

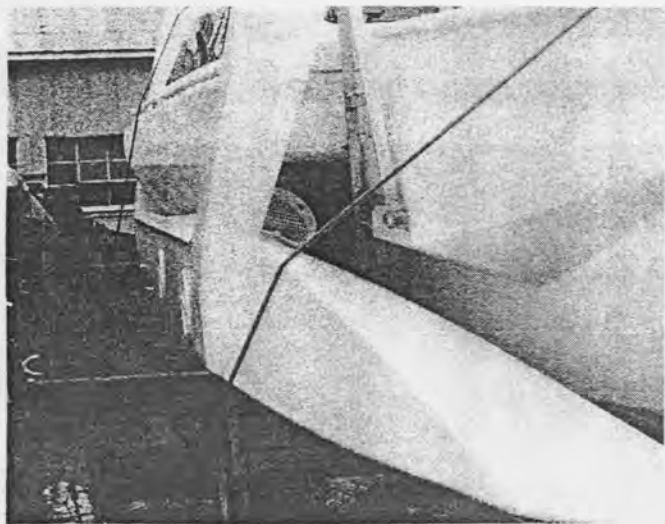
# F TRAILERTRI F

MARCH/APRIL 1984 — No. 23

## First Trailertri 720 Launched

Pictured is Peter and Sharyn Steller's Trailertri *Aquilo*, recently launched in Mackay, Queensland, Australia. Peter reports that he is very pleased with her performance, particularly after the way she performed on her first sail with some 12 people on board! Only non-standard items, are a modified rudder case, with a pivoting tiller (up and down) to give more versatility in the cockpit, while float decks between the beams have been rounded to follow the curve of the beams, also forming the rail for the wing nets. Looks very neat and efficient.

Peter's only problem after joining up was one beam hitting the cabin side while folding. This is not unusual, particularly if the "arms" of Frames 3 & 6 have twisted slightly during construction. Don't try and move the beams. Once fitted, the whole folding system is rock like, and they will just not move. Simply take a plane to the cabin side — there's plenty of "meat" here to allow for such an adjustment. To avoid this problem, just make sure that these cabin "arms" don't twist, particularly when fitting the cabin sides.



*This photo shows the unique rounded float deck*



## The TRAMP Wins in Australia's Marlay Point Race

With the designer on his way to the U.S.A., his Tramp FLYING FOX was commanded by its usual crew — Graham Healey and Keith Cutcliffe, while the Brisbane Trailertri Club Commodore Cliff James was pressed into crewing. The fact that Cliff was also able to supply a good towing car for the 2400 mile round trip was said to have nothing to do with it! (Only joking, Cliff.)

Anyway, this intrepid bunch managed to make it down to Victoria, and with Graham Healey impersonating the skipper, proceeded to once again carve up the multihull fleet easily taking line honors and 1st on handicap. Lacking the steadying influence of the designer, however, all was not wine and roses, and both Keith and Cliff fell overboard sometime during the night, while Graham even further refined his impression of a man asleep steering.

The race as usual had about 600 starters, mostly monohulls of course (but we are working on this), and 2nd over the line in the multihull section was a Seawind 24, with another 3rd. Further mutterings were heard about next year!

Another good effort by the Tramp, particularly considering that it was the smallest multihull competing. Tramps or Trailertris have now won the multihull section of this prestigious race for the last four years in a row.

Handicap results were as follows, 1st FLYING FOX, 2nd LIBERATOR (P. Cooper - Super Tramp), 3rd TCHET TCHET (G. Plumley - Super Tramp).

Exclusively Recommended by Ian Farrier

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The following letter is in reply to an article in the last issue of Trailertri about a particularly bad example of biased press reporting on multihulls.

Dear Ian,

With reference to your article "They Keep on Doing It" in the December/January Trailertri Newsletter.

Following the quote of Bob Fisher's diatribe, you state "Now the facts. True, multihull racing was banned for a short period in Australia ..." The facts are that multihull racing was NEVER banned in Australia!

Following the AYF Offshore Committee's attempt to have the sanction of the AYF removed from multihull racing, by urging that the multihull safety regulations be removed from the Blue Book, the AYF executive chose to show its concern by recommending that State Yachting Associations request affiliated yacht clubs not to provide facilities for offshore multihull races pending a report from a special investigative committee into allegations of "total irresponsibility"; "lack of safety checks"; "absence of crew lists"; "no radio checks"; "no provision for radio scheds"; "total disregard for good seamanship"; "flagrant disregard for safety regulations". The result of the investigation was that the committee reported that not one of the allegations could be substantiated, safety requirements and radio scheds were well above those required by the Blue Book; the crew lists were done in triplicate (Water Police, Marine Ops Canberra and the Race Committee all had copies!), in short the races had been run with all the "i's" dotted and the "t's" crossed.

