

# F TRAILERTRI F

## Another Trailertri in New Zealand



Dennis and Marjorie Newport launched their 680 in New Zealand last year, and Dennis writes:

*After over 4 years steady effort we finally got "Trianthe" launched last January 2nd 1984. Building commenced August 1979, from plan No. 147.*

*Launching was to have taken place at Evans Bay, Wellington between Christmas and New Year prior to leaving for Northland for a short cruise at New Year. However, the inevitable last minute spate of detail jobs and unkind weather saw my wife, Majorie, and I set off north on Friday evening December 30th with an unlaunched boat, sleeping in it enroute and arriving at Point Wells about 60 miles north of Auckland late Sunday morning January 1st. We launched the next morning on the high tide and clocked up 40 miles during the day, including a run of about 10 miles out into the open sea. The next day another 40 odd miles were clocked up with a run down Omaha Bay, around Takatu Peninsula and into Algies Bay inside of Kawau Island, to meet cousins and friends for a sail, then returned back to Point Wells base. After a rest day for provisioning and some minor adjustments etc. we then sailed across to Great Barrier Island (about 28 nautical miles in the general direction of San Diego!). Sailing time was about 5½ hours (10 a.m. to 3:30 p.m.) in a light to moderate northerly wind with seas up to 4 - 5 feet at times. After 4 night's stay in the Fitzroy Harbour area we returned to picturesque and popular Bon Accord and Kawau Island for 2 nights before returning to Point Wells. After a few days of land-based activities we had to return home again for work. Since then we have only been out on Wellington harbour a couple of times, but hope to make up some lost sailing time this coming summer.*

*Sail plan is stand mast-head rig as per original plan. I ordered the sails the same time as the plan in mid 1979, but with the trend in more recent years to ¾ rigs for these boats, I think that is what I would have in future. And I put in heavy rear chain plates to make the change easy if ever required at a future date.*

*I also designed and built the trailer, including welding. The design principle is fairly similar to that featured in "Trailertri" several years ago but possibly simpler in construction and uses all basic materials. Basically it started from two 20 feet lengths of 4 x 2 inch mild steel channel. About half of each was used for the backbone (with narrow type rubber roller between) the remainder forming most of the sub-frame carrying the 13" wheels. Duratorque suspension units are fitted. No brakes are used. N.*

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*Z.regulations do not require brakes within this weight category but indications are that the rules will soon change. Old tires cut down make excellent mudguards and allow for floats to be easily extended, although the boat sits very low on the trailer due to the "drop centre" incorporated into the trailer sub-frame. The rear hinged pole in 3 inch x 1/8" hollow box section with winch post welded to it. Sub-frame is adjustable for and aft for correct balance and braced to the backbone. The end result is over-strength in the main weight carrying areas, gives very good launching and retrieving, relatively low centre of gravity, with a reasonable weight of approximately 660 lbs.*

*Well this is a bit more than a thumb nail sketch. I've just fitted a pulpit and getting the spinnaker rigged. After one or two more little jobs etc. it will be into the water again.*

*Yours sincerely,  
Dennis Newport*

### F27 News

Not unexpectedly (as all builders would know) the F27 is running behind schedule, and after spending the last 3 months making production moulds, it looks as if we will soon be able to start final assembly and get the first prototype on the water. It will then have to undergo at least 3 months of sea trials, while we shift into a new bigger factory and set up the final production line.

The first boats should become available in the second half of this year, but only in limited numbers until production reaches full capacity by year's end.

The F27 is being built by the newly formed CORSAIR MARINE INC., which is specializing in high tech 'state of the art' composite construction techniques. Final construction looks to be vacuum bagged foam sandwich, with a combination of 'S' glass, Kevlar and Carbon fibre.

The vacuum bag techniques being developed are of special interest, vacuum bagging being a way of applying high pressure to the wet laminate, and squeezing out all excess resin. The excess resin is taken away by a special bleeder fabric while a peel ply leaves a very smooth interior finish. The end result is a much stronger, lighter, and more uniform laminate, while the pressure ensures complete elimination of all air bubbles and a perfect bond to the foam.

