

# F TRAILERTRI F

SEPTEMBER/OCTOBER 1984 - No. 25

## A Trailertri 720 Flavour in the 1000 Islands

Bob and Glenda Olivier's Trailertri 720 was recently launched in the 1000 Island area of Ontario. Glenda writes:

Dear Ian and Alicia,

The THIRD WAVE was finally launched July 7, 1984 at the Brockville Yacht Club! She is the first multihull of any kind to belong to the club. People were really impressed to see her folded and put in her berth. One club member, having heard that a tri had joined, went looking for her, but failed to find her.

The launch was attended by many boating friends and lots of curious yacht club members. All went smoothly. Everything worked exactly as it was supposed to. However, our maiden voyage with ten people aboard was cut short by a sudden thunderstorm.



We launched the boat without a completed interior, however, the boat is out of the water again for more work, now that we have sailed her.

THIRD WAVE was sanded for over a month before Bob declared her hull acceptable for painting. I felt this was an excessive amount of time and effort! We then painted with Petit Durathane. All the effort has been worthwhile, however, since everyone who sees the boat is sure she must be a fiberglass production boat. As usual, Bob's patience has paid dividends.

The Trailertri 720 is an impressive sailing vessel. There is virtually no weather helm in light airs and it is minimal even in heavy winds. The helm is extremely responsive and the boat comes about like a dinghy. After finally getting the rigging adjusted (it took 3 weeks) she also points very well. In fact, we duelled with a C&C 25 while headed to windward and found no fault with THIRD WAVE's performance.

We received and accepted an invitation from the Toronto Multihull Cruising Club for their annual regatta. Being novice multihullers, we thoroughly enjoyed this opportunity to meet other multihull sailors and appreciate the many tips we received about sailing and finishing the boat.

Receiving the second place trophy in the cruising division certainly increased our enthusiasm for sailing multihulls. We placed 2nd after starting 27 minutes late on Saturday and were

last to start on Sunday. On Saturday, we still had to erect the mast after attending the skippers meeting. On Sunday Bob didn't want to risk his beautiful paint job. The committee boat was stunned to see us cross the line ahead of much larger boats, after poor starts. Now that we have a fast boat, racing is fun! I'm afraid we may get the regatta bug!

We towed the boat to Toronto with our new Dodge Mini-van! The boat certainly can't be overweight!

Could you give us a performance rating for the boat? The regatta organizers last weekend rated us the same as a Buccaneer 24. We thought that sounded fair, but aren't at all sure.

The only difficulty we have encountered is in raising and lowering the masts. Our goal is for Bob and I to be able to do this by ourselves. To aid us, we have constructed an A-frame and are considering installing additional chain plates which would be in line with the pivot point of the mast. We would appreciate any suggestions you may have in this.

We are hopeful that many more Trailertris will be appearing on the Canadian sailing scene. Certainly, a great deal of interest was exhibited by club members in Toronto.

Enclosed is a picture of THIRD WAVE on her launch day. We will send a more up to date photo, as soon as one is available.

We love our Trailertri 720. Other builders should be encouraged to hear what a good sailing ship she is!

Let us know if you are able to come sail the 1000 Islands!

Bob and Glenda Olivier  
Lansdowne, Ontario

## Is This the Ultimate Trailer Sailer?



Lionel Rockman's Command 10, the first folding Command 10 to be launched. Lionel, of Victoria, Australia, reports that all went well and he is looking forward to summer sailing. This is a superbly fitted out boat, with many unique features. It certainly must have created a stir as it was "trailed" to the launching, folded, on the back of a semi!

