

TRAILERTRI

DECEMBER/JANUARY 1984 - No. 22

They Keep on Doing it

All of us involved with multihulls are well aware of some rather one sided press reports on the safety of multihulls, one particularly bad example being the loss of 'Captain Bligh' some years back. 'Captain Bligh' was a famous Australian racing trimaran, her main claim to fame being an excellent win in the 1972 Brisbane to Gladstone race, after sailing through a cyclone, while the rest of the fleet fled to shelter or had to heave to.

However, in 1979/80 she suffered float damage in the Tasman sea, but remained afloat, up the right way, and her crew were eventually taken off by a cruise liner. This caused banner headlines on the front page of the major Brisbane Newspaper, you know the sort of thing — "4 rescued off Trimaran". At the same time, in the very back pages, there was a small item blandly reporting that the IOR racing keelboat 'Smackwater Jack' was believed lost in the same area with 5 crew dead! In other words virtually headline treatment to some parking lot bingle with nobody injured, while the multi-car pile up on the major road nearby with 5 dead, virtually ignored. Interestingly, the paper concerned later apologised for this reporting, after having this comparison pointed out.

But things have been improving, particularly with the yachting magazines, most of which realize that multihulls are here to stay, and do have their advantages. However, all this received a setback with a recent report by Bob Fisher in the English magazine 'Yachts and Yachting'.

This article was on the loss of the British trimaran, 'Beefeater' in the Atlantic last year due to float damage, (no lives lost) and the article opens as follows . . . "It is no use, as they have done in Australia, banning multihull offshore racing. It is true that the death toll in Antipodean events has been far greater than might have been considered acceptable in any adventure sport but by banning racing, all the authorities would appear to have done is to stifle the development of cats and tris and therefore to make multihull sailing more dangerous for a longer period".

Now the facts. True, multihull racing was banned for a short period in Australia in order to revise safety standards after 4 capsizes while racing, over 2 years. These new standards restricted rig size thus reducing the capsize risk. This ban has been lifted and multihulls are racing offshore in Australia once again. Interestingly, no lives were lost in the 4 capsizes and all the boats were recovered. By comparison, two JOG 'self-righting' monohulls capsized and sunk off Sydney recently taking 4 lives. The safety regulations for these monohulls have also now been revised but there was no ban on them racing offshore. The boats were never recovered either.

"the death toll in Antipodean events has been far greater than might have been considered acceptable". So what does Mr. Fisher mean here? Taking the actual facts some 35 lives have been lost in monohull keelboats over the last 10 years in Australian waters. Over the same period, to my knowledge, not a single life has been lost on any cruising or racing multihull in Australian waters. The last lives lost in a multihull was during that same cyclone in the 1972 Brisbane to Gladstone race where a trimaran was driven ashore. Two died, while another 4 were lost on a steel monohull, plus some more on a trawler. The trimaran was later recovered, and has since sailed to South Africa. The monohulls are still on the bottom somewhere.

So what does Mr. Fisher mean by his sweeping statement? That multihulls were banned because so many lives have been lost on keelboats? Or perhaps he really means that monohulls should have been banned from racing offshore in Australia? We would be very interested to know Mr. Fisher!



A Trailertri 680 in the Yukon

Another new launching, this one being Don Graham's Trailertri 680, at Whitehorse, in the Yukon, Canada. Don writes:

Launched June 5th 1983, Christen "Arctic Loon", folds up neatly and sails like a dream. Launching went off without a hitch — 7 bottles of champagne and 1 keg of beer — 40 people helped celebrate four years of construction, really only two years as I took six months off every summer. Final price \$11,800.00 northern inflated prices. Luckily I work for a building supply company. Interior — two tone in flat white with contrasting mahogany roof beams, window trimmings and mast step, etc., each peice individually pre-assembled and pre-finished in mahogany stain and varnish before glueing and final assembly. Stain does not take to glue splattered wood surfaces very well. This may very well be your furthest north 680 boat. Whitehorse is located 60° 45' — about 300 miles south of the arctic circle. There are about 350 miles of continuous inland lakes — mostly remote. It's Switzerland without the traffic. Short season ice goes out third week in May and you pull it out end of September. One hundred and ten miles to trailer to the Pacific Ocean. Planning many trips in 1984. Thanks for all the help.

Don Graham

Wanted

Trailertri 680 or 720, phone Col Anderson, 070 - 632 198, P.O. Box 438, Innisfail, Qld. 4860.