Layout remains basically the same as the data sheet being sent out (on request) except a full batten main will now be standard.

Once the prototype is launched, a more detailed brochure, with photos, will be sent out to all those interested. The next Newsletter, should also have some sailing photos, at long last!



The new F27, just prior to painting. It won't be long now!

## A 680 in Vancouver



Dear Ian,

I've finally gotten around to sending you a picture of my 680 sail No. 200 that I launched last summer. I'm very pleased with her performance and handling. She's very nicely balanced and has an easy motion.

I got many favourable comments on her looks, you've done an excellent job on her design.

I was wondering if you could help me on a couple of small problems I've experienced.

1. Water coming up through the centreboard case control line hole into the interior.

2. I've got the alternative racing rig with the full batten mainsail on her and have experienced quite a lot of forward mast bend when close hauled. Have you any suggestions for keeping the mast more in column? I have put lower diamond on as the picture shows.

3. Has anyone devised a simple rig to get the mast up and down easily-it's quite a panic party when we put it up now.

These are just small things really but some solutions would add to our enjoyment of the boat.

Your sincerely,  
Dale Martin  
Vancouver, B.C.

The above problems, mentioned by Dale, are very common and the best solutions are as follows:

1. Water will always come up the centreboard control line holes, at speed no matter how many baffles you fit in the system. The only real solution, as mentioned in an earlier Newsletter, is to cut off the control line box and make a new one going up and aft to emerge out through the cockpit floor. Any excess water can then simply drain overboard. This system has been used in the plans for some time now.

2. Forward mast bend, at the top, is caused by the boat flexing, allowing the mast top to be pulled forward by the Genoa. All boats do this, and the cure is to have an adjustable backstay or backstays, to take up any flex, and pull the top of the mast back. This creates the desired mast bend and automatically flattens the main, which is desirable as the wind strength increases. More pre-bend (top aft, middle forward) should also be set on windy days, prior to launching. To adjust the backstays on the racing rig, use a 4:1 tackle from the outer back edge of the aft beam, acting on an eye fitted into the backstay, about 3' above the float deck. When it blows, pull these on very tight when going to windward.

3. The 680 racing rig mast is always difficult to get up as it's big and heavy. The best system is to use the trailer winch wire, passing over the bow roller and hooked on to the forestay. (See also Newsletter No. 25). With this, you can winch the mast up. Fine. But, it still wants to go sideways. Next step, is to rig up a couple of checkstays, to chainplates on the side of the cabin, the pivot hole positioned to be in line with the mast step pivot hole. A couple of light stays from these to the mast (about 4' up) using the Gibb or Ronstan T ball or key swage quick connect fittings will then hold the mast central.

## News from Gove,

Dear Ian,

I am the owner of the Trailertri 680 DAULA which I purchased from Andy Sproul in Brisbane in early '83.

Daula is performing very well here and is in excellent condition, a tribute to the workmanship and thought that went into her construction. Our most notable success this past season has been first over the line and on handicap in the Truant Island overnight race. Truant Island is some 35 miles offshore from Gove and we finished in approximately 14 hours, just managing to overtake a Shockwave Cat in the last half hour during the beat hour in Melville Bay where the Gove Yacht Club is located.

I am very happy with the 680 but would like to move into something bigger in due course and the new boat sounds as though it will be ideal.

Yours faithfully  
Bruce L. Roberts  
N Hulunduy, N.T. Australia

## A Model F27 (Micro-Multihull?)



Jack Davis of Moscow, Idaho, is seen here holding a superbly made model of the F27, complete down to interior detail and working folding system.

## A Trailertri in San Diego



Cliff Vaughan's Trailertri 18 being constructed near San Diego. Room is a little restricted, but otherwise everything is going fine.

Apologies for this late No. 26 Newsletter, the reason being this insert, with more details of the storm damaged Trailertri fleet at the 1985 Australian Nationals. The following report was made up after a meeting of Trailertri owners who were involved in that storm, and has only just been received.