# Single Handed Mast Raising

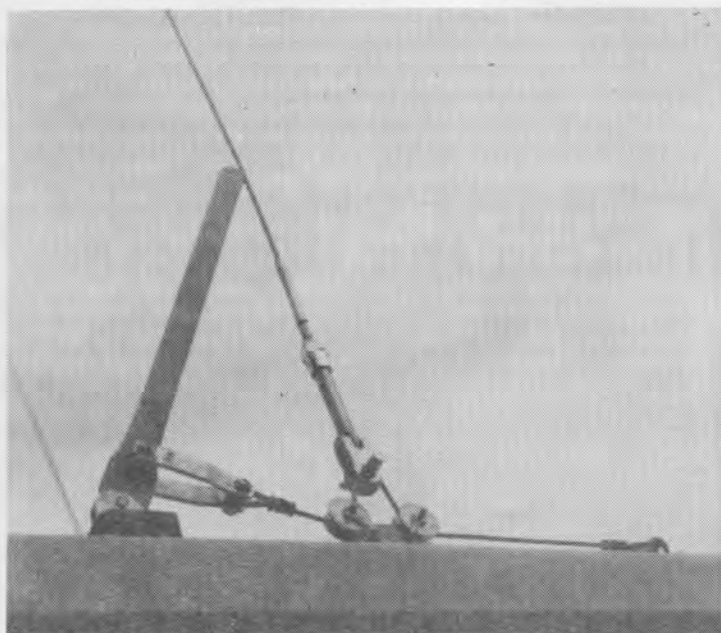
By Mick Riley

Back here in Hawkeye country we have at last breached the defenses of the AYF (Australian Yachting Federation), and got them at the very least to consider what we (South Aussiland) deem to be the salient features of the definition of a trailable multihull yacht. I'm sure they curse the day a certain dissatisfied Kiwi spawned a new generation of yachts that really are a pleasure to sail (or race), whether one is six or sixty (and I top them both).

We had a very heavy day in the last Milang/ Goolwa race — gusts to 50 knots recorded at the yacht club that day — with fifty or so of the "off the beach" cat division turned over, several collisions and a whale of a time held by all. In this approx. four hour race, hard on the wind all the way, my little standard rigged 680, with full sail up (!) finished only five minutes behind S.A.'s crack Ross 780 "Out of the Blue," with another 780 that much behind. Of course, the racing rigged Trailertri 680's fared even better!

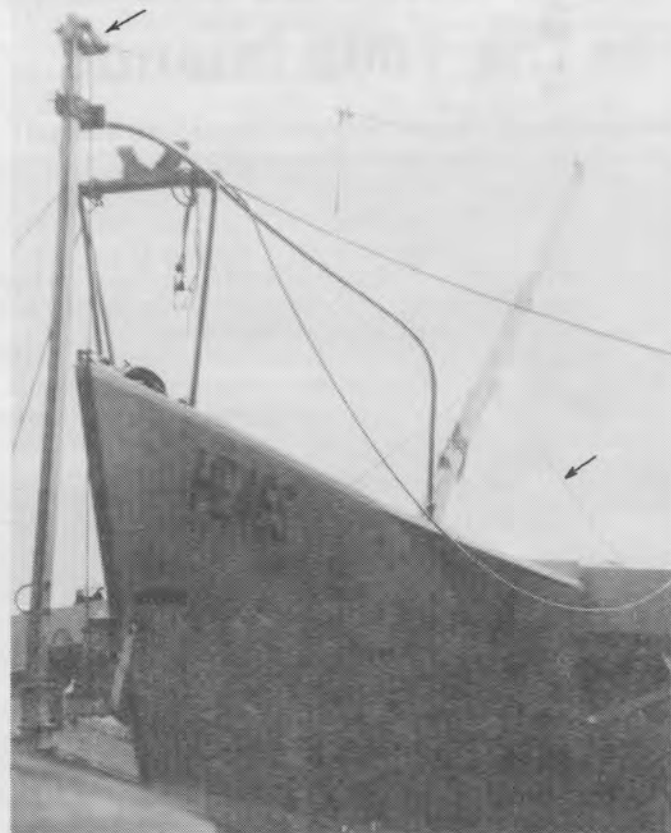
Anyhow, Ian, enough of the local gossip. I have included a few pics (disposable!) of single handed mast raising — the photo shows it all — and a very necessary variation of your original (1977) highfield lever. It's a two to one ratio, and with the upper "block" secured by spring toggle, it's a ten second job to attach or detach cap shrouds that are connected to the floats. Washers either side prevent wire jumping and take up side play. I also use the Trailer to winch off the boat with a five foot pole when launching.

We in South Aussie send regards to wife and family.