HADJI in South Australia



Lee and Lyn Bassell's Trilertri 680 'Hadji' launched this year in South Australia. A greatly admired boat for a superb standard of finish which seems to be a common characteristic of all South Australia Trilertris. Lee writes:

I've enclosed some photographs to show the final project. Lyn and I are more than satisfied for it proved ideal for our Hawkesbury/Pittwater trip. The boat is great, stable and all we wanted. Thanks again.

Lee and Lyn Bassell, Christie Downs, S.A.

Cruising with the Trilertri Assoc. of South Australia

The Coorong cruise was a great success with Hopscotch (Seawind 24) Rum'N'Coke, Flagon Wagon, Bahemattara (680's) and Gemini (Pelin Cat) making up the fleet. Hadji (680) skipper and crew chose not to tackle the hazards of the lock and stayed at Goolwa. The lock is certainly tricky on a windy day as it was on Saturday, and plenty of fenders are required to avoid damage from the rough cement walls. However the effort in negotiating the lock is well rewarded by the beauty and serenity of the Coorong, and the area should be a must on everyone's cruising calendar. Saturday at Goolwa saw strong winds (dead on the nose for the Coorong) overcast skies and pretty cool to boot, so motor sailing was the order of the day. (The 680 moves well into the wind with main only up which assists the outboard to a large degree). It was a bit of a slog to get down past the mouth with a couple of groundings on the sand at Barker's Knoll and a bit further down due to the muddiness of the water which made picking up the channel impossible. No real danger however, and it was a matter of jumping overboard and pulling the boats off. (Shallow draft of the craft is a real benefit in these conditions.) All boats arrived at the anchorage safely and Bill Walker set the scene by providing a rather magnificent log fire for the chops and snags and warmth for cold and tired limbs. After a feed of charcoal and sand encrusted chops, snags and spuds, several cases of smoke inhalation, a liberal dosage of Monastery and 1981 Darwin vintage port, white wine, beer and something called emerald and a stroll through the sandhills we eventually retired to our bunks. Nelson Wright rounded off the evening with his impressions of a diesel engine (which fired every 4th Rev) seagulls, a cat fight and a rooster much to the delight of everyone.

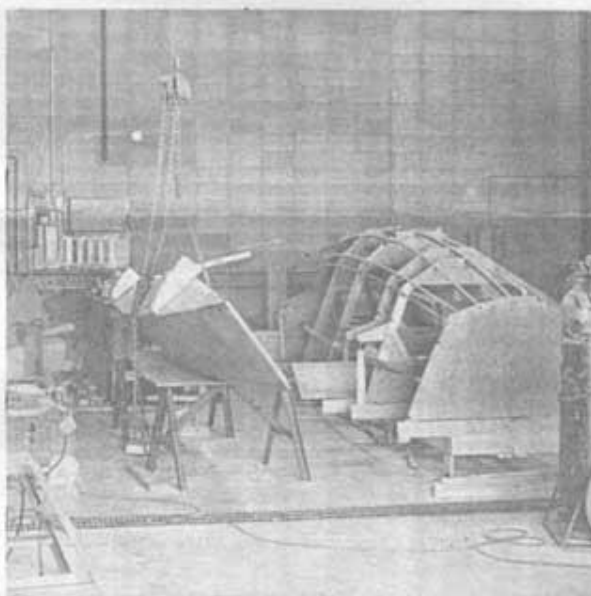
Yours truly suffered badly from the 30 foot swell in the Coorong and the continual 360 degree swings our boat was

doing and was subsequently violently ill at 2 a.m. I was reassured next morning that there was no 30 foot swell in the Coorong and our boat was high and dry, so the cause was probably something I ate.

We arose early next morning to chilly and overcast conditions and we even had a light shower of rain during the night. After breakfast some "arab" suggested a jog along the Coorong beach a few miles, which was actually quite invigorating. I felt sorry for the bloke and his girlfriend who were obviously confident in the knowledge that they were miles from nowhere and had zippered themselves into a double sleeping bag on the beach. They had just launched themselves into their own idea of invigorating exercise when our motley lot came belting along the beach. By the time we returned to our boats, conditions had improved dramatically and the day was near perfect. After a cuppa we hoisted sail and headed back to the mouth. A gentle breeze direct astern and the sun shining made for a delightful sail back. After a couple of hours of soaking up the sun and scenery and lunch aboard, we headed back to Goolwa. All in all a most enjoyable and memorable weekend.

