

...from coming up the tramp for sailing they were complicated but it's actually a very simple task for one or two people. Designer Ian Farrier demonstrates how easy it is for one to raise the mast, intermediates keep it from toppling sideways.



The Lady

Haines-Hunter's new folding trimaran could win the hearts of both monohull and cat sailors and their families. She's a revolutionary concept for cruising or racing, and could become the cult boat of the eighties. Paul Hopkins reports.

is a Tramp

The Tramp is the Ian Farrier-designed, Haines-Hunter-built fibreglass trailable trimaran that opens up a whole new world of boating. It's an aquatic beach buggy with the heavy weather performance to shame fast monohulls, the capacity to carry a dozen people, and the accommodation to sleep four campers under its cockpit-encompassing tent.

We've been waiting some months to sail Tramp, the first fibreglass production line trailer. Haines Hunter' put a great deal of effort into the boat's moulds - and the effort is reflected by the excellent finish of hull, floats, cockpit, cuddy and all sundry components.

Test conditions were light to moderate and the test crew comprised a catamaran buff, a trailable yacht couple

and two widely experienced sailors. The verdict: an exciting concept that is comfortable when sailing, but not so comfortable when anchored.

Ian Farrier designed Tramp as a day sailer with camping accommodation. Aimed at the catamaran sailor, the first 10 boats sold have gone equally to monohull and catamaran skippers, which surprised Farrier.

Present production is geared to produce two complete boats a week with plans to increase to 10 or more as the season progresses. For trailing, the floats fold up and are locked in position.

THE LAYOUT

Starting at the bow, there's a good fair lead, roller projecting forward. The self draining anchor well is behind the forestay with the mooring cleat between forestay and bow roller. The large foredeck hatch carries sails, bunk squabs and has a spot for a toilet - one sits on the throne with head and shoulders above deck level. (Picture the wet day with user holding umbrella!)

There is good non-skid where it's applied, we suggest additional stick-on non-skid between forward

beams/ sloping cuddy front/side trampolines.

The spinnaker pulleys are located on the float bows and on the fore and aft beams. The kite can be set without a spinnaker pole.

The main beams, spars and float arms are black anodised alloy. It's a simple matter to fold the floats up or down.

Trampolines between main hull and floats are springy synthetic netting and take some getting used to as they sink and stretch to the footfall. They are just great for sunbaking.

The floats have one inspection hatch each, amidships. There is no non-skid on the floats. One should board over the beachside trampoline - one of our guests took a heavy tumble when she tried to board along the port float, ending up spitting mud and seaweed.

Rig is simple sloop with forestay, upper and lowers; there is no backstay. The black anodised alloy spreaders are angled correctly - many "modern" yachts don't bisect the upper shrouds correctly. The mast is well back, nearly midships.

The main hull has a waterline "spray rail" hull stiffener each side. The main spray inhibitors are the "wings" to which are attached float arms. The wings form part of the cockpit seats and look just like those seen on modern Sydney Harbour 18-Footers.

The accommodation is all cockpit which is big enough for eight adults to be seated in comfort. We sailed with the canopy up, in the shade and with the wind cooling our faces. It is an ideal situation for hot-weather cruising - front, sides and aft sides of the "tent" have push

fasteners - later models have baynot-type pop-ons for high wind security.

The for'ard tent flap (with clear plaastic windows) could be clipped down for sailing if a self-tacking jib were fitted or the jib not used. Our ladies felt that the wind-tunnel effect wasn't very pleasant in cool weather.

The cockpit layout and comfort are excellent. Much thought has gone into the cockpit and the raising and lowerin the mast. The mast swivels on a pin at its tabernacle which is mounted well for'ard on the cockpit floor. The mast drops back to marry with a roller on top of the crutch mounted on the transom.



Above: The canopy completely encloses the cockpit. There is room for eight adults to sit in the cockpit in comfort

Raising and lowering the mast is thus a one-man operation - roll mast back on crutch roller, slip pin into base of mast at tabernacle, raise mast, insert cuddy cabin top pin to retain mast. Reverse for lowering mast.

