

WAVELENGTH 780

Newsletter - No. 12

July 2012

An occasional newsletter for interested followers of the Wavelength 780

Newsflash! Discount on cost of plans continues this new financial year – Now only \$850.00 Australian - Details below -



Ted Kerr and 'New Horizons' continue their winning ways – This time it is the Offshore Multihull Rule division of the 2012 Bay to Bay Trailable Yacht Race – story below Photo: Jules@vidpicpro.com

In the last Newsletter I reported on the launch of Neil Holzapfel's new Wavelength 780 "XD9". Since then, Neil has been out single handing his boat on a couple of occasions for several days exploring the myriad of sheltered island waterways that make up the southern

Moreton Bay region. He is thoroughly enjoying developing his skills in handling the boat alone in a variety of situations ahead of more challenging cruising in the future.

You may recall in the last Newsletter (No. 11 – see Newsletter Archive on the

website), I added an excerpt from an earlier cruise story by Neil about his sailing adventures around the remote north coastal areas of Australia. Neil is now tentatively planning a return to the area next year in “*XD9*”



'XD9' down the Bay at Dunwich

This will involve a long 2,160 km overland towing journey from Brisbane to a small fishing town, *Karumba*, at the mouth of the Norman River, which flows into the bottom of the Gulf of Carpentaria. From there, Neil plans to sail north along the eastern shore of the Gulf to the top of Cape York and the Torres Strait, a distance of some 400 to 450 nautical miles of remote coastline, interspersed with numerous ‘wild’ river entrances. At the right time of year, weather conditions tend to be favourable to sailing, with the prevailing south east winds being a ‘land’ breeze, fostering flat water sailing.

Meanwhile, Neil has kindly supplied some costings for his just completed project. Neil has been very budget conscious, and has had the advantage of taking over a previously started project, as well as having access to the original Wavelength moulds. The high Australian dollar and post GFC discounts have been in his favour, allowing him to add to his basic fit out with such items as Harken

32 S/T primary winches, autohelm, small fridge/freezer and additional solar panels to power it. Where possible, Neil has made most gear for the boat, including his road trailer, as well as assembling his mast from ‘kit’ components supplied by the yacht riggers. When compared to the costs of new production trimarans in the general size range, Neil has done very well indeed through his dedication and hard work in completing his project. Potentially interested builders may like to compare the figures below with the basic costings guide quoted on the website www.wavelengthmultihulls.com under the heading FAQ’s.

Costings for Wavelength 780 launched 2012 by Neil H.

(To nearest ten dollars Australian)

Take over of partial building project -
(Partly built floats + supply of ply, timber, resin & glass), Cost of Plan Service
Plus extra timber, ply fibreglass & resin - \$9800.00
Stainless steel, Aluminium, SS fasteners plus some welding - \$1960.00
Paint, sandpaper, consumables & miscellaneous expenses - \$2510.00
Deck hardware & general fitout (Hatches – radios – safety gear etc) - \$4250.00
Mast, Boom, rigging, furler - \$9720.00
Sails – 2 headsails, main, lazy jack sling for mainsail plus main trampolines - \$6970.00
9.8 HP Outboard Motor & accessories \$2220.00
Self built boat trailer & associated Registration costs - \$4270.00
Partial electrical fitout (includes Solar panels – lights not included) - \$540.00

Total \$42,240.00

Racing:

After winning the multihull division of the Surf to City Race earlier in the year, Ted Kerr and "New Horizons" are again on the winner's podium with a well deserved win in the OMR division of this year's Bay to Bay race in the Great Sandy Straits, Fraser Island. He also added second place in the PHF multihull division. Ted takes his race outings seriously, always striving to get the best out of boat and crew. He has added little refinements, such as 'fine tune' controls for jib luff tension, along with his well honed ability to 'read' the sailing conditions to his advantage.

Congratulations and well done, Ted!

Ted's story of the 2012 Bay to Bay

"Day 1 - Saturday

We motored out to the start with an ebb tide with little or no wind. As per usual, we gave the fleet a fifty metre start! Shortly after the start, the breeze dropped out. Luckily for us, we could see ripples on the water indicating that there was more run in the tide, so we headed into the flow. The tide created a slight zephyr on the sails to keep us moving. Eventually the sea breeze arrived helping us glide along at around six and a half knots. Once past the green beacon at Inskip Point, it was up with the kite. We had an easy sail up the south west side of the channel to stay out of the tide. The faster multihulls were zigzagging up the course, however they were running out of wind under the lee of Fraser Island. We were able to keep moving and eventually six tris all finished within a minute of each other.

Day 2 - Sunday morning

The wind was five to eight knots from the south west.



*'New Horizons' in an earlier Bay to Bay –
Photo: Jules@vidpicpro.com*

Again, our strategy on 'New Horizons' was to sail pretty well straight down the channel while the other multihulls zigzagged all over the place. It's interesting to see the look on their faces when they realise that they are sailing fast and going nowhere! Of course, when the breeze gets up and some of the other multihulls start to plane earlier than we do on 'New Horizons', they then manage to do a lot better. Two of the F-24's, 'Coco Loco' and the original 'Intrigue' had a private battle. The 'Coco' had a red kite, while 'Intrigue' carried a green kite. From behind, the scene looked like port and starboard beacons tacking downwind! Towards the end of the race, the faster boats only crept away from us when they were able to beam reach to the final rounding mark and then headsail reach to the finish. We were close enough to them however, to know that we stood a very good chance of doing well on handicap. As usual, the Bay to Bay had been a great weekend of sailing."

