

TRAILERTRI

First Command 10 Sailing

JUNE/JULY 1984 - No. 24

Ross and Yvonne Blair's Ricochet, the first Command 10 launched, is now sailing in Bundaberg, Queensland, Australia. Ross writes:

You will be pleased to hear and see from the photos that we have some sails of our own — a main and No. 1 jib.

We have taken the boat out six or seven times and are slowly getting things sorted out. The jib is cut well and sets well to windward, but it needs an outhaul when off the breeze, as we only have a fixed block on the deck. We have found the boat sails better with the jib eased slightly and points just as high.

The main is a bit full but will probably improve once we have a better outhaul, mainsheet traveller system, backstay tensioner, and a small winch on the halyard. I have a sliding gooseneck with a downhaul which I'm happy with, but I need a winch to get the main all the way up. The main has a luff Cunningham, which does help a lot.

Our first sail was in light airs in the Bundaberg River and our main halyard was 12mm braid which stretched badly and made the main next to useless with the boom about a foot off the deck. The next day was blowing twenty to twenty-five knots and the main was even worse, so we went back to town and bought a wire halyard.

The next few sails were just outside Burnett Heads and in the river in about ten to fifteen knots. We tore the twelve year old borrowed Genoa we had the first day, chasing the local sailing fleet around the buoys. We changed down to our No. 1 and we were underpowered and the local Blazers and Ross 780 were pulling away to windward but that's to be expected. We'll sort them out eventually.

The last couple of outings were in the river (as Micah gets seasick) in twenty to thirty knots southeasters — a good breeze for our limited sail wardrobe.

To windward we were doing about 7 to 8 knots and taking through 80° to 90° consistently. Windward performance will improve with the main sorted out.

The rudder still seems a bit heavy and has had a bit too much weather helm. Again, with the main working properly it will probably help.

The board is also a bit of a problem, as I had forgotten about the amendment to the plans showing the front of the board hollowed out, so it's not going forward as far as it should.

I'm sorry the photos aren't the greatest, but it's the best we could do, and I thought you would like to see the boat sailing. The rig looks very good and I really like the No. 1 jib — it looks good and works really well on the wind.

I'll keep in touch on further developments, as we want to get a Genoa as soon as possible. I would appreciate any hints you think may help to get the boat going at its full potential. Even though we are cruising, I like to sail as best as possible.

Regards,
Ross Blair and Family

P.S. Forgot to mention Ricochet tacks beautifully and loses very little way.



There's a couple of points in Ross's letter needing some discussion, the first being the rope halyard. As mentioned in Newsletter No. 15, you must use wire halyards for your Trailertri or Command 10. Rope is just not strong enough for the huge stability of a multihull, and stretches far too much. Rope tails give the easy handling of rope but there is wire where it counts — all the way up the mast — with just a foot or two of rope just before the cleat/winch. The ideal situation is the rope to wire splice, and with the wire actually running inside the rope tail sufficiently far enough to wrap around the halyard winch, leaving no stretchable rope at all between the sail headboard and the winch.

The Command 10 rudder may also be a bit heavier than I would like, and I am awaiting further word from Ross, after some adjustments. So Command 10 builders please hold off on your rudder until after the next Newsletter. It may need slightly more balance area — about 25mm (1") added to the blade's leading edge OR 12mm (½") taken off the front edge of the blade where it hits against the rudder case, allowing the blade to swing further forward.

This is an important point with all Trailertris/ Tramps/ Command 10s. Your helm should always be feather light, with literally fingertip control and slight weather helm. The only exception is really

fast reaching with spinnaker in over 20 knots where the weather helm will increase, but not to any great extent. If you have not got this situation then check the following:

1. The rudder must be fully down, as per plan, with some balance area ahead of the gudgeon pivot line. On Tramps check that there is no excessive weld at the bottom of the rudder case that could prevent the rudder from swinging fully forward. The rudder not swinging fully forward is the most common cause of excessive weather helm.
2. Check the centerboard. It should be able to swing fully forward, and should always be fully down, even when running downwind except in the lighter conditions. Trailertris seem to go faster downwind and reaching with the board down. I believe it is due to less drag from the centerboard slot with the board down and the helm being neutral (You will get more weather helm with the board being up.) giving less drag.
3. Sail balance - the most common fault here is not letting the main out far enough when reaching and to be able to do this the genoa/jib should have a barber hauler so it can be sheeted further out right to the float. With properly set up rudder and centerboard, well balanced sails, helming should always be a pleasure.

