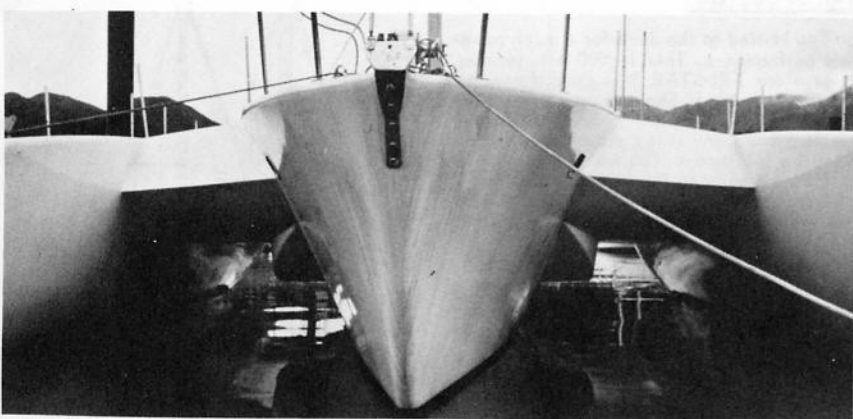
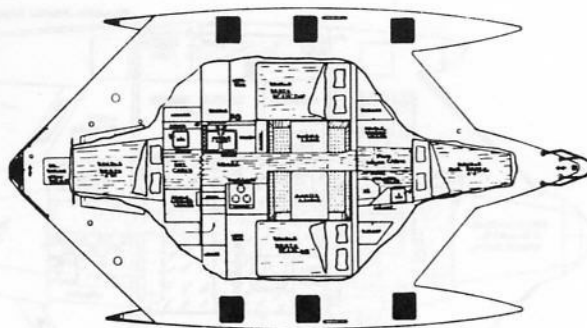


Hull construction sheet  
or double diagonal  
stressed plywood.

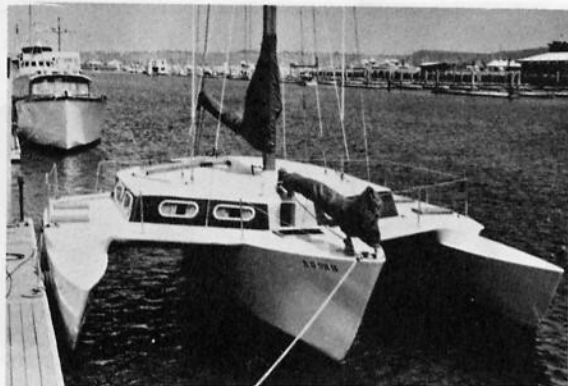


TRI-STAR 39 CUSTOM WITH "CUSTOM" UNDER WING FLARE



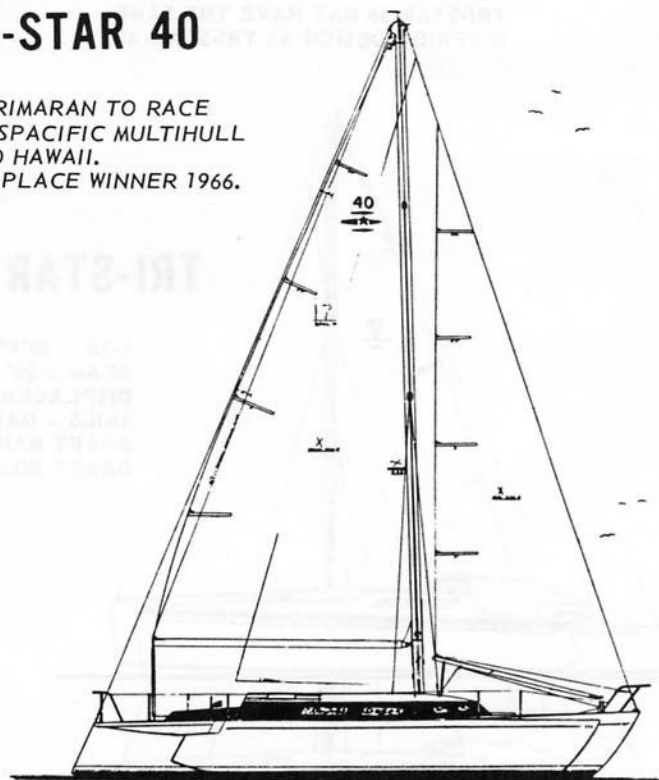
## TRI-STAR 40

FIRST TRIMARAN TO RACE  
IN TRANSPACIFIC MULTIHULL  
RACE TO HAWAII.  
SECOND PLACE WINNER 1966.



LOA - 40'  
BEAM - 22' 6"  
DISPLACEMENT - 9000#  
SAIL - MAIN GENOA - 970 FT<sup>2</sup>  
DRAFT - MAIN HULL - 28"  
DRAFT BOARDS DOWN - 4'

PLANS LEASED WITH FULL SIZE PATTERNS



TRI-STAR 40, proven by racing and cruising, has accommodations that will sleep 8 in permanent double berths with option for 2 more. All berths are easy accessible for berth lounging or may be made private with curtains at will. To make interior lounging the most comfortable TRI-STAR 40 has the most spacious dinette in Trimarans and will seat 6 at window level, affording diners a full panoramic view. The dinette while seating 6, keeps the aisle free. The galley is ideally located for dinette dining or on-deck dining and is fully appointed with oven (food is passed on deck through window in aft cabin). Forward is a fully enclosed head with a shower optional. Hull construction is optional sheet plywood or double diagonal stressed plywood. Both methods have narrow deep box beams with a bridge type truss, which allows a panoramic view from inside while shaping the cabin top and adding strength. The beams in TRI-STAR 40 as in all TRI-STAR Trimarans allow full head room passage through the full length of the cabin.

TRI-STAR 40 introduced to Trimaran sailing in 1961 dagger boards in the AMAS (floats) that have been matched with the correct AMA spacing to prevent wave inter-play. These features combine to give close windward performance and make TRI-STAR 40 an outstanding sailing Trimaran as shown by the record.