It is interesting to note that the person/s making these allegations never had the guts to come forward and their identities remained a closely guarded secret. Yet the Press had a field day, offshore multihull insurance rates skyrocketed and multihull boat sales bottomed.

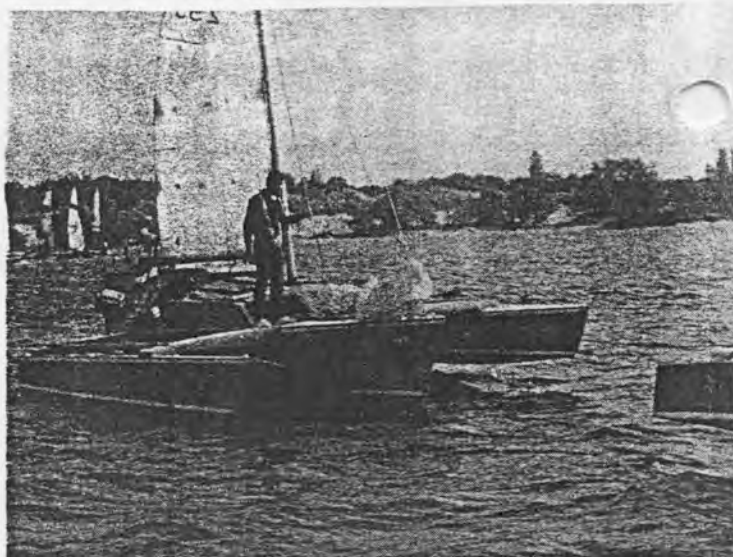
Yacht clubs ignored the recommended request and many offered the use of their facilities if other clubs withdrew theirs.

If, Ian, the Press has managed to convince you that we were banned, what chance has the public got of ever hearing the truth? Keep up the good work.

Regards,

Harvey Raven

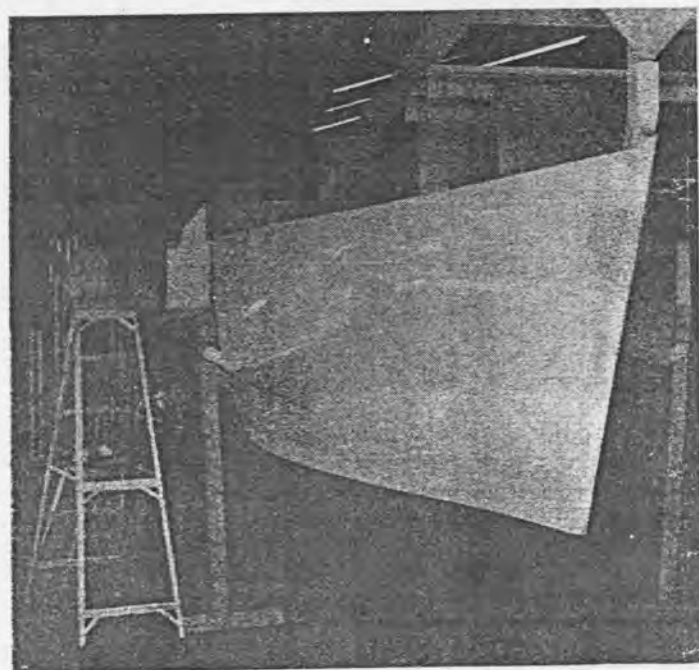
## Trailertris popular in Holland



W. Daalderop's Trailertri 680 'Bries' near Amsterdam, Holland. Quite a few Trailertris now built or sailing in Holland with lots of encouragement from Alan Veth, the local agent (phone 020 763 122). 'Bries' was the display boat at last year's Hiswa Boat Show.

There are 3 Command 10s also building in Holland with Eduard Roem's due for launching soon, while Harold Dekker writes that he has completed 2 floats and will soon start on the main hull.

## Another Command 10 progressing well



Andy and Cathy Sproul's Command 10 was recently turned over in Brisbane and like their 680 'Daula' is another superb job. The paint job would put some cars to shame. Andy and Cathy will be cruising up to Papua New Guinea once completed (provided somebody can stop Andy from polishing it).