## TRAILERTRI CLUB OF QUEENSLAND

### STORM REPORT - 6 JANUARY, 1985

On Sunday 6 January, 1985, following completion of racing on the second day of the inaugural Australian National Trailertri Titles, a storm of extreme ferocity struck the southern part of Moreton Bay. Windspeeds at Wellington Point were estimated at between 70 and 85 knots. Manly Coastguard reported that their windspeed meter registered its maximum of 75 knots, before disintegrating. Windspeeds in the open bay would be in excess of this and are estimated at 80 to 90 knots - some estimates placed gusts as high as 100 knots. These estimates are confirmed by the extensive damage to buildings, power lines, trees, etc. Three independent reports were made to us of water spouts in Waterloo Bay. It was described by old time locals as the worst storm in 30 years. A significant feature of this storm is that the high winds continued unabated for a considerable time - probably for about 30 to 40 minutes, instead of the usual 5 to 10 minutes.

The highest level on the Beaufort Scale is Force 12 - Hurricane Force - with windspeeds of 64+ knots. There is no doubt that the storm we experienced was well in excess of this, and was therefore a most extreme test of boat and crew.

During this storm, one Trailertri capsized and three others were "rolled over" whilst folded - one in the anchorage and two others while on their trailers. Six other Trailertris survived the storm whilst on the water in a sailing configuration.

Case One - Trailertri 680 *TRINITY* - Skipper: Bob Peberdy.

*TRINITY* was caught near Huybers Light in an open part of the Bay, near Wellington Point, and bore the full brunt of the storm. She reefed down to about 1/3 of her main and dropped her foresail completely, and ran off downwind toward Manly at high speed, with her centreboard down. The seriousness of the storm soon became even more apparent as they came across a capsized monohull trailable yacht, upside down with the crew in the water and in life jackets (they were later rescued by a Yacht Club's safety boat). After sometime, the wind tore off the aft cabin hatch, and the skipper turned the boat head to wind in an attempt to prevent pooping. The boat was successfully sailed this way for about 20 minutes by which time the unabated wind had built up short cresting waves of about 10 feet, in water only about 15 feet deep! This combination of wind and wave first knocked the yacht sideways and the successive waves combined with the extreme wind gusts lifted her up and pushed her over. The skipper had already been thrown into the water by one of the earlier waves which had almost capsized the yacht, and was being dragged through the water while hanging onto the aft lee A-Frame. *TRINITY* had close mesh wing nets.

Two of the crew were also thrown into the water and gained safety on the upturned hull. Two young children were below in the upturned hull, but were in no danger. In fact, it was no doubt the safest place for them. Bob and his wife Terri kept the children calm by talking to them through the hull, and once conditions eased Bob swam into the upturned hull, where they were in the dark but safe. The yacht and her crew rode out the remainder of the storm in this fashion and were subsequently rescued by Manly Coastguard with members of the Trailertri Club in attendance. The yacht was recovered into Manly Boat Harbour later that night by the Water Police.

The yacht was righted early the next morning without any difficulty. The beam bolts can be reached reasonably easily, with only a slight ducking to reach the inboard ones. The yacht may then be folded by two men. We were near the shore on a sandy beach, so we rigged two ropes over the yacht to each beam/float joint. These were connected to a car which slowly pulled away and the folded tri came over with no fuss. The water inside was up to the level of the aft bunk.

Damage was confined to the rig (a total write-off, due mainly to the shallow bottom), and the loss of a number of hatches, including the pop-top. There was no damage to the hulls or the folding system.

Despite his experience, Bob writes that his enthusiasm for the Trailertri is undiminished, and that he is looking forward to future enjoyable cruising and racing.

Case Two - Trailertri 680 *KOTUKU* - Skipper: Barrie Hill

*KOTUKU* was folded with mast up and waiting to come into the boat ramp, when the storm struck, and was immediately rolled over in about 1m of water. The beams stuck in the mud and prevented a complete inversion.

The yacht was righted in a similar way to *TRINITY*. The mast was broken and some damage done by leaking battery acid and fuel.