First Command 10 Folding

Lionel Rockman from Victoria, Australia, was a recent visitor to us here in San Diego, and brought news that his Command 10 was almost completed (probably launched by now) being joined up and folding. Lionel's boat will be the first folding Command 10 launched and could be one of the best set up Farrier designs ever launched, equipment even including a Sat. nav. system.

Lionel reports that the folding system works well and that folding can be accomplished by manpower alone. The Command 10 does have a mechanical assistance system designed in in case folding turned out more difficult than expected, but it looks as if this may not be necessary.

Lionel's Command 10 was professionally built and the standard of finish both inside and out looks superb.



Lionel Rockman's Command 10, at Welshpool, Victoria, Australia.

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Marlay Point - 1984

Our third successful Marlay Point Race, and this year as usual a lot of preparation on Flying Fox (Super Tramp mod), checking and replacing gear, trailer dismantled, checked and reassembled for the long haul to the Gippsland Lakes.

The crew of Graham Healey, Keith Cutcliffe and Cliff James, Ian Farrier not able to sail this year due to his American commitment, had flown out of Brisbane one week earlier. The trip to Melbourne started 6:30 a.m. 7 March, arriving in Melbourne 5:30 a.m. next day. After a good sleep we drove into the city to see Australia II which was on display. A very beautiful boat.

Friday morning, off to Sale, booked into a motel for the night, then Saturday morning we launched Flying Fox at Lake Wellington Yacht Club, spent the day (25 knot winds) talking to various skippers and crew, sleeping, eating and hoping the winds would die by nightfall.

8 p.m. and division and I are off and racing (approximately 150 boats), parachute flares, flashing amber lights and boats everywhere. We keep our distance, wind drops to about 6 knots, you beaut!

8:30 p.m. Div. 2 and Div. 3 (Multi's) were off, no wind, we crawl across the line (we think) and settled down and let the butterfly's out. This time there are approximately 350 boats around. Its a windward leg and crossing Lake Wellington we wonder what lies ahead. The wind down here can blow, swing, and die in a matter of minutes. We pass mono's like they are anchored, wind now about 5-6 knots, and Flying Fox maintains a constant 4-6 knots with our borrowed lightweight genoa. Cliff James is astounded with Flying Fox's performance.

No multi-hulls in sight, but as we fly past mono's, a funny thing happens. They shine a spotlight on us to see who is passing them to windward and pointing higher, and then they light up their own sails as if to say, "What are we doing wrong, a Tramp can't pass us!" Its a good feeling and the old Fox is sneaking along perfectly.

We look behind. Boy, what a sight. A city has emerged from the depths.

Eyes front and we are approaching that win or lose river called McLennan's Straits. A Nolex 30 glides past us. "Graham, what's wrong?" "Arr he's too big." We enter the narrows, where are the boats, we can make out about 2 or 3 in front. The cheer squad tells us we are about in 8th place. But what a big difference to the last two years with boats everywhere. We can foresee no problems as yet, and we ghost along behind the Nolex 30, tack for tack, wind dropping down approximately 2-3 knots, tide going with us. Keith is perched on the bow railing pulling the lightweight genoa around the forestay as we tack, then splash, splash, hell, Keith has fallen overboard! Cliff rushes to the transom to grab the man overboard, but relieved to see Keith climb over the bow rail. "Don't panic, chaps, I was only washing my white sandshoes." Thank God for that bow rail. They are a must on any boat.)

The Nolex 30 is slowly climbing away, still no other boats around. Cheer squads all along the river, time about 1 a.m. Holland's Landing (the end of the river) coming up, we tack across, hell the wind has gone, now caught in the tide, no control, tide playing games with Flying Fox. Oops, we nudge the bank. A couple sitting on the bank watching us. No cursing, fellas! Cliff jumps onto the bank to push off. Hell! He pushed too hard, jump man jump, imagine a cat climbing a tree with claws dug in. That was Cliff to a tee on the bow of the boat. He did not want to get his shoes wet! We're sailing backward. Very embarrassing. We fend off again, we end up doing two 720° turns, Graham lost control (verbal, that is). At last we're sailing in the right direction down Lake Victoria which is known for its sand banks. Two boats pass us, wind now about 6 knots on the beam. The wind swings to southwest, up with the spinnaker and down again.