The centreboard is verylight with "up" and "down" lines and clamp cleats retain the board in any desired position. We found a problem with the - controls mounted on the cockpit floor. Water slops in through the control line pully exits and we suggest an open top plastic box to encase the exit panel.

Later, at anchor, the cockpit floor got wet as waves slopped into self-drainers. These didn't leak

while sailing but plugs are needed for the self-drainers when at anchor.

Squabs turn the large cockpit floor two full length bunks. The cockpit seats can sleep two more adults (although the seats are on the narrow side) offering sleeping-under-canvas to four.

Although the Tramp sails beautifully, she slops about at anchor and when on the hard. One float always hangs clear of water or sand, and gives the crew a fright when it thumps down as weight is moved athwartships. The sailing motion is super and instils confidence in the inexperienced. It's not unlike the feel of racing catamaran.



Whe anchored the Tramp will flop around with one hull out of the water at times. Off a beach, use one anchor at 900 from a float bow and a stern Anchor

Back in the cockpit, the floor non-skid is excellent. There are two storage bins at each end of the cockpit floor, an ice box under the aft section, soft stowage envelopes down the full length of the seats and additional storage compartments at the for'ard end of the seats.

The sink unit wraps around the mast; sink to starboard, plywood-lidded storage tank to starboard. The unit forms part of the lower mast support. The mast is recessed into the top of the cuddy deck and

pinned horizontally at deck level.

The test boat had a winch and compass mounted on the rear cockpit bulkhead. Later boats don't have this mounting as it was found to get in the way, and the winch was superfluous.

The full width track for the mainsheet traveller gives a wide range of mainsail settings



The A-frairte struts are Farrier's answer to the engineering problem of a folding system that has strength. It takes only minutes to spread and fasten the floats, and Farrierr says the struts actually strengthen the beams.

While the tiller is behind the track it isn't difficult to use. All sailing is done from the shelter of the cockpit. Sitting headroom for one tall adult guest left plenty of room between his head and the canopy.

A 4 hp long shaft Mercury outboard was used on our boat, snug in its well to port in the main hull. A large stowage compartment at the stern to starboard held safety gear and extra lines and buckets.

Stiffer reinforcing materials have been used since our boat (No. 2) was built. This stiffened the aft deck and cuddy top.

The glass rudderblade swivels within an alloy rudder assembly with "up" and "down" control lines of different colour. The tiller is timber with a short alloy extension. Getting the rudder blade up took

some muscle at times - maybe an improved mechanical advantage is needed.

Jib controls/cleats are mounted on the cuddy top, each side of the mast. There are three spinnaker sheet/guy/tweaker cleats each side, mounted on for'ard, middle and aft cockpit coamings.

The spinnaker caused us some problems in the lighter winds, yet it set okay without a pole in stronger winds with the guy pulling direct from the windward float's bow pulley.

SAILING

The Tramp was most enjoyable on the water.

We noted that the mainsail luffed before the jib. A flatter mainsail or fuller jib set a little wider would solve this tuning annoyance.

The mainsail was held clear of the canopy by a rope topping lift which snagged the mainsail leech on starboard tack. With the canopy down there was no need for the tight topping lift.

This is a cruising rig, easy to handle and fast enough for the family. A racing rig "Not for the Public" will be tried by Ian Farrier. Ian raced "our" Tramp in the 1980 Bramble Bay Winter Series and recorded high placings. As he put it, "We started late in one race and with canopy up and a model boat trailing behind, we were third round the first windward mark!"

In Ian's opinion, Tramp will do best in strong winds. "When a monohull trailable yacht is rolling its crew about downwind in a 20 knot sou'easter,

Tramp's crew can be drinking coffee and not spilling a drop!"

