TRIUNE 30

Cruiser Racing Trimaran

Designer: ROBIN CHAWORTH-MUSTERS

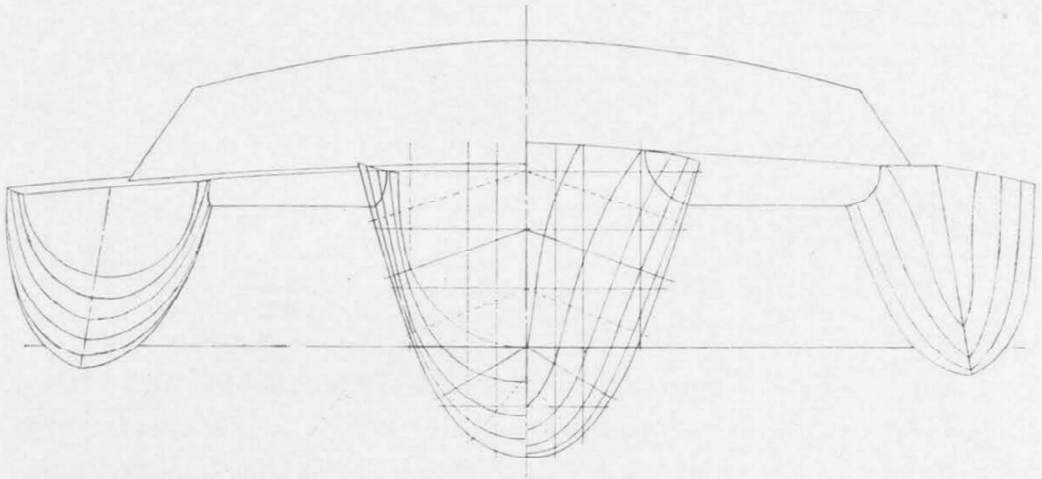
Builders: Musters Marine Ltd., New Quay Road, Poole, Dorset

L.O.A.	30 ft.	Draft, board up	2 ft.
L.W.L.	28 ft. 6 ins.	board down	5 ft. 6 ins.
Beam	18 ft.	Sail area	485 sq. ft.
Displacement	2 tons	Register tonnage	9.1 tons
		R.Y.A. Rating	21.3 ft.

The points made in Publication No. 39 explain why we chose the trimaran for a family sized cruising multihull. It suffices to say that for cruising and indeed for racing too, when the boat is driven that much harder, safety is a prime consideration.

Hull Shape

The requirements for *TRIUNE's* mainhull became clear while the designer was ocean racing a trimaran in 1963. The majority of owners may never want to ocean race, but there is nothing like it to show up the deficiencies of any design. The lines drawing shows the "sewer", or egg shaped centre section, fine entries coupled with relatively full after sections to minimise pitching, which is detrimental to windward performance.