Graham is having trouble with his eyelids. Hey, Cliff, take the tiller for a while. I'll do the foredeck work! For the next half hour Graham was out like a light, cuddled on the genoa, snug in that life saving bow rail (the one with all the fingerprints on it!)

Dawn is now approaching as we head for the mark at Metung. We can now make out the boat that has been gaining on us for the last hour or so. It's last year's line honors winner, Yellow Brick Road, a Ross 780. He passed us just before the mark at Metung. The wind is nipping up now as we round, back on the nose. 15-20

knots, we feel a bit overpowered but hang in. Cannot catch the Ross, too big, another mono passes. That's funny, there are bodies hanging low over the side. At least it's not a multi. Where are they?

A good windward run, next mark coming up. The Ross 780 just in front, we go under him on a reach to the finish, beating him by nine seconds over the line, taking line and handicap honors in the multihull division.

Keith Cutcliffe

Another Trailertri 18



Dear Sir,

Trailertri 18 No. 75 has at last been launched (3½ years gestation period caused by being too fussy). We have named it TRI-ROAMING.

I experienced no problems in building, as your plans were very explicit. The whole boat was fibreglassed 6 oz. below waterline, 2 oz. above, with epifab on decks.

The wing nets have tubing between beams on floats. Caravan Annex boltrope track bolted on to narrow side decks on cabin sides. The net has boltrope all the way around and clips as used on Windrush 12 ft. Surfcat Trampoline clipped on in place of cringles. (Have had many failures with cringles pulling out but have had surfcats for 10 years and never a failure with the boltrope clips.) The end result is very neat.

I made a few modifications, e.g., extended outboard well forward to frame 6A and partitioned off for fuel tank. The traveller is mounted on frame 6A and a flat type fuel tank used. Works very well.

The back rests of seats have been extended by bolting shaped 5/16 ply pieces to alloy brackets on rear beams. This completely encloses cockpit and makes a safer seat when sitting on beam.

Other odments made were, offset bow roller and mast crutch combined. Extendable rear mast crutch incorporated in a type of pushpit. The crutch is now filled with a small roller (not shown) which makes sliding mast in crutch very easy. The crutch enables two old fogies (my wife and I) with the help of jib halyard to step mast with no effort.

The trailer is very low to give 8'10" height to clear shed and carport. (Floor of carport was lowered 6" to allow clearance.) Boat can now be kept in shed.

We are very pleased with the whole boat and it sails like a dream.

T. Pettingill

Mandurah, Western Australia

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More Cruising

by **Baden Jacob**

The Bassell's (Hadji 680) Jacob's (Bahemartara 680) Walker's (Hopscotch Seawind 24) Brian Sawley and Bob Humphries (Rum 'n' Coke 680) and Peter Plaisted and Terry Neal (Chalice 680) ventured down the Coorong at Easter in search of sun and fun. We didn't find too much sun but certainly enjoyed ourselves.

Friday at launch time we saw cool to cold conditions with the usual on the nose breeze for the Coorong. After an uneventful lock negotiation (due to numerous fenders) we motor sailed to the mouth taking in the sights and enjoying the company of the local wildlife. (Despite the rain steadily dripping down the backs of our necks and wondering whether our fingers had fallen off. God, why do we keep doing this?) My wife looked particularly miserable on the tiller cursing that someone had not invented windscreen wiper equipped glasses - in fact so miserable I was almost moved to leave the cabin to console her.

We trudged on with our spirits soaring during the fifteen second breaks in the rain and finally arrived at the anchorage under the Coorong sandhills in the early evening. The Jacob family were feeling pretty pleased with themselves as crossing the Murray Mouth had its usual nerve racking effect on all (but the skipper). By the time we arrived it had not rained for some time and it was a colorful and relaxed scene we came upon with the other 680's and the Seawind nestled into the base of the sandhills with skippers and crews sitting about in the sand. My son Mark had fond memories of the fire Bill Walker had organized on our last cruise and was determined to have another. He set about gathering together anything he thought might burn but the result of his efforts didn't look too promising. However the mention of a fire had started Bill Humphries thinking about food, and he was seen suspiciously eyeing off "Tiffany" the Walker's dog, mumbling something about "sausage dogs being quite tasty cooked over a fire." However we had hardly put a match to the thing when down came the rain ... and "Tiff" was safe.

