

GENERAL DESCRIPTION

The COMMAND 10 is a comfortable, ocean going, high performance, cruiser/racer trimaran for the yachtsman who requires more than just high speed off the wind. Windward ability, manoeuvrability, interior room, load carrying, and a practical investment value are also important.

A major feature is the unique patented Farrier folding system, which allows the very wide overall beam to be reduced for easy mooring or marina berthing. The main objection to large multihulls on more and more crowded waterways is now eliminated. Small congested harbours, or inland waterways and canals are no longer a problem, making the COMMAND 10 the most practical multihull for the eighties.

The well know trimaran features of spacious decks, comfortable near level sailing, exhilarating performance, and superb handling are still provided, but without the mooring problems, cramped interior, and low resale value of the narrow hulled non-folding multihull.

For the serious yachtsman, interested in the multihull advantages, but discouraged by the practical limitations, COMMAND 10 offers a sensible solution.

DESIGN FEATURES

Most important, of course, is the patented folding system. Developed, and now fully proven by the Trailertri series, it remains the only practical folding system. The 2 folding struts per beam give absolute control while folding, and actually strengthen the boat when sailing. There are no hinges of any sort in the beams. Overall beam is not restricted by mooring difficulties, so this is a very wide and safe 8.15m (26' 9").

The other major feature, common to all Farrier designs, is the wide shallow centre hull. Though still regarded as slower than a narrow hull by most theorists, the Trailertri series have proved this wrong in practice. Still narrow enough to avoid a limiting hull speed, the wide centre hull gives a much better all round performance.

Manoeuvrability is another pleasing feature. All modern trimarans with high set floats and a centreboard tack well, but the wide shallow hull enhances this considerably over the deep narrow hull. Trailertris can even be tacked by using the sails alone, with the rudder lifted clear of the water! The instant response to the helm is most reassuring while under sail or motor in crowded waters. Gone forever is the constant embarrassment caused by a multihull that will not easily tack.

Float design is very important. Submersible floats are preferable to handle strong unexpected wind gusts, while high freeboard, full buoyancy floats are superior in handling extreme wave action. For an inshore boat like Trailertris, submersible floats are the only choice, extreme wave action not being a problem in inshore waters. For an offshore boat like COMMAND 10 a compromise is needed, with high freeboard, full buoyancy floats, but only just so. In actual practice they can still submerge while hard sailing, due to the downward wind force component from the sails. Thus COMMAND 10 maintains the proven safety features of the submersible float while sailing, yet still has the excellent stability of the full buoyancy floats for handling dangerous wave conditions. The extremely wide beam, of course, further enhances this, making COMMAND 10 one of the safest multihulls afloat.

RIG, CENTREBOARD AND RUDDER

COMMAND 10 features a modern, state of the art, fractional rig, with the well known advantages of easy handling, lower mast and rigging loads, and less expense. Fractional rigs are very efficient, being quickly adjustable to suit all conditions. Headsails are smaller, easier to control, and require fewer changes. Mainsail has a very high aspect ratio, but does not have a large roach to avoid over-powering. Windward ability is particularly good, this complementing the hull shape and sleek low cabin profile.

All controls can be led back to the cockpit, while a self-tacking jib allows easy single-handed sailing, or just effortless family cruising. For the racing enthusiast, a masthead genoa can be fitted, further enhancing the exceptional light weather performance.

The kick-up centreboard is located under the dinette, while for hull protection, a mini-keel is fitted. The rudder is transom mounted, and will also kick-up to avoid damage. Steering system is optional, either wheel or tiller steering, through control cables.

AUXILIARY POWER

A 10 to 20HP diesel is recommended, this being located in the spacious area under the cockpit. There is more than ample room for the fuel tank, servicing etc.