Our days afloat indicated that Tramp is a goer. She was easy to tack with the centreboard down, not so easy with it up, although she sails reasonably well to windward with the centreboard raised. She must be kept moving to tack as she doesn't respond easily from dead-stop yet doesn't like to remain head-to-wind, she likes to keep moving in a breeze.

She didn't appear as close-winded as a good monohull, yet she was faster reaching. Balance was almost neutral and she was good to sail, her crew sitting up there like Royalty in her spacious shaded cockpit.

To get the feel of the "under canvas" sleeping, we set up the "tent" on two occasions. It gave good protection from the weather and raised the cockpit temperature several degrees. However, it was fiddly to assemble and showed three leak weaknesses: where the mast comes into the cockpit (mast collar on later models) and at aft corners where daylight showed stress points. Otherwise, it was snug and warm inside.

The Tramp's overall concept is revolutionary and the presentation excellent. All mouldings are first class and a lot of thought has gone into the finished product. For example, stainless steel Phillips Head screws are used throughout leaving no screw heads to cut and to snag. And the eight stainless steel bolts that hold the outriggers firm are tightened with a special tool

supplied with every boat ... there's even a pocket in the cockpit envelope to stow it and other tools.



The Tramp sets a new high standard of fibreglass finish in the field of production sail boats. It's aimed at the American market as well as our own, and a lot of money and effort has gone into the end result.



SUMMARY

This 5.94 m (19ft 6in) fibreglass trailortri is a new breed for the new generation sailor. It provides an exciting sailing sensation aimed toward "keeping the little woman happy". It offers a new style of sailing comfort that won't frighten the meek and new sailor, yet gives a top sailing performance - without much crew effort.

The Tramp is ideal for warm-water cruising-camping enthusiasts. One can camp on board or ashore - depending on crew and anchorage. Cooking and toilet facilities are spartan - yet they are 1000 percent better than offered by the plastic cruising cats under six metres from which many Tramp buyers will emerge. The Tramp will appeal to ex-cat sailors and trailer yacht wives who

don't like boats that heel and roll. It's not a luxurious floating caravan by any means - it's more a sporty aquatic beach buggy with camping accommodation.

SPECIFICATIONS

Designer: Ian Farrier.
Builder: Haines Hunter Group, Viking Drive, Wacol Qld. ((07) 372 4333).
LOA: 5.94 m.
Maximum beam: 4.5 m.
Folded trailing beam: 2.48 m
Draft: 0.36 m.
Weight: 550 kg.
Sail areas: mainsail 12.7 M²; jib 6.6 M².
spinnaker 32 M²
Accommodation: 8 adults seated in the cockpit; two sunbathers on tramps. Four can sleep in cockpit on squabs.
Construction: glass reinforced plastics using some core matting stiffener. Balsa core may be used in the deck.
Price: about \$10,500 ready to sail (including trailer)
Dealers: sold through dealers in all States, including some Haines Hunter outlets.

TRAMP TRI ~designers comment

After we tested the Tramp Tri, designer Ian Farrier replied to our criticisms.

- The test boat was a prototype, being the second boat out of the moulds. The aft decks and cuddy cabins are very stiff on the productions.
- There are rubber bungs on board for the cockpit drain holes. These are standard and should be inserted when at anchor. A rubber boot is being designed to cover the centreboard control panel to eliminate splash.
- There are no plans for non-skid on the floats because the crew should never be on them. A spinnaker pulpit would be handy for racing crews, as would be nets between the bows. A spinnaker pole is used for close reaching - it wasn't supplied for the test.
- A self tacking jib has been considered, but the cuddy moulding to take a curved track is too complex. The vinyl tent has been improved.
- A two-to-one tackle can be installed to give easier rudder blade lift.
- Race crew is normally two when the Tramp can plane. Eight is the maximum load.
- The Tramp was built for the Australian and American markets - that is why. \$250,000 has been invested on design, research and moulds. There are actually 21 moulds, not nine. Even the internals have moulds, and the Tramp fits together like a jig-saw puzzle.