Ted Kerr - Skipper "New Horizons"

'New Horizons' has also been competing in this year's Winter Series on Moreton Bay, staged annually by the Queensland Cruising Yacht Club. Your erstwhile editor on "Wavelength" joined the series for a weekend of passage races, but with not quite the same Spartan dedication of the skipper aboard Wavelength's sister-ship! Friend and crew member Tony Murray, tells the story of our less than Spartan weekend below -

"Reflections on a cruisy racing weekend"

Nothing sparks debate among old salts like the pros and cons of different boats. While every boat's a compromise, some demonstrate their versatility more than others.

The dual cruise/racing personality of the Wavelength trailable trimaran was nicely demonstrated in the recent Otter Rock Plate race weekend sailed out of the Queensland Cruising Yacht Club, Sandgate, when designer/owner/skipper Bob Forster invited two fellow retirees to extend the race weekend with a little cruising either side.

So the itinerary was: Depart Royal Queensland Yacht Squadron Manly on Friday afternoon for a leisurely cruise to Sandgate, overnight Friday night at the QCYC Cabbage Tree Creek marina, overnight Saturday night at the Scarborough Boat Club's marina on the Redcliffe Peninsula after a day's racing, back to Cabbage Tree Creek for Sunday night after another day's racing, then finally, cruise back to Manly on Monday morning.

Normally a very satisfied F-24 Trailer Tri sailor, I am always

up for a different sail and was delighted to respond to the invitation away from my Hervey Bay home base. Those who know Bob, his fund of knowledge on trailer multi design, the quality of his on-board wine cellar, and his culinary skills, would understand my ready acceptance. And as this was day one of my long-anticipated retirement, I could not think of a better way to kick it off.

First, for those unfamiliar, Wavelength is a neat boat - home built with glass over ply, but with the curves more expected of a production boat from a mould. Performance wise, it is well set up as an efficient racer and holds its own among the more familiar F-boats of similar length, but is more than equal in accommodation and cruising capacity. I have had many good races against Bob in my F-24, but for about an extra foot in length, the Wavelength has a disproportionate advantage in the things that matter in cruising - generous interior space, proper galley with built-in sink and stove provision, load carrying, and height of the nets above water for a dryer boat in bigger seas. With a generous double v-berth forward, and two singles either side of the cabin plus plenty of storage, we had a more-than-comfortable craft for our complement of three on board.

Friday afternoon from Manly to Sandgate was a lovely sail in fading breeze and light - with Wavelength pulling a respectable seven to eight knots under screecher in little wind as we approached the flashing light of the Fisheries Beacon off the Cabbage Tree Creek entrance. The narrow dogleg entrance leads of Cabbage Tree Creek gave a nice opportunity to try the Navionics app on my iPhone which proved remarkably accurate in picking

the channel boundaries as we motored to the marina berth at QCYC. We rewarded our cruising efforts at the QCYC club restaurant with dinner of very acceptable snapper topped with soft-shell crab washed down with house red, before repairing to Wavelength for a nightcap of aged shiraz.

The sun rose over a magic Moreton Bay on Saturday, with clear skies and a benign weather forecast. After a day's competitive and concentrated racing in fluky light air en route to Scarborough marina, we treated ourselves to a well rounded cabernet after a dinner in the clubhouse. In fact, the cruising lifestyle proved quite a curiosity to fellow competitors who were clearly interested in pursuing certain prominent aspects of it. After dinner, Wavelength, in prime position on the club's visitor pontoon, played host to eighteen sailors who helped the resident crew evaluate blue, brie and vintage cheddar cheese as suitable cruising fare, and also reduce the cruising ballast in the wine cellar to something closer to racing weight. The significant observation to be made here is that while thirteen souls crowded in the cockpit of my F-24 will sink the stern with water to the traveller, Bob's Wavelength cockpit was still high and dry with eighteen aboard! This is an important boat-on-boat comparison that warrants further investigation in different anchorages!

After a hearty clubhouse breakfast, and a bucket of seawater to cleanse the cockpit floor of the evidence of festivities of the previous night, it was time to head out for the start-line under clear skies once more. However, the Sunday racing back to Sandgate did not go so well - not the boat, not a navigation problem,

just the lack of a simple figure-eight knot resulted in the halyard for the big kite disappearing up the mast. Oops, not what you wish for on the long downwind finish leg to Otter Rock in a fading breeze after rounding the windward mark.



'New Horizons' & 'Wavelength' at Scarborough

With a forecast for freshening overnight wind, the QCYC marina was again a comfy haven on Sunday night. After hot showers all round, Bob demonstrated his customary on-board hospitality, along with the efficiency of his built-in icebox and the winter warmth of the dual-burner metho stove. Very soon on the plates before us were delicious boat-cooked meals of spaghetti bolognaise topped with parmesan and fresh-chopped parsley, accompanied by McLaren Vale velvet. Nothing less would be fitting on the Wavelength's wood-trimmed dining table.



