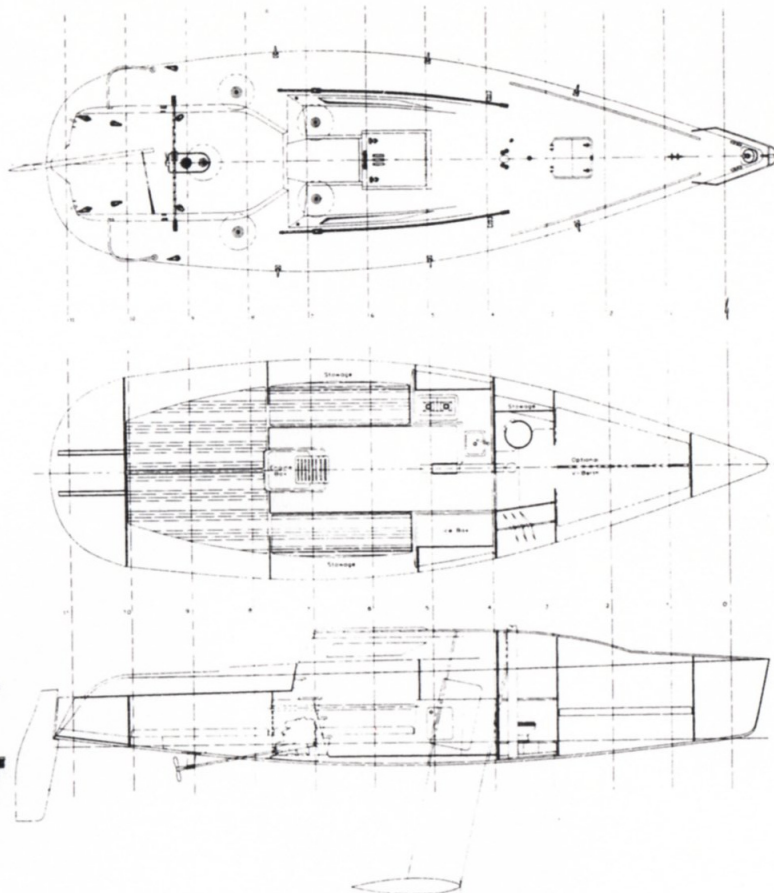
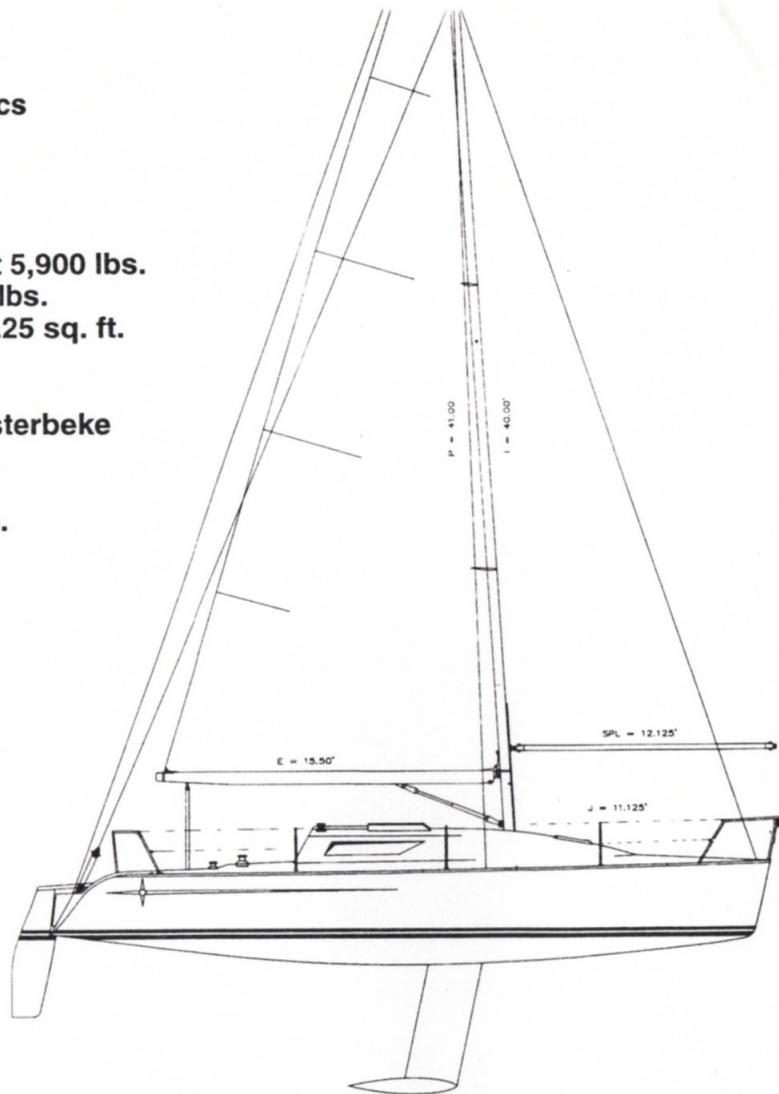


Specs

LOA 33'
LWL 28'
Beam 10.33'
Draft 4.5'-7'
Displacement 5,900 lbs.
Ballast 2,600 lbs.
Sail Area 540.25 sq. ft.
SA/D 26.46
D/L 120
Auxiliary Westerbeke
12 hp
Fuel 26 gals.
Water 26 gals.



Tripp 33: On paper, it looks like a rocket

Designed for both PHRF and IMS competition, the new Carroll Marine Tripp 33 is a very interesting design. I'm confused however. How do you design for PHRF competition? I don't see fenders hanging over the side or a barbeque on the stern rail.

Maybe you just appear before your local PHRF committee and say, "I know it looks fast but I promise I'll be slow. Pleeceeeeeeze give me a good rating." Chuckle.

close to the top of that precarious racing designer pinnacle. Now let's see if the boat delivers.

This design looks so fast on paper that it may be easier to approach it from the viewpoint of "How could it be slow?" Let's start with the rudder. We have seen this month that both Farr and Lee have tucked their rudders under to keep them in a relatively clean flow of water. The Tripp 33's rudder is all the way aft and

composition does not depend on the intricacy of individual components but on the total blend of the whole. I'm sure it is the same way with sailing yachts.

Look at the sail plan. Don't you just want to jump on this boat right away and head for the starting line. ("I promise I'll be slow.") You have a provisional rating but all you want to do is blow the doors off everybody in sight. The tall fractional rig will give you

to draw the line and determine the exact balance of values.

Keels... what are we going to do with them? We want lift. We don't want drag. We want stability but not at the expense of drag. Downwind we want no keel at all. Upwind we want a slender foil with a mammoth bulb. Tripp has given us a bulb keel that can retract into the hull, daggerboard fashion. This appears to be the best of both worlds. Draft with the