Case Three - Trailertri 680 *BEWITCHED* - Skipper: Wil Braithwaite and Tramp *ALBATROSS* - Skipper: Fred Gans.

Both these yachts were caught on the boat ramp in the process of being retrieved. Both were bodily thrown onto their sides.

Both suffered broken masts, but only minor damage to their hulls.

Case Four - *EVANGEL* - Skipper (pro temp): L. Edmunds.

*EVANGEL* was caught in very similar circumstances to *TRINITY*, *EVANGEL* however dropped all sail, raised her centreboard, dropped her anchor and tried to lay head to wind. The outboard motor was used to try and bring the bow into the wind, but was useless. The force of the wind was such that the anchor would not take the ground and dragged for about 2.5 NM. However, it served its purpose in that it acted much like a sea anchor and helped to steady the yacht until it finally bit. Two crew lay on the windward wing net to help overcome the tendency to lift.

No damage was sustained.

Case Five - *SIDE FX* - Skipper: Martin Kilpatrick.

*SIDE FX* was anchored at the top (southern) end of Waterloo Bay in what may be considered to be a sheltered anchorage. Her anchor bollard broke in a severe gust, and she headed off "in a screaming reach", ending up on the mud at the mouth of Lota Ck. She was reportedly making 8 to 9 knots and planing under bare poles, with two crew lying on the windward float to reduce lifting.

No other damage was sustained, except to nerves of the crew, who luckily had spare clothes on board.

Case Six - *FLYING FOX* - Skipper: Cutcliffe/Healey.

*FLYING FOX* was in the anchorage almost alongside *KOTUKU*, but with her floats out. She saw the danger and picked up a permanent mooring, but managed to drag this some hundreds of metres. Apart from a severe buffeting, no other problems were experienced.

Case Seven - *KESTREL* - Skipper: Laurie Simpkins.

*KESTREL* was anchored in the sheltered area on the western side of Wellington Point. She dragged her anchor (she had a 12lb. Danforth-type compared to the 16lb. recommended) and was bodily blown up the beach, where she was in danger of being capsized whilst on the hard! The windward wing net was slashed to relieve the pressure. *KESTREL* has (had) close mesh wing nets. The crew were below with the storm boards in place and found that the air pressure was so great that their ears were popping.

No other damage was sustained.

Case Eight - *THOR* - Skipper: Darryl Dorset and *HIGH INTEREST* Skipper: Rod Young.

Both *THOR* and *HIGH INTEREST* were anchored with their floats unfolded. Both yachts survived the full brunt of the storm without any damage.

Case Nine - *CENTAURUS* - Skipper: Ian Reilly.

*CENTAURUS* was folded with mast down, waiting her turn at the boat ramp, when the storm struck. She was blown aground beside the boat ramp, and was being lifted and appeared to be in imminent danger of rolling over. She layed out two anchors, and with difficulty, unfolded the lee float. This stabilised the boat, and no further problems occurred.