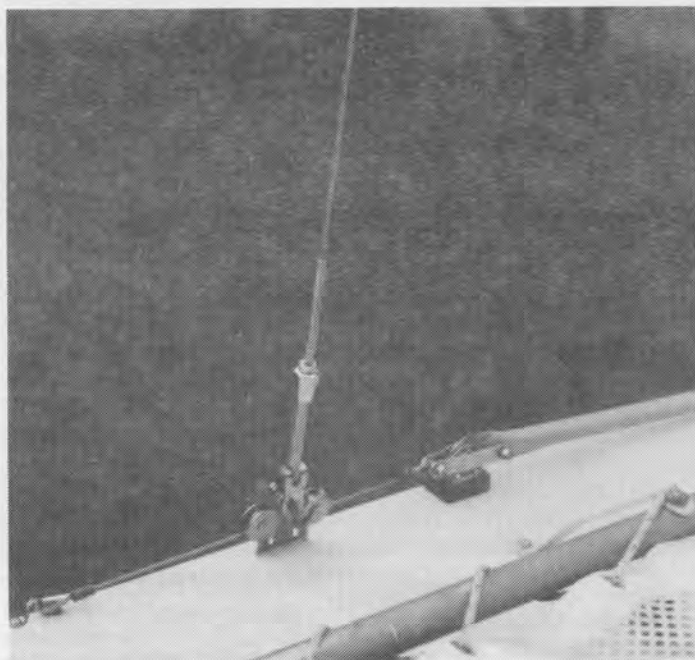


The Brisbane Trailertri Club is holding Australian Trailertri Championship Regatta, in Brisbane, from 5 to 13 January, 1985. Classes eligible are the Trailertri 18, 680, 720, and Tramp. The program consists of an invitation race, and 5 points scoring races over the 2 weekends, with an organized cruise or Moreton Bay in the week between.

Further details from the Secretary, Brisbane Trailertri Club, 6 Champion Lane, Wellington Point, Qld. 4160. Entries close 5 December, but late entries will be accepted with a penalty fee. Prizes have been guaranteed by Ronstan, Epicraft, and Trailertri Supply.



Note how the trailer winch is used to haul up the mast in conjunction with vertical post mounted against the pulpit, and the check stays to steady the mast.



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# KNEE TREMBLER — A Trailertri to Watch



One of the fastest new boats recently launched is Doug Trott's Trailertri 720 KNEE TREMBLER. Doug literally burst onto the scene with a runaway win in this year's Tin Can Bay to Hervey Race in Queensland, Australia. Doug is a rather successful 18' skiff and monohull sailor, and KNEE TREMBLER is his first multihull. Doug writes:

*...you were right about going out of your mind, it was absolute chaos at my place trying to get the boat ready for the Bay to Bay. The crew and myself were still putting fittings on the boat during the briefing for the race, which greatly amused the crowd!*

*I was a bit disappointed that the boat wasn't properly finished. The interior hadn't been painted and the floats were just undercoated. I was also disappointed with the handicap they gave me, it was the highest in the fleet which I thought was a bit tough as the boat hadn't been launched and I didn't know if it would float! (Needless to say, Doug took line honors by 36 minutes — Ian.)*

*You'll be glad to know I can tack the boat faster than a Farr 740 Sport (they're the Gung ho monohull trailer sailor) and turn in my own boat length.*

*Of the three winter series races (in Brisbane) that I have completed, the boat has beaten both D FLAWLESS (Shockwave 37 cat) and BEN BOLT (38' foam sandwich cruiser/racer tri) to the windward marks. But the larger sail area just caught me downwind in 2 of the races, while in the fourth heat we got Line Honors, beating all the other larger multis and monos. However I was disqualified for Rule 26. My large spinnaker had the company's name on it, which was screen printed over, but you could just make out part of the name.\**

*The boat appears to be very light, as it floats a good 1½" to 2" above the waterline. It also tows very easily behind my 4 cylinder ute. The spinnaker I have is very long in the luffs and old in design. I believe the boat can go much faster with a more efficient spinnaker and a large reaching headsail. In some of the races we have sailed 5 up and it doesn't effect the performance (line honors in 4th heat Winter Series).*

Doug Trott

\*Just behind KNEE TREMBLER in this race was good ol' FLYING FOX, really humming, with new owners Keith Cutcliffe and Graham Healey to still take official line honors for Trailertris. Quite an achievement for a 19 foot boat beating the 65 boat fleet

which included much larger top monohulls, and Australia's "fastest racing multihull." Who was it that said a wide hulled, roomy, cruising oriented multihull would never be fast?