Baden Jacob

Sweet and Sour from Canada



One of the best workshop set-ups that we have seen for building a Trilertri. Builder is Tony Peacock, in Edmonton, Canada, and Tony's biggest problem to date has been with an epoxy sensitivity. Not very pleasant if you have it and Tony writes:

For your general information I find that I am sensitized to epoxy resin. I have worked "clean" but have had two unpleasant doses as described by the doctor in the June Trailer Tri. I am a good subject for trouble of this kind as I had allergy problems years ago and the two are related. I would suggest that surgical vinyl gloves not be used after you find that you have skin inflammation. Many solvents, methylene chloride for instance chew them up and methyl vapour goes straight through. I am convinced that components in epoxies will penetrate vinyl surgical examination gloves — I had been wearing two pairs at a time when I got my second dose and was also using a different epoxy. I now use rubber gloves (purchased from a chemical supply house) up to the elbow with thin cotton gloves inside to absorb perspiration. So far no more problems, and I have just finished the floats. Incidentally, I have found that a steroid base cream which is available on prescription only here, cleared it up in four days for me. It's a painful, miserable business and thick gloves are not handy to use, but there is no other choice once you are sensitized.

The epoxy I use is a Ciba Geigy product number 3314 and they have been as helpful as possible, 3314 has an amine base in the hardener, but having tried Cold Cure from Industrial Formulators plus several tests on other products I have

concluded that there is no way out of the problem but to go back to polyester resin, have a non allergic helper, or wear lots of sealable type gloves etc. Incidentally 3314 doesn't bother Dave Green (fellow 720 builder) although he takes precautions and my wife could wash her hands in the stuff without any problems.

Tony Peacock, Edmonton, Canada

A Correction: yes, we do make mistakes. On the new trailer drawing, a metric dimension was incorrectly changed while converting to imperial. On the construction of the winch post drawing, the height is given as 640mm and this should be 2'1" not 1'1".

And hands up all those who didn't spot the mistake in the 720 plans. This of course was deliberately put there just to see who was actually reading their plans! The prize goes to eagle eye Kev. Walker here in Brisbane who correctly pointed out that on Sheet 1A (full size patterns) on the aft side of Frame 6, the piece of timber (720 long) running under the aluminium angle should be 30 x 19, not 30 x 30. So all you 720 builders who haven't been reading the plans should hang your heads in shame!

It's almost as bad as the outboard well on the 680 being called anchor well on the same sheet for some 4 years before it was pointed out! Shame! Shame! Does anyone out there ever read their plans?

Watch out for the 'blues'

Suffering from boat building blues? Don't worry, it's a common problem with all boat builders. Building any boat is a lot of work no matter how you look at it, and only by buying a new factory made boat can it be avoided. But then you have a different sort of blues, mainly with paying for it.

So to help, a little advice may be of assistance. Over the years three major crises points have been noted; firstly getting started. Frankly if you have trouble here then you are probably better off deciding boat building is not for you, and sell the plans and whatever materials you may have acquired. This is one advantage of the trimaran, in that you don't have to outlay much just to build a float which soon lets you know if boat building is for you.

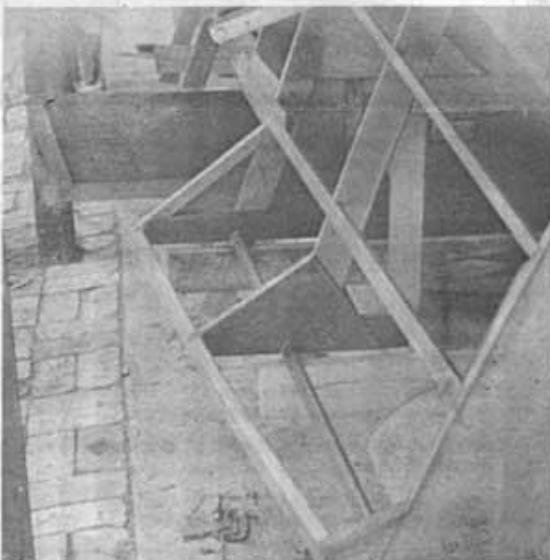
Possibly the second 'blues' period is making up the main hull frames, which seem to have endless bits and pieces on them. This is where you have to grit your teeth and just get them done. The work you do here avoids another even worse 'blues' period later when all the interior and deck framing is added after the boat is turned over, and is difficult to work on. With a Trailertri most of this work is already done, and instead progress seems quick.