## LESSONS LEARNED

1. Don't try to fight a storm by trying to sail into it. Either run off before it under bare poles with a touch of centreboard down to aid the helmsman (if you have enough searoom), or preferably, drop all sails, raise the centreboard and rudder, and lay to the biggest anchor (or anchors) you have with all the chain and line you've got. Don't forget sheetlines can be used as anchor line. A further suggestion is to slide a weight down the anchor line to help keep the anchor as near to horizontal as possible. The chain from your spare anchor could be used, or a diver's belt, etc. Some wise skippers have a "pig" - a lump of lead which can be shackled to the anchor line.
2. Make sure your anchor bollard is of adequate strength and is securely through bolted. The bitter (inboard) end of the anchor line should be secured to a strong point. Some favour using one of the sheet winches, while others consider it should be permanently attached to a suitable point inside the anchor well. An eyebolt through the inner forestay chainplate seems most appropriate.
3. Make sure your ground tackle is adequate. Nothing less than a 16lb. spade (Danforth) anchor with 6m of chain and 40m of 12mm rope should be considered adequate for Moreton Bay. Other localities should allow an anchor line of at least 5 times the depth of the deepest water likely to be encountered, plus at least 6m of chain with an anchor suitable for the bottom conditions. A spare anchor (perhaps lighter) should be carried. A cover for the anchor line (a piece of slit polythene tubing) where it passes through the fairlead is a good idea.
4. Close mesh wing nets are seen as a contributing factor in the capsizing and as a problem by some other yachts which had them. The designer has previously strongly recommended that they **NOT** be fitted. Despite what some sailmakers and others may tell you, close mesh wing nets are dangerous. This Club therefore strongly recommends that Trailertris be fitted only with open mesh wing nets.
5. In extreme conditions, consider cutting the wing net cords as an option (particularly if you've ignored the previous recommendation). The other option is to get as much crew weight as possible into the windward net, but sometimes conditions may be too severe for this.
6. Flares should be in a waterproof container.
7. **All** hatches should be able to be positively secured from the outside. Hatch hinges **must** be sturdy. Plastic hinges on outside hatches are useless. (Save them for the galley!) *TRINITY* lost several hatches, including her pop top and aft cabin hatch, and much valuable gear. This contributed directly to the capsizing, as it caused the skipper to be fearful of pooping.
8. Don't be afraid of pooping! Trailertris do not sink! It's unlikely that you would take any significant amount of water on board, but if you do, it is uncomfortable rather than terminal.
9. The safest place is down below. Excess crew and passengers should be placed here, and under extreme conditions, after having done all that can be done topsides, this is probably the best place for the skipper.
10. Don't despair! The common thread through all this is the fact that no Trailertri suffered any structural damage to her hulls, and every skipper was impressed with their performance under the extreme circumstances. The skipper of *TRINITY* is of the opinion that the key factor in his capsizing was his own inexperience. Hopefully, this report will help to prevent any such future disaster.

A further word about the storm. Brisbane usually has one or two of these severe storms each summer, usually with a fairly localized path of severe damage. In some cases complete blocks of new brick houses have been completely demolished and literally blown away. A fun place at times is Brisbane. Unfortunately, this time, the Trailertri fleet was caught in that storm path, and we can only be very thankful that we got off relatively lightly.

# Another Command 10 launching



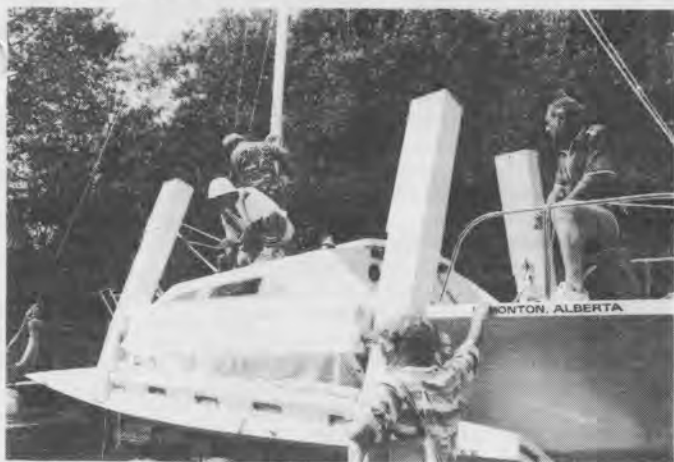
FROM THE DESIGNER

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



Ed Roem's Command 10 SIGMA RAINBOU was recently launched in Amsterdam, making it the 4th Command 10 on the water. SIGMA COATINGS, a Dutch based concern, famous for their epoxy coatings on large commercial vessels, have manufactured a system of paints especially for Ed's Command 10, which will act as a sailing test case. SIGMA RAINBOU will be sailing for Indonesia as part of this test, and upon her return this new paint system will become generally available. All going well SIGMA RAINBOU will depart the Netherlands in May this year.

# Another 720 Launched in Canada



Dave Green's 720 CHOKECHERRY being readied for launching in August 1984, at Pidgeon Lake, Alberta. Dave writes that CHOKECHERRY is sailing perfectly.

