

Dick Newick's
Formula 28
 TRIMARAN

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The *Formula 28* is a refreshingly simple rule that encourages progress.

Two berths and a minimum of headroom requirement implies coastwise passage capabilities and a useful life when not racing, which requires ability to survive bad weather. I used to believe that the 31-foot VAL class boats were the smallest practical offshore multihulls. This boat may change my mind.

Greedy taller rigs on wider, lighter, costlier boats may not be able to handle bad weather.

Construction of cored uniglass with carbon fiber at stress points will give production economy, if there is a market for such boats. Wing mast rig, dagger foils in New Moon amas, the ability to steer from any point along the aft aka will give superb performance.

She is the right boat for two serious sailors, but might not be quite fast enough for a sponsor's sheltered water spectacle.

I'd like to race a boat such as this in the Swift Sure, around the Farallones, to Ensenada, in a SORC-type multihull series, around the Delmarva Peninsula, round Long Island, in the spring and fall New Bedford Yacht Club's Whalers races, in the Jeffrey's Ledge Race, the Crystal Trophy, around the Isle of Wight, around Britain and Ireland Race and around Fyn.

She can be towed behind a mid-size car or fit into a 40' container (mast, too!).

When do we start?

LOA.....27'11"/8.51m
 BEAM... .22'00"/6.71m
 SAIL AREA .480-610 ft²
 44.6-56.7 m²
 DISPLACEMENT
 2,400 lbs
 1,089 kg

