

try a tri



| Corsair 28R.

n by ANDREW CRAWFORD

RECENTLY I have seen a number of very good boats come on the market and not move as quickly as I thought they might, whilst the changing economic climate may have some impact, I also note most of the boats are trimarans. This led me to wonder as to the market hesitance regarding trimarans.

Wikipedia and a number of other references suggest that the first trimarans were built by Polynesians almost 4,000 years ago. Most readers will be all aware

that multihull sailboats (catamarans and trimarans) started to get traction in the 1960s and 1970s. There are a number of production tris now on the market, such as the folding, trailerable trimarans from Corsair Marine, Quorning Boats, Performance Cruising Inc. (*Telstar*), and a number of high quality designers like Ian Farrier and Kurt Hughes to name but two.

Some references suggest, and I don't disagree with them, that tris have a number of advantages over comparable monohulls, tris offer much better straight-line performance than a

monohull, are able to sail in shallower water, and maintain stability in stronger winds. However, its wider beam makes it a little more cumbersome to manoeuvre, though this is mostly only an issue in marinas. From a racing point of view clearly trimarans have an enviable record, holding the current solo around the world record for example.

Some people suggest that tris have a 'nicer' motion than cats, again I don't disagree but that is also a fairly broad generalisation. Almost most tris do tend

to be better performers in the cruising environment.

There is much debate on the emergence of the term 'trimaran' itself. Again Wikipedia suggests that:

The father of the modern sailing trimaran is Victor Tchetchet a Russian migrant who was a strong proponent of multihull sailing. Mr Tchetchet who was a fighter pilot during the First World War in the Czar's Air Force and lived in Great Neck, New York from the 1940s until his death. He built two trimarans while living in the US, Eggnog 1 and 2. Both boats



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Farrier F-32. (above)
Bakewell-White Pasquali tri. (left)

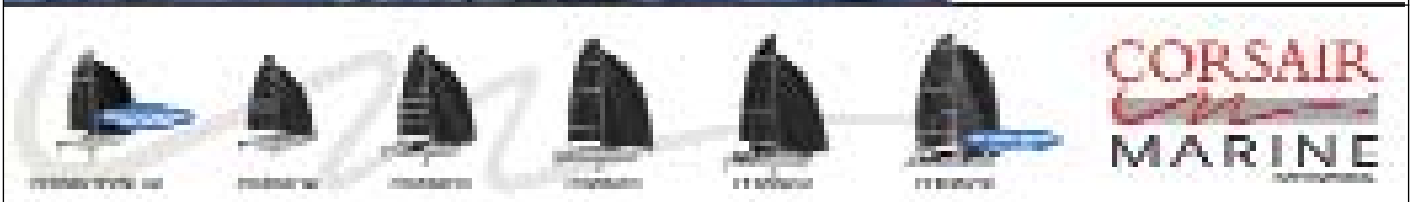
were made of marine plywood and were about 24ft long. Mr Tchetchet is credited with coining the name trimaran.

There are a range of resources on the internet and a great place to start is Ian Farrier's home page www.f-boat.com/. I won't list them all here but as



When the first Corsair Trimaran blasted by every sailboat on the water in 1985, a precedent was set: for a sailboat to offer the best in high performance racing and cruising on the average family budget. It must be easy – easy to sail, easy to trailer, easy to launch, easy to afford, easy to maintain, and easy on the eye. Since the launch – and take-off – of the first Corsair Trimaran, Corsair Marine has exceeded every requirement of this precedent by developing new and better material combinations and construction techniques for increased performance through lighter weight, and relentlessly improving design elements for increased durability and safety, and improved aesthetics.

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usual Google is your friend. I should also plug the designer of my fine trimaran: that is Ray Kendrick at www.teamscarab.com.au

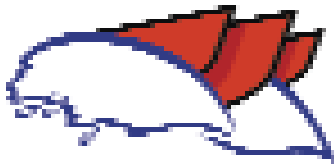
There are really probably three groups of trimarans:

1. Demountable, foldable and or swing wing (Farrier/Corsair/Quorning and the like);
2. Venerable designs such as Hartley, Piver, Simpson and the Nicol designs,
3. Recent large ocean racers, think the stunning French boats like *Idec*.

So why aren't people looking at trimarans. I suspect that the first reason is habitable size. Modern production cats are positively palatial in terms of space, even cats around 10 metres have a great amount of habitable space, particularly in the cockpit. Generally tris will have less deck space though more trampoline space than a cat of equivalent length. Internally tris tend to be less spacious than a mono of equivalent length, primarily due to not having a hull as deep in the water. Tris also tend to be less expensive than cats of similar size, age and condition. There are many exceptions to this however and the best way to assess this in terms of your own needs is to look at boats in your price range and see what is available.

Another possible reason for a lack of movement around tris is that few are production boats. The current availability of production boats seems to be limited to the foldable or swing wing designs, primarily the Corsair range which is available in Australia through Multihull Yacht Sales www.multihulls.net.au and similar ranges of boats. The market


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behaviour in cruising boats seems to have shifted toward a view that production is best, and given the small range of production tris there is clearly less capability for prospective purchasers to move in that direction.

Personally I think there are a number of highly desirable tris out there that are extremely good value, for example both Simpson *Liahona*'s that are on the market at the moment represent excellent value in a comfortable safe and well performing cruising multihull. Indeed I would suggest that a well built *Liahona* is one of the best cruising boats you could own. There are many other examples of the art available under \$200K and they are almost all excellent boats that offer sparkling performance and excellent comfort for a cruising couple in particular. Most tris are excellent short and single handed boats.

At the upper end of the market a Corsair 36 offers great comfort and quite amazing performance as well as the ability to load the boat onto a trailer or truck and easily transport it to

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your cruising destination of choice, or more likely transport it back from there to avoid bashing to windward on the home trip. It is said by some proponents that the Corsair and Farrier tris go to windward at 100km/h (on a trailer!).

So I suppose the message is – at least TRY a TRI on for size, you may be surprised how well it fits your needs. Open your mind, search the web and contact your favourite broker. Have a look at what you get for your money and what fills your needs, you may find your parameters shifting somewhat.

I would welcome any contact from owners of tris with a view to expanding on the information available to persons interested in pursuing this option. As always contact me on ozmultis@gmail.com v



F82R Redshift.



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