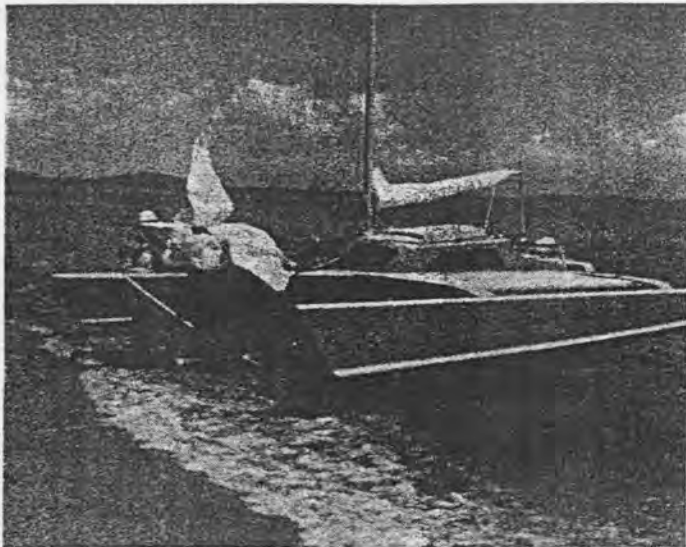
## Spider on Long Island



Lee and Pauline Kremenz's Super Tramp Spider, which sails on Great Peconic Bay, Long Island, New York. Both Lee and Pauline have won a number of races in Spider and are delighted with her performance. Interestingly, Lee and Pauline have always sailed monohulls, and Spider is their first multihull.

They both recently made a trip to Australia, and visited us in Brisbane, on the very day we were shifting out, heading for the U.S. Talk about timing! We spent several hours among the packing cases talking trimarans — much more pleasant than packing.





Rex Short's Trailertri 680 'Blue Lady', which was recently launched at Bowen, North Queensland. Rex writes that Blue Lady is going very well with no problems at all.

Quite a number of builders have written recently about progress, these including Gael de Nanteuil, Laval, France, who hopes to have both floats and the beams of his Trailertri 18 complete this year. Gael is the manager of a small GRP moulding factory and gets little time to work on his Trailertri.

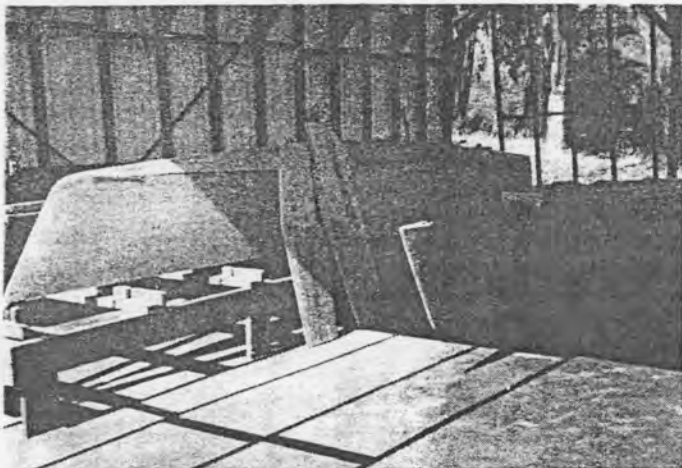
In the U.S. Bob Trygg in Duluth, Minnesota is making slow but good progress with his 680 and similarly Bill Boerner in Lopez, Washington. Bill writes:

*Progress on my "680" has been slow but steady. It boggles my mind to read about someone completing a boat in 12 or 14 months. I work on my boat usually one or two hours per night and some more on weekends. At this point, I have completed the frames for all three hulls, plus the wood crossbeams, centerboard trunk sides and have just completed assembling and finishing the first float. Everything is coated and glued with WEST epoxy. I covered the float with a light cloth called Nexus. It is supposed to have some better qualities than Dynel.*

*At this rate of speed, I am hoping to have her floating by Spring of 1985. It has been a fun project and am still enjoying building it.*

*Good sailing, Bill Boerner*

## Trailertri 720 in California



Another U.S. builder Donald W. Schmidtke's Trailertri 720 at Lakeside, California. Donald has previously built a Piver Herald in which he cruised the Pacific.