There was a mad dash for boats as Mother Nature had decided that we were to spend the rest of the night indoors. Aboard "Bahemartara" we hoed into a hearty tea and soon after the kids had decided that the Easter Bunny arrives early in the Coorong and it was Easter eggs all around. Before too long the day's activity was taking its toll and we were all being lulled to sleep by the nighttime sounds of the Coorong. (Clanging halyards, portable radios, etc!). We awoke with a start in the middle of the night, as our daughter Tara said someone was knocking at our "back door." I staggered out of the cabin and discovered the culprit ... "Chalice" doing a three point tap dance on out transom. A relocation of "Chalice's" anchor by me solved the problem. I should have had a camera ready to capture the stunned "Wot's 'appenin'? Where we goin'?" look on Terry Neal's face as he emerged from "Chalice's" cabin.

Back to the bunks and more sleep. We arose sometime early morning to a threatening looking sky. On board "Bahemartara" we all commented how quiet and steady the tri had remained during the night. A quick glance outside answered our question ... the water had disappeared. With all three bows wedged into the sandhills we were dead level and I couldn't have managed it better if I had used a spirit level. (Being a well seasoned mariner this maneuver was of course calculated as I knew perfectly well there would be no water there in the morning.)

It was quite a sight — multi's and mono's as far as you could see — the mono's in particular at some crazy angles and all 10 feet from the water. Our commodore on "Rum 'n' Coke" had miscalculated his landing on the previous night and was left at a most uncomfortable angle. Of course Brian and Bob were having such a great time consuming grape juice during the night (non alco of course) they probably didn't even notice! After breakfast it was the "gathering of the skippers" to ponder our dilemma and as we were all experts on the winds and tides much intellectual discussion ensued. Terry Neal's experience as a River Thames barge captain was invaluable as he was able to devise a system for tidal movement observance. Very technical that — you poke an old pelican feather in the sand and watch whether the water gets closer or farther away!!

At this point we discovered another very practical use for 680 wingdecks — as verandahs. (Of course it will need to be raining and your boat high and dry to make use of this valuable piece of information.) The monotony of the steady rain was broken only by periods of heavier rain but finally it began to ease. Just as well as there were many mutterings of rheumatism, lumbago, etc., due to our crouched position under the wingdeck. The rain stopped and the sky cleared rapidly but the tide was still out so we weren't about to do any sailing. Peter and Terry wanted to return to Goolwa as soon as possible and as "Chalice" was already halfway in the water, a little application of some muscle power soon had her afloat. After "Chalice" departed the rest of us decided that a trek over the peninsula to ninety mile beach would be just the thing to pass the time until the tide came in.

We walked past the many mono's that were heeled right over which made for a very unique sight. A couple of enterprising gents were seen digging out underneath their mono with the intention of floating it back to the water!!

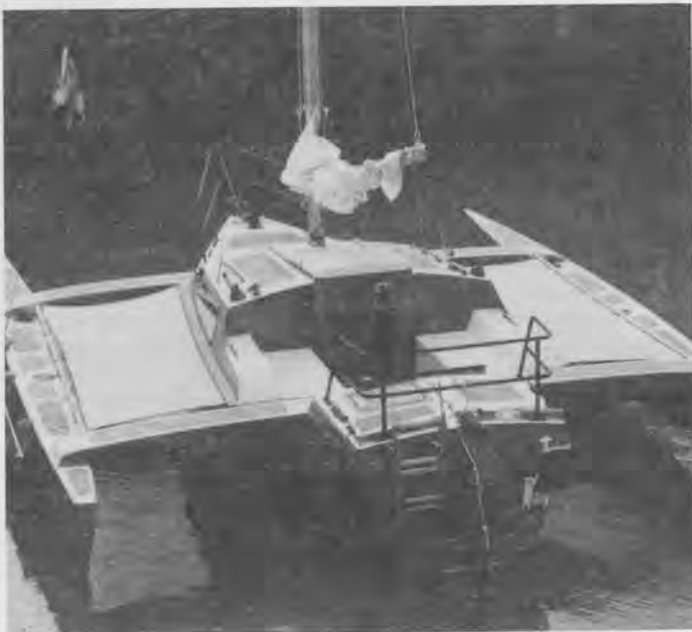
The trek along the Coorong beach and up through those remote scrubby sandhills to the ocean is always invigorating and something you never tire of. The sight and sound of the southern ocean swells breaking onto this open beach is a refreshing assault on city life dulled senses.