Doug's 720 is very light, using Western Red Cedar with Oregon stringers. Rig is non-standard, it being ex. 18' skiff gear. Mast is actually *shorter* than the std. 720 mast, but the full batten mainsail boosts sail area to 350 sq. ft. or the same as the racing rig 680. Jib is set to be self tacking which Doug says works extremely well.

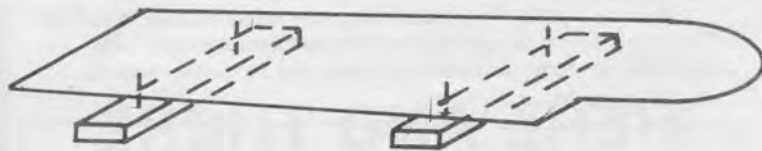
## A Helpful Hint

Dear Ian,

*Some people seem to get into an awful sticky mess when fiberglassing rudder and centerboard blades as it is, of course, most essential to cover both sides at the same time prevent warping. A very simple solution is to make up a couple of supports from two pieces of scrap timber, say 4" x 1" x 12", and drive a 3" nail through each end.*

*The added advantage of this system is one can see what is happening underneath the board and avoid disappointment when the job is cured. The indentations of the nail points can be filled with a drop of resin to keep the board completely waterproof*

Dave Romer  
Auckland, New Zealand



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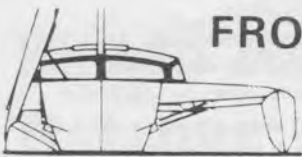
Contact GEOFF ADAMS or IAN KELSHAW

for advice on sails, battens and rigs.

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## FROM THE DESIGNER

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

More news about the new production Trailertri 27 or 825. Launching date has been set back to later this year as things have been turning out too well! Well, we were going to complete the prototype, launch, check her out, and then dismantle and take the production moulds off. However, all this takes time, and as she has been turning out rather well, we have decided to take moulds off prior to launching. This has set back the launching date but means that we will be able to get into actual production a lot quicker. Moulds should be completed in November, and hopefully she will be launched in time for sailing photos in the next Newsletter.

If you are interested then a general layout drawing is now available. Just send your name and address and you will also be kept informed of all new developments. Please keep the questions down, as less time behind the typewriter means more time on the boat. She is looking very exciting, though, with excellent room, and a final weight of around 1700 lb. Performance should be shattering.

Initial production will be here in San Diego, but we hope to set up production in both Europe and Australia as time permits.

Readers will recall the leading story in the No. 22 issue of Trailertri about an article in the English magazine "Yachts and Yachting" by Bob Fisher. In this article Mr. Fisher claimed that multihull offshore racing had been banned in Australia and inferred that there had been a high death toll. It was pointed out to Mr. Fisher that offshore multihull racing was not banned in Australia and in fact over the last 10 years some 35 lives have been lost in offshore monohulls, and not a single life has been lost in offshore multihulls!

A copy of this Newsletter was sent to Mr. Fisher, and the "facts" were pointed out to "Yachts and Yachting" by a letter. To date we have received nothing in reply but deafening silence.

## HERE AND THERE

Dave Green, Edmonton, Canada, recently launched his 720. Dave writes: "She is sailing perfectly."... Al Barnes, Fulton, Texas, is back working on his 720 now the weather is cooling ... Bill Reukauf, Palm Beach Gardens, Florida, launched his 720 not long ago and was setting sail for the Bahamas ... Douglas Cook, 909 Shorewood Ct., Dunlap, Illinois 61525 is looking for a Trailertri on the resale market ... Bob Trygg, Duluth, Minnesota, a 680 builder



Another Command 10, this one being built by Lars and Eric Kreuger in Brazil. From left is Marinho, Lars, and Heralmi. The main problem in Brazil appears to be getting suitable metals, though Lars now seems to have overcome this with suitable substitutes (checked out with the designer first, of course).