Well it has finally happened, after 10 years. We have had our first Trailertri Capsize. It was in the Australian Trailertri Nationals run in Brisbane during January, and after the 4th race. Brisbane's Moreton Bay was devastated by a sudden severe storm, with numerous boats of all types in distress (the Coast Guard had over 200 calls for help). Worst incident was a 30 foot Cat which capsized while anchored and a baby was drowned.

The Trailertri race had finished fortunately, and all boats were on their way back to the ramp when the storm struck. Windspeeds reached an estimated 85 to 100 knots in minutes. The nearby Coast Guard's windspeed gear disintegrated after hitting the stop at 75 knots. All of the boats either on or off the water had a lot of drama. Worst hit was Bob Peberdy's 680 which was capsized. Another 2 680's were blown off their trailers, (fortunately without too much damage) while Barry Hill's 680 was capsized while folded near the ramp.

Bob's capsiz was the most serious, with 2 children trapped inside the upturned tri for over an hour. The 680 was handling the conditions okay, running off downwind, until the aft hatch blew off. Bob then tried to round up into the wind, being worried about taking water through the hatch. However, while turning he was washed overboard by a particularly big wave. His son Michael then tried to bring her into the wind, but another big wave hit, and this combined with a 1/3 of the mainsail up sent them over.

After the capsiz, Bob, his wife Terri, and Michael all scrambled on to the wingnets and spent a few worrying moments looking for their two other children Dan and Joanne. They were relieved to find them inside, trapped, but otherwise okay. All they could do then was to wait for rescue, whereupon a couple of divers got the 2 children out. The boat was later towed into Manly boat harbour and righted the next day.

Of the other Trailertris actually caught on the water, Nev Buckley's 680 rode it out while anchored, while Martin Kilpatrick tried the same with his 680. However, Martin's anchor cleat sheared off and Martin reports that he then took off downwind doing 10 knots under bare mast alone! Laurie Simpkin's 680 KESTREL was literally blown sideways onto a mud bank, whereupon they had some worrying moments as KESTREL tried to take off again. This was solved by cutting the wingnets free.

The type of Wingnet was found to be an important factor. Of the boats that rode out the storm without major drama, all had the open weave wingnets as recommended and sold by Trailertri Supply Co. Both Bob Peberdy's and Laurie Simpkin's 680's had the close weave netting as used on most small cats. It seems that this is not a good idea, the close weave being able to trap the wind and act like the old style full wingdecks. You can thus get quite a bit of lift and literally take off.

As designer, I have had a close look at this situation, but really, in these sort of conditions, where houses are blown away, there's not much you can do design wise, or sailing wise except hope. There's always an element of risk, in any activity and it just has to be expected. However, there are some steps that can be taken to reduce the risk and these are:

1. Only use open weave wingnets, the more open the better, to relieve underwing pressure. Avoid the close mesh cat style. So should cats.
2. Even on inshore based Trailertris, it may be worthwhile considering fitting an emergency compartment, accessible from both sides with all emergency gear, like flares, ropes, and cutting gear. The back of one cockpit coaming is ideal, with an inspection hatch fitted top and bottom. The F27 which will have offshore capability has such a compartment as standard. Should a capsiz ever occur you can at least have access to flares etc., and be able to cut your way inside the main hull.
3. Be wary when folded in winds over 30 knots. Trailertris are suprisingly stable when folded (as we found in earlier righting tests) but not that good.

It's probably worthwhile pointing out that anyone trapped inside an inverted Trailertri is really quite safe for some time. The tri won't sink, it's just that it is scary inside. Even a small hole cut to let light in would be a big improvement, and reassurance to those inside. In fact, if you are going to be out there for an extended

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period of time, it's much safer inside, to lessen exposure time.

The main thing with Trailertris, is that you are always going to have your boat out there with you, and that it is a reasonably safe raft upside down. Only a few weeks earlier, in the same area, a top Brisbane, and former Australian champion 1/4 ton ocean racing keelboat LOCOMOTION, fully self-righting, was capsized in a much less severe storm and sank. The boat was gone, and the crew left swimming. Anyone trapped inside would not have had much chance.

