

# *Discovery 20 Trimaran For Sale*



Designed by Chris White, the Discovery 20 trimaran is considered the best design in this size range.

Specs:

LOA: 20 feet

Beam: 16 feet

Cockpit: 7x7 with deep self-bailing foot well and wide seats with low backrest/storage bins.

Sail Area: 235 sq ft

Sails: High-performance square-top full-batten main. Roller furling self-tacking jib. Both by Hyde, in excellent shape.

Price: US\$ 9,995 – PHP 440,000

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Changing circumstances require me to leave the Philippines and thus I am selling my trimaran I built 2 years ago.

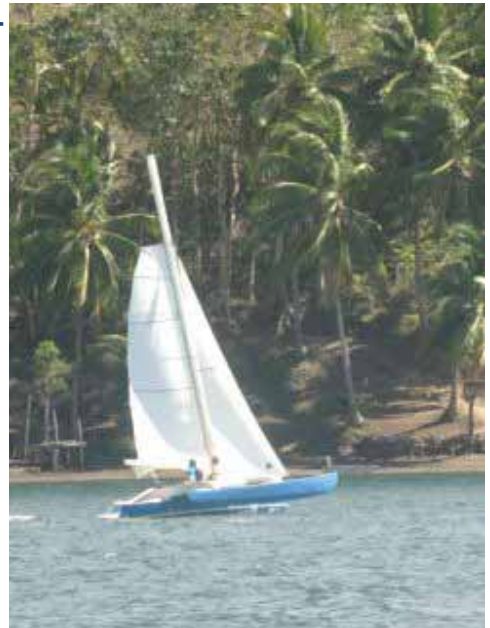
I will honestly say this boat is an amazing design in so many ways! First off, performance. She sails fast and easy on all points of sail. Easily as fast or faster than the Corsair 28 and even the 52 foot aluminum trimaran in the neighborhood. You will



be blowing by Hobie-Cats like they had their anchors out! But it's not just about speed. When I was young, I loved zipping around on small cats, and the occasional flip was just part of the fun. Now that I am older I have no interest in sitting on a catamaran's trampoline with my legs straight out in front of me and no back support! This boat is VERY comfortable! The cockpit seats are nice and wide, stretched between the two akas. Your feet are down inside the vaka. The cockpit is self-bailing. In addition, there are hammock nets between the cockpit and the outriggers on each side, giving lounging space.



Handling – this boat is a breeze to sail – tacks fast and easy compared to ANY small catamaran. Accelerates out from the tack like a drag racer! Steers smooth and easy at all times – I've yet to have any sense of loss of control due, adverse lee or weather helm, rudder cavitation, or other reasons. You do not fight her, she goes where you point her without any fuss! And Chris says there has never been a report of a D-20 flipping. It certainly could happen, but it is not like a Hobie, where it is a regular occurrence.



#### Construction:

Hulls are made from two layers of 3mm marine grade plywood (Tuffply – great stuff, but currently unavailable), cold-molded at 90 degree angles to each other (45 degrees to the waterline), glued together using epoxy resin. There are two layers of epoxy and fiberglass on the outside of all hulls, plus one layer on the inside of the vaka.



This method of construction is superior to the more common stitch and glue hard-chine plywood seen on boats in this size range for several reasons. First, hull-shape – one gets a nice, smooth, curving hull. Second, two layers of



plywood on the diagonal epoxied together is much stronger than a single piece of plywood. I have sections cut from the edges of the hulls (you make the hull larger than you need, then trim to shape), and they are incredibly strong and stiff! You can jump on them without breaking them!

The akas are two pieces each, as they unbolt for easy transport. The section attached to the vaka are a box-beam made up of two layers of plywood with wood blocks between. The sections attached to the akas are thick plywood beams. Both sections have aerodynamic foam fairings on the front that are wrapped with fiberglass and epoxy.



The mast is a 29 foot plywood/carbon-fiber/fiberglass/epoxy wing mast that rotates.