The final 'blues' period is when you think you have it all finished but really you haven't. One of the worst periods, when even the designer has been known to kick dogs (if he could catch them) and throw heavy objects around! Expect frustration here. All those little jobs like bolting sheet tracks down, rudder gudgeons on, fitting windows, winches, painting hatches, etc., seem to take about 3 times as long as they should. Avoid at all costs estimating a launch date, or if you do, multiply the time you think you will take by 3. Expect trouble and hitches here and you will find it much more hassle free, perhaps even enjoyable as it should be. And best of all, once launched, its amazing how quickly all the frustrations disappear and it all seems worthwhile.

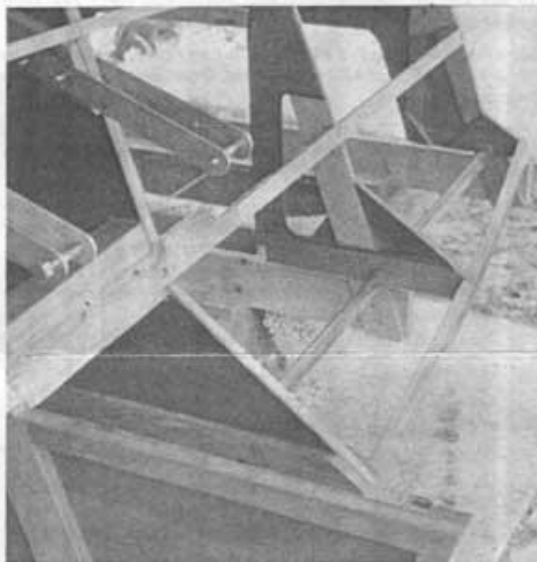
Some general advice — avoid overdoing interiors. All those complicated knick knacks cant ake months to create, and with a trailable boat these can be completed in the first off season, when you will also know more about what you want. Simple and functional interiors work best, and are quick and easy as well as being light.

Get to know other builders in your area. You should have received a couple of names and addresses with your plans, and getting together with someone else with similar views helps enormously. On bad days you can even stick pins in a rag doll of the designer with twice the effect!

Wings for your Trailertri 720



A favourite modification here in Brisbane is 'wings' on the back cockpit of the Trailertri 720. These considerably increase cockpit area and have my approval. With time at a premium, there are no drawings available, but the photos here explain all that is needed with extra framework to hold a new gunwale. No structural problems, the aft end of the boat just goes along for the ride, so you can use any odd offcuts you may have. The join along the hull side can be fibreglass taped. Boat shown is Bob Forster's 720, in Brisbane which would put some craftsmen made furniture to shame. Another simple fantastic job. Bob is a professional potter and when not working on his boat has been known to turn out some superb pottery.



For Sale

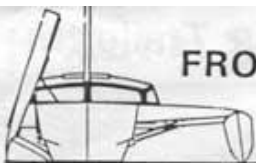
The original Trailertri "Troika" is for sale at \$5000. 2 mains, 2 jibs, roller reefing, chemical toilet, 6 HP Johnson, excellent trailer. Contact Des Williams, phone (07) 262 3762.

Trailertri 680 'Gitaway'. Launched Nov. 81, Masthead rig, 4 sails (main, working job, storm job, and spinnaker). Equipped for cruising (toilet, stove, sink, 15 gal. water tank, Sumlog II, Compass, Depth Sounder, 27 MHZ radio, 9.8 HP Mercury, Trailer. Contact Eric Bartlett, phone 077 731 733.

TRAILERTRI SUPPLY CO

(Exclusively recommended by designer Ian Farrier)

— 1 Main Road, Wellington Point, Brisbane. Qld.
4160, Australia. Ph. (07) 207 2235



FROM THE DESIGNER

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

Major news for this issue is that myself and family will soon be shifting to the U.S.A. in order to better promote the Trailertri concept in what is obviously going to be the major market. The shift will be taking place about the end of February, so from about February 20th the design office will be closed for about 6 weeks while this shift takes place and facilities are established in the U.S. Our postal address at P.O. Box 128, East Brisbane, will be maintained for a while and all mail forwarded, but as from the 20th February a temporary address will be:

P.O. Box 974,
Casa Grande
ARIZONA 85222

This address will be current for about 6 months after which it will probably change to a San Diego address.

Obviously there will be some delays in dispatching of brochures or plans over this period, and we hope you will bear with us.

As from April, all business will be conducted from the U.S. as normal, with folding system parts being manufactured in the

U.S. Freight will therefore be cheaper in the U.S. but more expensive to Australia. Any Australian builders requiring parts soon should contact me immediately to ensure delivery prior to our departure. Trailertri Supply Company will continue to operate in Australia and will also act as plan agent.