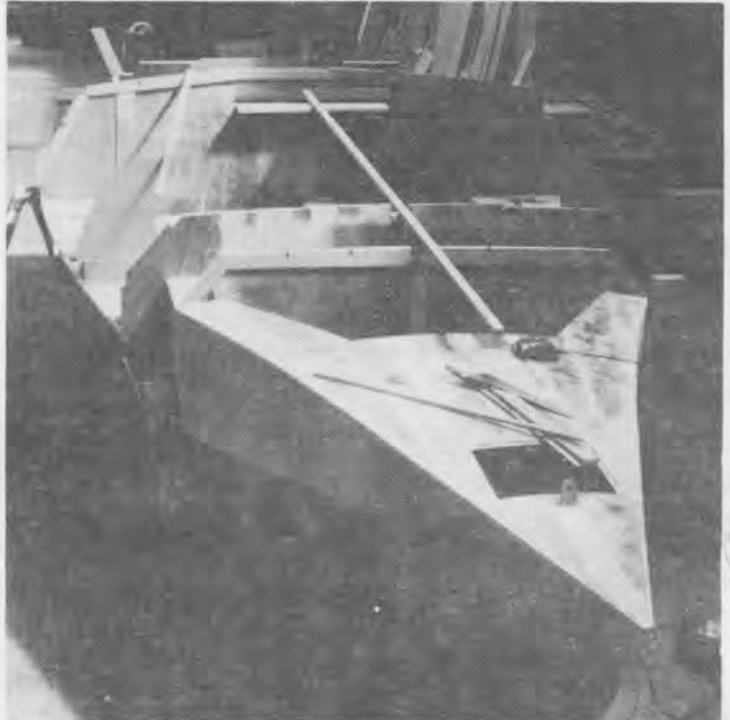
was at a Brisbane Trailertri meeting a couple of months ago.

Speaking of Down Under, Andy and Cathy Sproul's Command 10 has been finished in Brisbane. We haven't heard, but they are probably already on their way to New Guinea ... Cliff James' 680 for sale at 28 Pioneer St., Sheldon (near Brisbane) Qld. 4157 Ph 206-4923.

Many thanks for all articles, letters and notes. It's always good to hear from you. We hope all of you received No. 24 Newsletter. Any problems please let us know. Meanwhile keep those post cards and articles coming in or drop us a line on your renewal form. If you send us photos which you would like returned, just indicate on back of photo with your name, using a pencil or light pen.

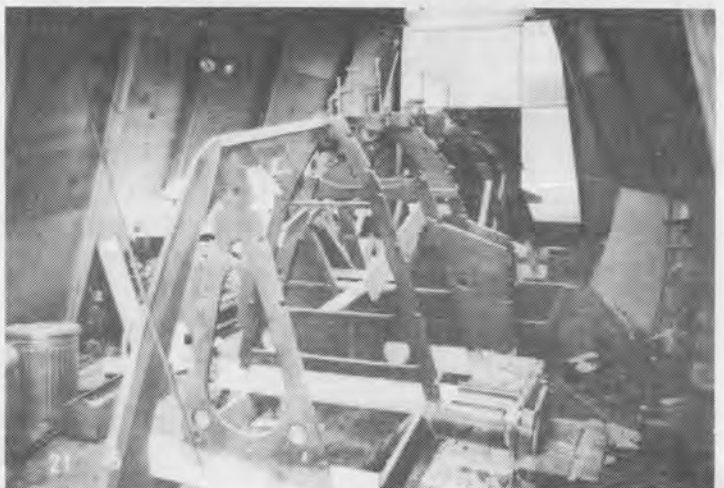
How about some news from Tramp owners, and 18 builder/sailors have been a bit quiet. Has anyone been on a cruise, exotic or otherwise, lately?

Best Wishes to all,  
Ian and Alicia Farrier



Yet another Command 10, this being built by Ed Roem in Amsterdam, Holland.

## A 720 in Colorado



Stan Adam's Trailertri 720 being built in Denver, Colorado. Stan is an architect, and hence the stylish looking shed. Stan was also a recent visitor to our factory here in San Diego, and certainly livened up the morning's work on the new production Trailertri!