All standing rigging is spectra rope – lighter and stronger than wire, easy to adjust, and no sharp meat hooks to grab you! Running rigging is all Harken or equivalent gear.

The jib is on a Harken small boat furler. It is also self-tacking by way of a curved Harken traveler mounted in front of the mast, which makes single-handing a breeze. It also gives you total control over your sail shape, even off the wind! This idea comes from the very high-performance Tornado Catamarans –

also 20 feet long and about the same sail area.



I admit to being reluctant to sell her. I have investigated shipping her in a container (expensive!) and considered lashing her on the deck of my cruiser and taking her with me (questionable seamanship!). Alas, I have concluded the only logical solution is

to sell her.

Here are some links with more information on this design and this boat:

First, a Youtube video of her first sail. She is double-reefed, so under-canvassed, yet you can clearly see her pick up her skirts and go! You can also see some small-tri beginner mistakes, such as me switching sides early in the tack – this submerges the ama on the outside of the turn, slowing the tack significantly! This is, of course, exactly what you do in small monohulls (called a roll-tack), but wrong for a trimaran. You can also see significant slack in the rig as all the rigging stretched out on her first sail, leading to poor sail trim. But, hey, gotta start somewhere!:

<http://www.youtube.com/watch?v=ozlvcvtPDmM>

Next, two articles from Small Tri Design. The first is a comparison of a number of small trimarans, including one by the writer. Clearly, he likes the D-20, and used many ideas from it in his smaller W-17. It's clear the D-20 is the top performer as well, based on his calculations:

<http://smalltridesign.com/Trimaran-Articles/review2.html>

The second is an article just on the D-20:

<http://smalltrimarans.com/blog/?p=214>

Next up, Chris White himself, on the design:

[http://www.chriswhitedesigns.com/trimarans/discovery\\_20/](http://www.chriswhitedesigns.com/trimarans/discovery_20/)

Here is a link to a thread on Pinoy Boatbuilders forum where I documented my construction:

<http://www.pinoyboats.org/forum/viewtopic.php?f=2&t=2128>

And here are all the pictures I have of the boat, both during construction and under sail. I regret I do not have better pictures of the boat underway, but was at the mercy of who was around with a camera and happened to catch me coming or going. I do not have a single picture of the boat underway with full main – I've sailed her unreefed, but no one was around for the pictures!:

<http://www.flickr.com/photos/61479419@N05/sets/72157637803979033/>

So, who should consider this boat? This is a high-performance “sport boat”, so the buyer should be interested in this type. Any boat in this class can be a bit challenging for a beginner. If a beginner were interested, I would suggest either having an experienced friend to help you learn basics, or else purchase a used smaller sail to “detune” the performance a bit, saving wear and tear on the high-end mainsail that comes with it in the learning state. Then the high stability of a trimaran will then allow the I would suggest anyone buying a boat of any sort be reasonably handy, as all boats require routine maintenance, the occasional repair, and the well-thought-out improvement here and there. Of course, if one does not want too much excitement, one can always furl the jib and reef the main and enjoy a great day just lollygagging around. There is plenty of room for a cooler, and compartments fore and aft in the main hull to store a picnic basket!

Resorts might wish to consider this boat for daysails for their guests. I would suggest having a smaller, simpler mainsail made to keep speed down and stability up. Compared to a traditional sailing paraw, the D-20 is much more comfortable with the roomy cockpit, sails on all points of sail faster, and is of a much more durable construction method.

As for location, she will fly like a jet in flat, protected water, but can also handle reasonable waves and chop. Most of the channels between islands in the Philippines would be good options for sailing. Davao, Puerto Galera, Boracay, Bais, Coron, Batangas, and of course, Lake Taal all seem like great possibilities for this boat.

BTW: terminology used for trimaran components here are Polynesian terms. Vaka is the main hull. Ama are the outriggers. Aka are the connecting beams.