e of a large, deep centreboard without its structure interrupting the cabin. unk is under the cockpit. The centreboard improves windward perform- itrol, and manoeuvrability.

is greatly improved by centralizing the weights and using the centreboard. s always aggravated by placing loads in the bow or stern, as in the "aft- ateral motion is always improved by the center-board. When the boat rocks, asked to "wag" back-and-forth in the water, which it resists doing. So mpened by the board.

cpit divides the cabins and so provides more privacy in the accommoda- s the social centre, and so is emphasized.

space! The "main saloon" of most boats is filled with **air**. In the central- space is filled with **features**, with just enough space among those features those features.

boat is best done from a central location. **Visibility** is best, **motion** is n is greatest in the central cockpit. Aesthetic beauty is improved by tructure around the central cockpit.

grity is substantially increased. Transverse bulkheads through the der-wing panel and tie hulls together. This is of particular value when **ri-sectable** feature.

TRIMARAN CLUBS OF AUSTRALIA

Wales and Victoria Branches of the Trimaran Yacht Club of Australia into state clubs. This step was taken because it was found incon- to have the same Constitution, especially as the procedure for passing cessarily unwieldy. Moreover, the desired affiliation with the state ons was hindered because the combined Yacht Club was a federal body. contacted as follows:

ub of New South Wales,
dney, NSW, 2001;

Trimaran Yacht Club of Victoria,
Box 986H, GPO, Melbourne, Vic., 3001

e Trimaran Association of Australia has been re-established in order to iaison between these and any other clubs in Australia who are interested

TRIMARAN has been placed in the hands of the editors who have been publication and continuance for the past few years. It will continue to bers of the NSW and Victoria Clubs, as before.

terested in trimarans include the Queensland Multi Hull Yacht Club, e annual multihull Brisbane-Gladstone race at Easter, and the newly- Multihull Yacht Club and the Tri-mariners' Association of W.A.

IMPALA 38

LOCK CROWTHER'S CRUISING TRIMARAN

SPECIFICATION

Scantlings and Materials

Impala's hulls are of resorcinol or epoxy glued, double diagonal cold moulded plywood, stressed skin construction stiffened by 1¼ x ¾ longitudinal stringers over 3/8 ply bulkheads. Bulkheads have 3¾ x ¾ edging, gunwales are 1¾ x 1¼ and the keels are laminated with external capping strips over the planking. The mainhull is skinned with two layers of 3/16 plywood and the floats with an inner layer of 3/16 and an outer layer of 1/8 plywood. Wingdeck structure is 3/8 plywood skinned over longitudinal bulkheads and 1¼ x 1¼ transverse spars and a main crossbeam which consists of two 7¾ x 1¾ laminated members between 3/8 ply webs. Her foredecks are 5/16 plywood and her cabin is constructed of 3/8 plywood with longitudinal stringers only. The fibreglass sheathed laminated timber centreplate swings in a ½ in. plywood, internally fibreglassed case. The whole craft is sheathed in five ounce fibreglass or twelve ounce "Kuralon" cloth, impregnated with polyester or epoxy resin.

Special Equipment

The series 200 Fairey hydraulic propeller unit drops through a 12in x 4½ in stainless steel well. In the retracted position a plate on the bottom of the unit seats flush with the hull.

DESCRIPTION

Impala incorporates many lessons learnt from *Bandersnatch* the inaugural Sydney-Hobart 640 mile multihull race winner. First and foremost she is a family cruiser suitable for amateur construction. Hence the six permanent berths including a double, all with sitting headroom, the permanent seating at the table and in the cockpit for six, and the wooden construction.

One of the bugaboos of multihulls is load carrying capacity and with the tendency for people to judge cost by length, hulls are becoming short and tubby. We feel this is a mistake as it adversely affects one of the multihulls best features - speed, and a slightly larger multihull of the same weight is only slightly more expensive. A built weight of around two tons leaves a 1.4 tons payload which is ample for most purposes. Overloading to a minor degree, say two tons payload, would have a negligible effect.

The displacement requirement and the desirability of not less than 8:1 hulls forced the waterline length to 34 feet. It is now well known that for average speeds skin friction is by far the greatest resistance factor, even at $3\sqrt{L}$ speed the skin friction is 2/3 of the total. therefore, Impala's mainhull sections are close to a semicircle with depth approximately ½ width for the full length of the hull. Thus the keel rocker follows much the same curve as the waterline.