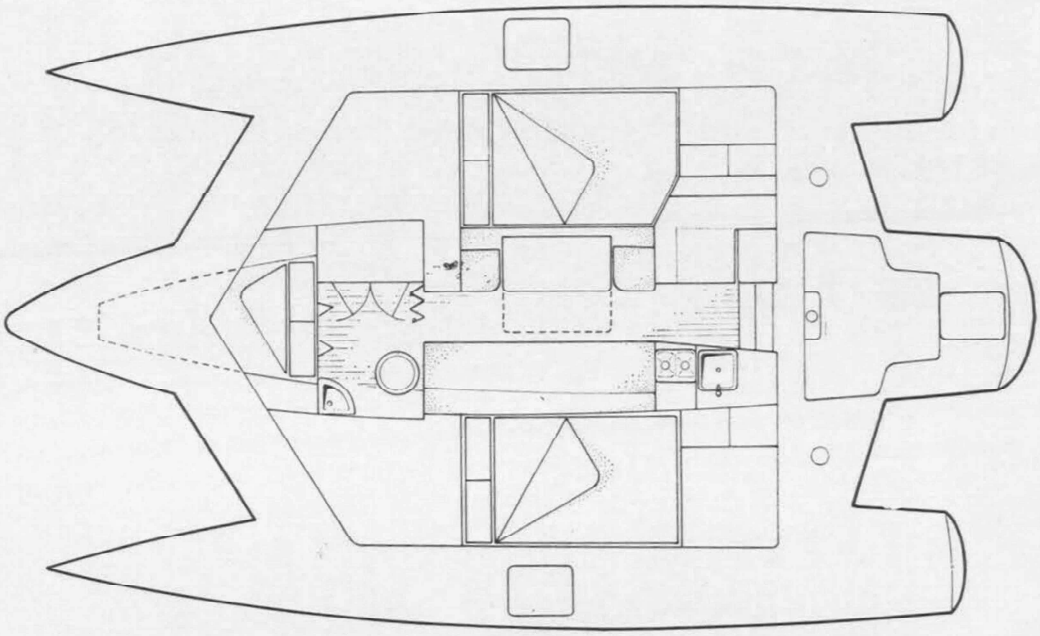


The mainhull prismatic coefficient is .56, the length to beam ratio 7.25:1, beam to draft 2:1. The wetted surface and prismatic coefficient have been kept low as one of the lessons learnt, both racing and cruising, is the relative importance of light weather performance. For example in the English Channel on 72 per cent of summer days

(May to September) the wind is light to moderate (Force 1-4)*. On the eastern seaboard of the U.S.A. and in the Mediterranean the proportion is rather greater. The transom just touches the water for minimum drag at moderate speeds. Gentle rocker combined with the centreboard in the mainhull makes for ease of tacking, another important consideration for family cruising.

Accommodation

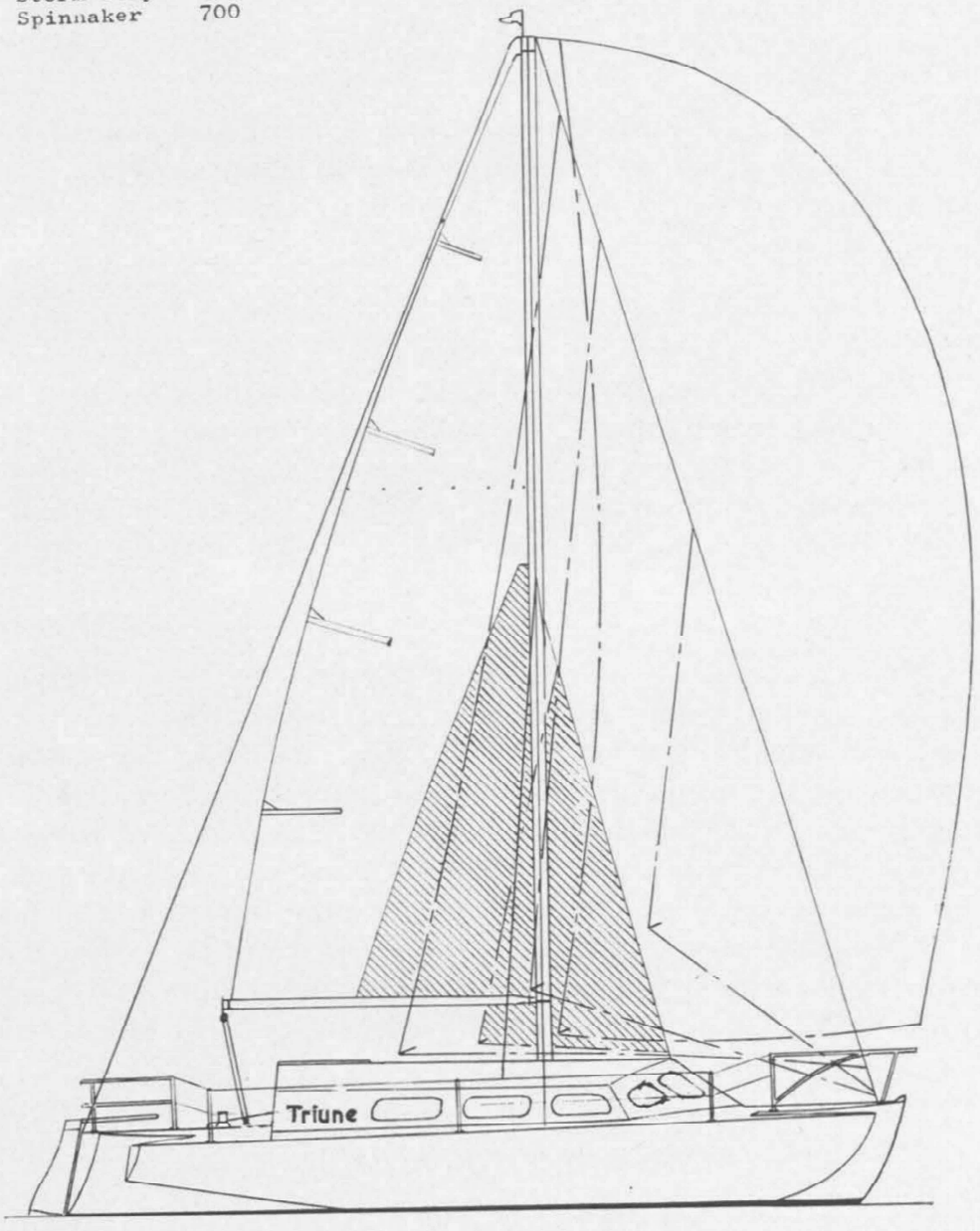
Widening the coachroof has resulted in a much improved layout. Just inside the companion way to port is the galley equipped with a cooker, stainless steel sink and fresh water pump. There is ample stowage space for crockery, cooking utensils and provisions. To starboard is the full-sized chart table with a seat for the navigator.