The newsletter TRAILERTRI will now be printed in the U.S., but until otherwise notified Australian subscriptions should be sent to the Brisbane address while U.S. subscriptions can now be sent to our U.S. address. To keep the good Australian content, lots of articles will be needed, so send any news and photos you may have to our U.S. address. On Australian news, the 1984 Marlay Point Race will be on again soon (10th March) with entries closing on February 17th. Unfortunately I will not be able to make it this year, but should you be interested in a rather interesting night's sailing then entry forms are available from The Secretary, Lake Wellington Yacht Club, P.O. Box 825, Sale, Vic. 3850.

The 1984 Tin Can Bay to Hervey Bay Race race will follow soon after on the 5th and 6th of May with entries closing on the 6th April. Forms available from The Race Secretary, I. Barnes, P.O. Box 556, Maryborough, Qld. 4650. This is easily the biggest event of the year with 25 Trailertris or Tramps taking part last year. It's a great weekend's cruise/race with an overnight stop on Fraser Island. It's ideal for family crews and a number of Trailertris usually stop on after the race for some cruising.

Helpful Hints

Dear Ian & Alicia,

Thanks for September-October's Newsletter, I really got a charge seeing my boat featured.

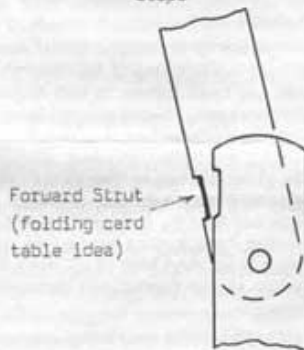
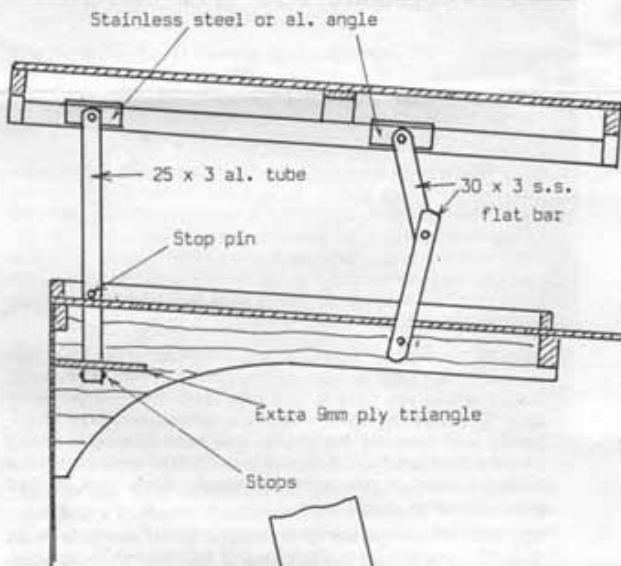
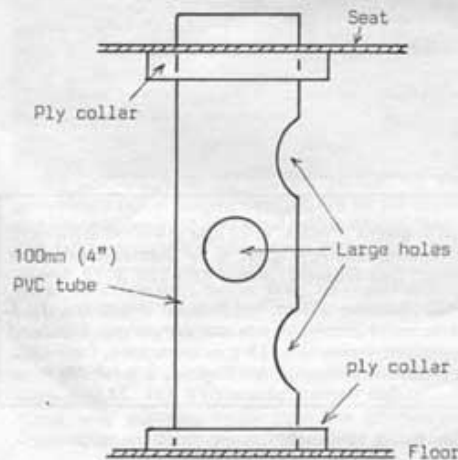
Noting the helpful hint section I thought I'd pass along my idea of saving space in the 720 centre cockpit by having a pop top that raises straight up. I went to the Sydney Boat Show and picked the method that suited me and adapted it to fit the Tri. To raise the pop top you lift it from the rear and insert two pins into the square tubes then jump inside and push the front straight up and the bracket forward to the over centre position.

The front bracket lays horizontal when down, not in the way at all and the rear tube hangs vertical. It can also be raised only from the rear.

Another thought I had that may be helpful and cheap, is a vent for the rear compartment made from 4" plastic drain pipe. (See sketch).

Still on the subject of helpful hints, would you put a request for suggestions on covering the boat in one of the coming newsletters. My problem is that the boat must be kept in the open and is exposed to all the elements. I'm sure it would be much better off under cover. I tried using a parachute but it only lasted three months.

Good Sailing,
DAN BERRY



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 A\$7, A\$8 overseas and includes air mail postage. Any interested person may subscribe, you do not have to be an owner or builder. Send Subscriptions to:

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