We were not sorry Monday morning when the forecast of freshening breeze failed to appear, and instead light winds delivered cruising under screecher back to Manly. Here, we found a gap at the ramp between hoards of dinghy championship sailors, and had the boat folded, retrieved and secure on the hardstand within the hour.

Nice weekend, thanks Bob, and nice demonstration of the ease and racing/cruising versatility of the Wavelength.

Tony Murray

Building:

Builder Alan McNamee of Blackbutt Queensland, now well into his Wavelength project, has taken time out to offer his thoughts on why he decided to build a Wavelength 780 and how he is finding the building process. Alan is a professional boatbuilder when the work is available and previously, has built his own large cat before deciding to downsize to a trailable multihull.

Alan's rhyme and reason for a Wavelength 780

"I just thought it was about time, I (actually my wife, Nancy) put pen to paper and thanked Bob for the excellent service and great easy reading plans.

Firstly, the reasons for my choice of this design were that I could trailer it to wherever I wanted to sail; then I could bring it home and store it without incurring all the marina costs. If the weather should turn bad, you don't have to sit at home worrying if your boat is still on its mooring or if someone has run into it.

Secondly, I wanted a boat that handled well and had enough room inside to be comfortable. This boat has an abundance of deck and tramp area as well. I wanted to be able to go out for a week and not to feel cramped up in a poxy little cabin !!

Thirdly, it had to be made from a wood/epoxy composite structure. This is how I have been building boats for over fifteen years now. It is a very sound and structural form of construction. If it is built properly, it will give you many, many years of pleasure. A boat that I built in this method ten years ago, has just been surveyed and absolutely no rot or problems were found.



Port half hull of Alan's tri

I have built many boats, ranging from off the beach sailing dinghies and cats through to eleven metre catamarans. Most plans are simple enough to use once you have built one boat off them, but some can be a challenge. Some plans you have to go over every page to find a detail you are looking for. Usually after you have worked past that stage, you find it. Yes, by then it makes it hard to add to what you have already done.



Framing detail forward

The plans for the Wavelength 780, up to my current stage, have been very accurate. The full scaled templates make it easy for even the most inexperienced person to follow. The video clips that accompany the plans are also of help for those spots you might like to clarify further. I have been fortunate enough to have been able to have a few sails on Bob's boat. Many hours of exploring the boat and sailing it, have helped me see where things are meant to be.

Although the tri is built mainly for cruising, I have been aboard it for races and have been excited about how it performs.

(Alan was aboard on the tiller when the video clip shown on the website was taken – I think that convinced him! –Ed.)

The layout is very comfortable inside with plenty of room and storage. It allows for little luxuries including a stove, dining table, comfy beds and even a kitchen sink...

For everything else you need in the boat, Bob has made a fantastic list, so all the thinking is done for you.

Light but strong plywood, with a good veneer layup, is something to look out for in selecting ply for the boat. The other great thing about this design is that most of the hull structure is glassed on

both sides of the hull skin, which helps prevent rot.

I am using the Bote-Cote epoxy resin system, which I have used many times before and I am still happy with the product. I have never had any issues with it.

I also want to emphasise that when using epoxy, make sure you saturate all wood/plywood properly.



Alan's nifty cradle to support float for fairing!

In the beginning, I was making fairly good progress, but with a few holidays thrown in, I have started dragging the chain a little... However, I now have both floats finished and am still working on the port half of the main hull.

I am looking forward to being able to hitch up and be off exploring the coast and inland waterways..."

Alan McNamee

Meanwhile in South Australia at Duck Flat Wooden Boats, progress continues on the main hull of the Wavelength being built for Paul Dubois in West Australia. Pat and David have taken a different approach to the construction of the main hull, building a port and starboard mould and joining the two halves of the hull before building in the bulkheads. As a professional workshop, they have the

space to do this. While more work is required in building the extra set of moulds, this is compensated for by not having to reverse the moulds to make mirror halves; further, fitting of the bulkheads will also be very precise and external glassing, fairing, and fitting of the keel may result in time savings, important for a professional build.



Wavelength 780 under construction at 'The Duckery'!

Additional photos and a short video may be seen on their website on the 'What's New' page at:
www.duckflatwoodenboats.com .

That's all for this Newsletter folks. Forward it on to sailing friends who might be interested.

Yours in sailing,

Bob Forster

Wavelength 780 Plans:

Special Discount until 30th June 2013

For those of you who would like to build a Wavelength 780, a special discount will be offered to new plan buyers until the end of the financial year (2012 – 2013). The significant costs of printing and postage of the plans will be waived, with a further discount of \$50.00 off the current cost of plans.

Your Price – Australian \$850.00

(This is effectively a 21% reduction on the previous cost of acquiring plans)

Payment by Bank Cheque or Money Transfer – Account details available on placement of Plan Order

To view past Newsletters and see further information on the Wavelength 780, visit the website -

www.wavelengthmultihulls.com

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