*Dear Ian,*

*I have recently purchased a 680 Trailertri (NEHEYA II) from Bob Hall in Port Hedland.*

*My wife and I are relative newcomers to sailing, but we are both very impressed with our new acquisition.*

*We have two small children (3 years and 18 months) and find it very safe for them.*

*NEHEYA II is probably destined for a quieter life cruising around Broome than Bob gave her in the races, nevertheless, Broome has recently formed a yacht club (actually a water sports club) and during a "fun" race a fortnight ago, NEHEYA came second (four larger boats entered).*

*This was after I missed the first buoy and stopped for a while to retrieve my hat. As I was trying to keep two kids quiet in the cabin, and teach someone else how to sail, I was impressed - so was the Windrush Wildfire crew who just managed to beat me.*

*John Robinson, Broome, W.A.*

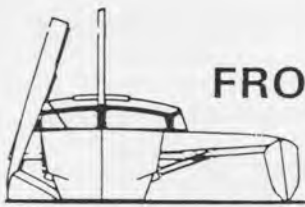
## Cruising the Tropics



*Eric Bartlett's Trailertri 680 'Gitaway' and Bevan Davey's 680 'Gooney Bird' anchored off Magnetic Island in North Queensland. Quite a number of Trailertris now completed and cruising in Northern waters.*

**WEIGHT.** Some discussion is probably overdue on the expected weight of your finished boat. Please remember that the weight given in the brochure is for the basic boat, mast and basic sails, but with no gear inside, no pulpit or pushpit, basic fibreglass, and built from light materials. Most builders will find that their boat will come out heavier. Biggest culprit is weight of timber and ply. All boats have been designed for the stress grading of wood with a density of around 450kg/cu.m (28lbs/cu.ft). Such wood includes Klinki pine or Sitka Spruce. These are not always easy to get, and should a heavier wood be chosen such as Douglas Fir (Oregon) then the bare weight can be increased by about 100kg (220lbs). All coachwood could increase weight by 240kg (530lbs)! Add the extra weight of full fibreglassing, safety gear, radios, battery, water, fuel, outboard, extra sails and ropes, anchor and chain, pulpit, etc. etc. and the full cruising weight can reach 50% more than the bare weight.

Where you should be careful, however, is not to overload your trailer. Brakes and tyres should have suitable load ratings and meet local regulations. It's best when loading up for a long trip to load as much in the car as possible, always keeping the boat proportionally much lighter than the car.



## FROM THE DESIGNER

Ian Farrier, P.O. Box 7362,  
Chula Vista, Ca. 92012

Well the big move has been made and the Farriers are now located in the U.S.A. There's been another change of address, having made the move to San Diego earlier than anticipated. All correspondence should therefore be now sent to:

P.O. Box 7362  
Chula Vista, CA 92012  
(619) 585-1711

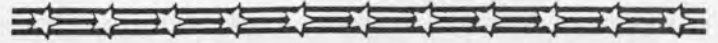
Our office is once again fully set up and there should be no further delays in correspondence. A good stock of folding system parts was made prior to leaving Australia and these should arrive in the U.S. in about 8 weeks. Trailertri Supply Co. will now be handling these in Australia.

The future of this newsletter (TRAILERTRI) was discussed at considerable length prior to our departure from Australia, and it will now be produced in the U.S.A. by myself. It was originally started by me back in 1975, but due to work pressure was handed over to the Brisbane Trailertri Club in 1979, who have managed it for the last four years. However, with the separation of the Trailertri Club (who managed the finances and mailing) from me (who now does most of the writing and layout) by some 8000 miles, there were going to be some obvious production problems. So it was decided that my wife Alicia and myself would once again take over TRAILERTRI, and produce it here in the U.S. Many thanks are due, by the way, to Ted and Sheila Latta who have been the mainstays of producing TRAILERTRI the last few years, with Sheila doing the unenviable job of keeping the subscribers records up to date and addressing the envelopes, while Ted did a tremendous job on the Newsletter itself, really upgrading the quality and style, and showing me all the techniques of producing a top quality newsletter. Ted retired a few years ago to spend more time on rock walls and boats and things. At last report he was rumored to have spent four weeks sanding his 680 while muttering about the insanity of rock walls, fences, and politicians! Nothing insane about sanding a boat for four weeks though!

In the past TRAILERTRI was obtained by becoming an associate member of the Brisbane Trailertri Club. This system is being discontinued and the TRAILERTRI will now be available by direct subscription to me. Its role in the future will be to publish news from all Trailertri Clubs, and help co-ordinate Trailertri activity worldwide. Current associate members of the Brisbane Trailertri Club will continue to receive TRAILERTRI until your membership expires, at which time you will receive a new notice of subscription due, to receive further copies.

