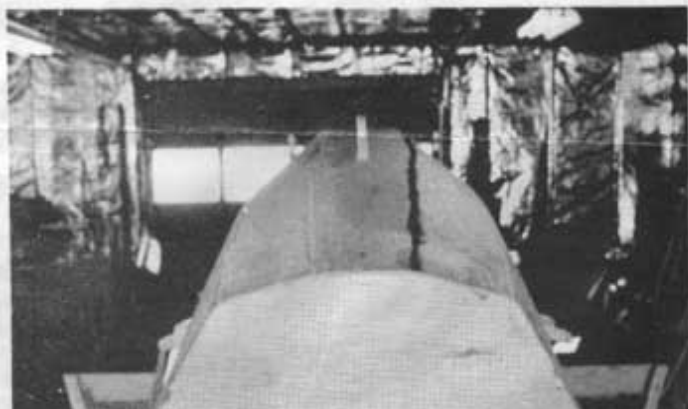
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The above story was published with some reservations. It is not intended to encourage builders to take their Trailertri on long offshore trips. Trailertris are strong enough to go offshore, but frankly, they are intended to be just trailer sailers, and are really too small for extended offshore sailing.

Ross went against my advice, as the Brisbane to Gladstone trip is not easy, and yachts have been lost in the past. I can see no reason for taking Trailertris on extended coastal trips when they are much more easily trailed. This after all is their purpose, and it is pointless to take unnecessary risks. So if your dream is to go ocean sailing, then build a bigger more suitable boat. Trailertris are purely for bay or coastal cruising where sheltered waters are close by. They should not be expected to do ocean trips for which they are not designed.

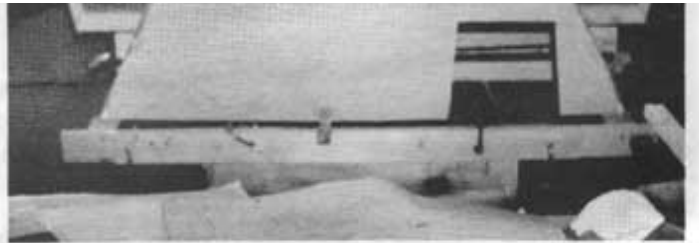


In Gladstone Harbour, ready to go on the trailer for the rather easier trip back.



But, however, congratulations are still due to Ross on an excellent achievement, just don't do it again!

Of interest to many, is the recent dismantling, for the first time, of the original prototype. This was done to check if any problems had developed after 5 years of sailing. After a thorough examination, no signs of wear or any stress points were found anywhere. This is in spite of having A frames designed to the minimum, being only half as strong as those



Dick Smyth's '18' in his well insulated shed up in snowy Vermont, U.S.A.

used in the present '18'. Now you know why I guarantee them for 15 years!

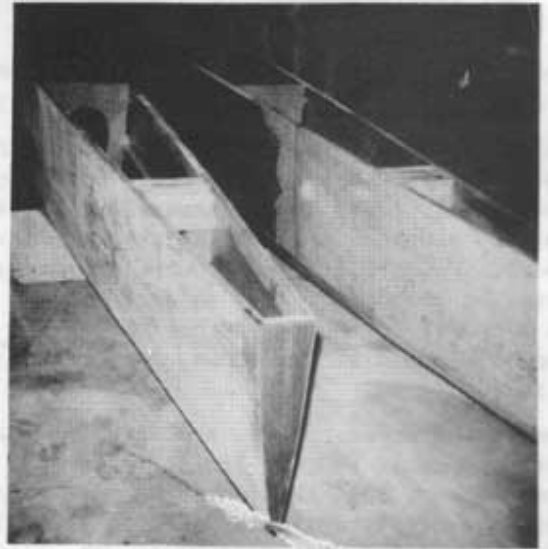
SAILING HINTS Trailertris, being trimarans, have different sailing characteristics than other boat types with some surprises.

One, is the ability to do continuous 360 degree turns in one spot, tiller hard over. Try it sometime, you will be surprised.

If you want to take it easy, while going to windward in very rough conditions, try sailing jib only. The comfort and ease of handling is excellent.

One important point about pointing ability. All multi-hulls should have flatter sails than the monohull, and if so should be able to point higher. But never do. With more windage than the mono, the higher you point, the more wind drag. It always pays to sail a little lower and the increase in speed more than makes up for the increased distance. Always keep the speed up and sail below the monohull, never above him.

On both the '18' and '680', the genoa is about as big as it can be. To sheet it correctly, carry it as high up the forestay as it can go. The sheet lead should be about 8" to 10" in front of the rear cabin bulkhead.



Gary Crawford's '680' float. At Sodus, New York. Making rapid progress.



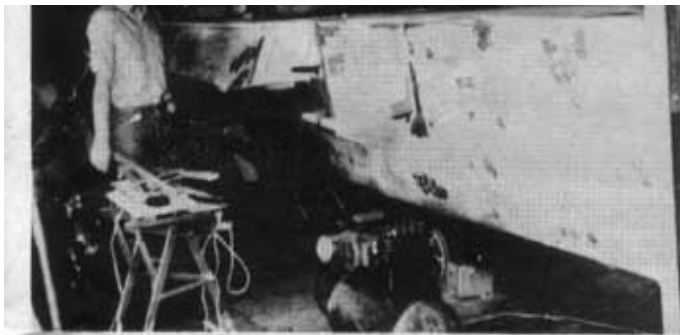
An interesting shed built by Andy Grant & Derrick Robbins for their two '680's. At Aptos, just south of San Francisco.



Tom Kraemer's '18' float, ready for planking. At Orange, just out of Los Angeles. A very well set up workshop.



Included with this newsletter, for builders, is some more building notes on recent improvements, plus the latest price list. There have been price rises on most items, the only exception being some Epicraft products. The range of parts has also been restricted somewhat as some items have been



*Philippe Nobileau's '680', Oxnard, California.
The first to be launched in the U.S.A.*

been restricted somewhat, as some items have been too time consuming and uneconomical.

A big demand for A frames has required some new dies to be made for the castings, to avoid major delays in the future. This means a temporary hold up in A frame deliveries until late August. However, most other folding system parts are now kept in stock, I'm pleased to say, or a minor delay at the most - Happy sailing.

Jan Farnir

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