A welcome lunch and general loll about in the sun was most relaxing, but with the tide now back it was time to attempt some refloating. (All but the Bassell's in "Hadji" intended to be back in Goolwa that night.) After a lot of pushing, shoving, grunting and groaning "Rum 'n' Coke," "Bahemartara" and "Hopscotch" were water borne. ("Hadji" skipper being a smart ar... person knew better and anchored offshore and was not tide bound like the rest of us. Could've bloody said something though!)

With a right breeze just right for Goolwa and the sun shining we headed back. The next couple of hours was just delightful relaxing sailing, the sort that makes you keep going back for more.

Just another cruise with the S.A Trailertri Association.

Trailertris in New Zealand



Wayne and Dianne Blackmore's Trailertri 680 GRASSHOPPER in Lyttelton Harbour, near Christchurch, New Zealand. An interesting feature on GRASSHOPPER is the wheel steering, which Wayne made himself. It appears to work surprisingly well and does not clutter up the cockpit as one would think.

Also launched in Christchurch is Allen and Neil Hattaway's 680, and both of these boats are a credit to their builders.

Trailertri 720 Fastest in Bay to Bay

by Geoff Finegan

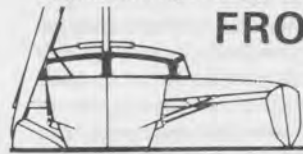
Doug Trott's newly launched Trailertri 720 KNEE TREMBLER creamed the fleet on her first outing at the 4th BAY TO BAY TRAILABLE YACHT RACE, Hervey Bay, Queensland, May 1984.

The event is a two day race, with an overnight stop at an ideal deep water, sandy beach anchorage on Fraser Island. Some 200 boats (including Official) are involved, and to see these milling around the start line is a magnificent spectacle, particularly as the start was downwind. As the confusion sorted itself out and the fleet spread, the sight of spinnakers covering the water as far as the eye could see was even more impressive.

The Multihull division this year numbered 26, of which 17 were Trailertris of various types, including Tramps. The Trailertri class is now really picking up in numbers in Australia, as more and more 680's are completed, and the new 720's are starting to appear. And, of course, the semi-sheltered waters of Hervey Bay are their ideal territory.

Doug Trott's spectacular effort on his modified (hot!) 720's maiden voyage bears tribute to his ability as a sailor (He's a rather successful 18 foot skiff sailor.), as well as the performance of the boat. Doug was seen feverishly screwing down fittings and adjusting rigging — including a trip to the masthead minus bosun's chair — up to an hour before the start. Dire predictions were made of the many and various disasters due, given such hurried preparation, but luck and skill overcame all. Doug crossed the line 36 MINUTES before the next boat, Darryl Dorsett's racing rig Trailertri 680 THOR.

Graham Hamer in his 680 TRIDENT, also a racing rig, came a very close third. All in all, it was a great day for the Trailertri Club, for as well as getting Trailertris 1, 2 and 3 across the line, the Supertramp of John Moody was placed second on handicap, with John Richardson's good looking cruising 680 fourth. First and third on handicap were the Tremolino's of Martin Arrowsmith and Bob Adamson respectively, both Trailertri Club members.



FROM THE DESIGNER

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

After many years of rumors and talking about it a bigger production Trailertri is at last on the way. The prototype is now being constructed here in San Diego and should be ready for launching in September. After a thorough and satisfactory evaluation it will be put into production and the first boats should be available sometime next year, in several different stages.

Some brief details. It will be 27' (8.25m) long by 18'4" (5.6m) wide and it will be trailable. Construction will be hi tech with all the latest aerospace materials being investigated. Final construction will probably be epoxy foam sandwich, with "pre-pregged" unidirectional "S" glass and carbon fiber, giving an extremely light and strong structure.

Style will be similar to the Command 10, and it should feature a built-in righting system. The next Newsletter will have further details, including sailing photos.

No further information is available at this stage.

The Brisbane Trailertri Club is intending to organize the Inaugural Australian National Trailertri Championships, to be held this Christmas School holidays in Brisbane. Sponsorship has been approved in principle from both Ronstan and Epicraft and for further details contact the Secretary - Geoff Finegan, 1 Main Road, Wellington Point, Qld. 4160. The event will probably take place over 2 weekends, with the intervening 5 days being an organized cruise of Moreton Bay.

Ready made fiberglass beams for the 680 and 720 are now available from Trailertri Supply Co., in Brisbane. Contact Geoff Finegan (ph. 07 207 2235) for details. Raw materials are also available.