The dinette with a large folding table is amidships, and tucked away in the wings are two full-sized double berths. The curved main beam forms a natural partition and a door leads to the toilet compartment and double forecabin. Each float has watertight compartments fore and aft; the sails, warps, fenders and the dinghy stow in their centre sections.

*(Climatological Atlas of the British Isles, Meteorological Office.)

Mainsail	200 sq. ft.
Genoa	285
Working Jib	170
No. 3 Jib	75
Storm Staysail	50
Spinnaker	700



TRIUNE

Rig

The modern sloop rig has a small mainsail with an aspect ratio of 3:1 and a foretriangle of 58 per cent. Full use is made of the beam to simply and strongly stay the mast without crosstrees. The mainsheet is on a 10 foot slide, which makes a kicking strap redundant. The wide sheeting base makes it possible to use the spinnaker to particularly good effect.

Auxiliary Power

TRIUNE is so easily driven that an inboard mounted 9.5 h.p. outboard drives them at 5 knots in calm conditions. For owners requiring more powerful auxiliaries there is a choice of petrol or diesel inboard engines.

Construction

The hulls are moulded of solid glassfibre to stand up to hard use with minimal maintenance. The decks and coachroof are of light weight Thames marineply epoxy glass fibre sheathed,so that undercover winter storage is unnecessary. Approved by Lloyds and classified + 100 A1, they have shown that they can stand up to considerable punishment at sea.

Editor's Comment. A well tested trimaran in the conventional manner, developed from *NIMBLE PLUS*, which was ocean raced throughout the 1963 season with R.O.R.C., including the Fastnet, in which she put up the fastest time from the rock to PLYMOUTH, beating even the 70 odd foot *STORMVOGEL*. *TRIUNE* has outstanding features including a *curved* forward cross arm of great strength giving easy access to the forecastle and a centre board offset to port in the main hull thus no hindrance to the accommodation. More than six *TRIUNES* have now been built. One sailed from POOLE to BERMUDA; *TAO* completed the 1966 ROUND BRITAIN RACE.

COILA of GREENOCH

Mungo Campbell's trimaran to be sailed by Eric Willis in SHTAR

Designers: Eric Willis and A. Mylne & Co.

L.O.A.	50 ft.	Beam	25·5 ft.
L.W.L.	45 ft.		