TRAILERTRI will also be available to all Trailertri Clubs, on a bulk purchase agreement, so that if you are a full member of your local Trailertri Club, you will get your copy through your local club. You don't have to subscribe separately. Check with your local secretary to confirm that this is so.

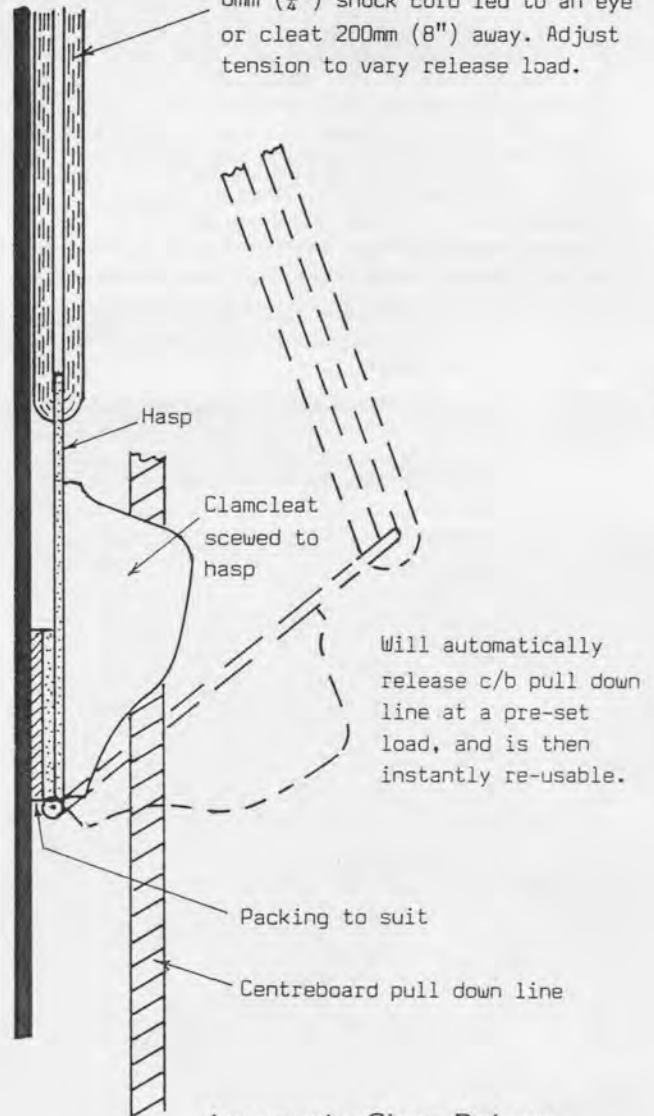
TRAILERTRI will continue its current form, possibly growing a little bigger, as time permits, and will continue to concentrate on news about Trailertris, Tramps, and Command 10s. Contributions will still be needed from all builders/owners, particularly building news/ ideas, cruising stories, race results, etc. Photographs are particularly sought, and can be either color or black and white. Terminology and spelling in future issues could be interesting with a mixture of Australian/New Zealandese and American. I will however try and use the language of the country of residence, so in the future, expect to see fiberglass instead of fibreglass, harbor instead of harbour, and favorite instead of favourite. We will try and keep the "Giddy Sports" and "How ya goin' mates" confined to those Australian commercials you Americans have been seeing lately — and yes Australia really is as good as it looks! (Just send the cheque-check to the above address Bob.) With the vast U.S. market now directly available, lots of new developments will now be possible, and these will be detailed in future issues.



With Trailertris, right from the very beginning, my policy has always been to make and develop Trailertris to be as easy as possible to build and to always encourage builders to finish their boat building project. This is not always possible, of course, and no doubt there are a number of Trailertris out there destined never to be finished. But don't hide it away. Let me know if you will not be able to finish, or place an advertisement in TRAILERTRI. There's always a number of people looking for unfinished boats, and you can thus avoid any losses.

One looker at the moment is John Henty, of 33 McCormack St., Curtin, ACT 2605, Australia. John is looking for an unfinished 720 or 680, and if you live nearby and have decided boat building is not for you, contact John.

## Helpful Hint



### Automatic Cleat Release

For centreboard control line  
Made using a 'hasp' type catch

TRAILERTRI 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 US\$6 (Foreign US\$7) and includes air mail postage. Any interested person may subscribe, you do not have to be a builder or owner. Send all subscriptions to Ian Farrier, P.O. Box 7362, Chula Vista, CA 92012, U.S.A.