Interestingly, this incident rated 4" of copy in the Brisbane Newspaper, while the Trailertri incident rated 14" of copy and 3 photos. It's understandable, of course, and inverted tri, with photos possible, is much more newsworthy than a keelboat out of sight on the bottom, even though the latter is much more serious. It's sad, but true, that our craft would be seen to be much safer through the press if we would make them sinkable. You can't get any dramatic pictures of a sunken boat.

Quite a good description of the storm was sent to me by Keith Cutcliffe, who was on the Tramp FLYING FOX, just approaching the ramp as the storm struck. Keith writes . . .

*We had finished the 4th race of our "Nationals" and coming in to the leads at Wellington Point when we hit 2 rocks with the board down, jamming it halfway up. Then sailed in to about 100 yds. of shore, a power boat took our Halyard a pulled the Fox over while Ross and Graham Healey were in the water trying to free it, no luck, by this time the sky was green green and green. The power boat took off, Graham half swam half ran in 5 ft. of water with the anchor line and secured it to a permanent mooring buoy, by this time it's blowing, boy did it blow, a 680 (folded) motored past us and ran over our line. He stopped his motor, and then it happened; the wind blew him over, mast in the mud, I very, very, quickly unfolded the Fox so we would not roll too. The wind then blew the 680 right again, only to roll over the other way and clear of our mooring line. Ross and myself were sitting on the float holding on for grim death, a wind change, starboard float rising, a quick dash over to hold it down, wind so strong the mooring is being dragged going out and around the end of the jetty (phew). By now the wind is blowing directly from the south, Ross, Graham and I are huddled in cabin, 6" water in hull (blown in) and careful not to touch any metal, as the lightning was out of this world, you could see it striking the water everywhere. The spray from the waves blowing 20-30 ft. up in the air. Have you ever flown a hull at anchor? We have! Hail very heavy, water running up the windows, not down. Could not see bow of boat, storm lasted for 45 minutes, still dragging mooring, thought by now we're up near King Is. heading directly north backwards. Winds are 85 mph, Finally rain and wind eases, we come out of cabin to find that we are only about 100 yds. past Jetty in about 4 ft. of water (at least the pounding freed the board) and with a mud bank about 100 yds. behind us, we were pretty safe all the time but not knowing it. Another 680 hit the headlines, upside down, children on board but all safe, the Coast Guard came to their rescue just outside the Manly Leads. Bewitched, 680 was on the ramp on trailer, and just blown off upside down on the ramp, hardly any damage, I've never seen a 680 in that position before!*

Keith Cutcliffe  
Brisbane, Australia

Oh, apart from the storm, the Trailertri Nationals in Australia went very well, with 17 boats taking part. A full report will be in the next issue of Trailertri.

Exclusively Recommended by Ian Farrier

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# A 720 on the Gold Coast



Stan Simankowicz's Trailertri 720 being launched at Hope Island, just south of Brisbane, Australia. Stan is doing the honours at the bow.

## Here and There

Bob Hall of Port Hedland, Western Australia, has sold his Marlay Point winning 680 Neheya II and has purchased a Tramp. Apparently the down sizing hasn't affected Bob's winning ways, as he won the 1984 Cruiser series, in Port Hedland, plus the line honours trophy, once again. Opposition included a S & S 34, and a Windrush Wildfire.

Des Grainger of 35 Avenue Rd., Timaru, New Zealand, has been building a Trailertri 18 for some time now. However, due to health problems Des is unable to continue and his partly completed 18 is up for sale. Interested persons should contact Des direct.

Chuck Cox, of San Diego, also has his 720 plans and materials for sale. Chuck is relocating to the Carribean and will be unable to continue. Anyone interested can contact Chuck on (619) 744-5230.

Best Wishes to all,  
Ian and Alicia Farrier



"... something about sea trials, and wants directions back to San Diego."