

WAVELENGTH 780

Newsletter - No. 8

August 2010

An occasional newsletter for interested followers of the Wavelength 780

My apologies must go to sailors and potential builders, who have had an ongoing interest in developments with the 'Wavelength 780, for the long 'drought' between newsletters.

This last month, my wife Sue and I have taken time out to see other parts of Australia with a 3000 km coach trip from Darwin in the Northern Territory, through the wetlands of the Kakadu, then heading west to see the amazing formations of the "Bungle Bungles" in Purnulu National Park, travelling sections of the Gibb River Road and on the way visiting many of the "must see" gorges and rivers of the Territory and the Kimberleys, including Lake Argyle on the Ord River before finally heading into Broome and its attractions. The tour included boat trips, fast and slow, through crocodile filled wetlands, up rivers and various gorges, a light plane flight over Kakadu and the Arnhem Land Escarpment and a chopper ride (no doors) over the Bungle Bungles. The return flight to Sydney across the country from Broome above hundreds of miles of rolling sandhill desert terrain concluded our little adventure, bringing home the vastness of the Australian continent.

Meanwhile, finishing the Building Manual for the 'Wavelength,' with its detailed drawings and cross referencing of the Building Manual to the folio of digital images, has taken much longer than expected. However, the result is worth it, as it will make the task of building a 'Wavelength' that much easier.

Publicity:

For those that may have missed it, a long cruising article, "By trailerable Trimaran to the Percys", appeared in the Australian Multihull World magazine, Issue 100, the Jan/Feb edition.

More recently, I was invited to place a couple of posts about the boat on the website www.smalltrimarans.com, which many of you now receiving this newsletter will have seen. This has resulted in many enquiries from across the world about the boat and its construction. Although building a boat of any sort requires a large degree of personal commitment to the project, I look forward to supplying the plans and backup consultation to those of you who decide to go ahead and build the 'Wavelength 780'.

The Great Sandy Straits and Fraser Island Cruise:

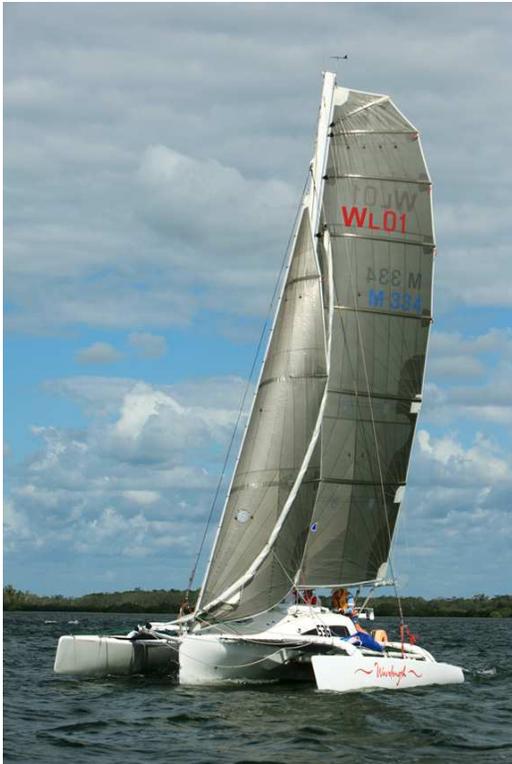
Earlier this year on the May long weekend, the two Wavelengths currently sailing made the trip north from Brisbane to Tin Can Bay for the annual 'Bay to Bay Race'. This is a major trailerable yacht event in the Great Sandy Straits, separating Fraser Island from the mainland. A fleet of around 180 yachts takes part, while around 25 -30 are trailerable multihulls, with a mixture of serious racers and cruisers. We enjoyed the event, however an initial mix up in division allocation by the race committee marred the results for the Wavelengths, both of whom finished around the middle of the multihull fleet.

A good breeze at the finish as well as the presence of a professional photographer during the race and on the finish boat, resulted in some excellent shots of the boats under sail.



While Ted and most of the other boats in the fleet pulled out at Urangan and packed up their boats for the return home immediately after the event, the crew on Wavelength were taking the opportunity for a few extra days cruising in Hervey Bay along the west coast of Fraser Island.





Post race Sunday afternoon was spent getting extra supplies at the local supermarket and then setting up the boat in 'cruise' mode at the marina. Our evening's entertainment was the Race Presentation night at the boat club - it was the usual drawn out affair, not getting underway until about 9.00pm.



Wavelength, with crew of my brother Bruce, retired meteorologist, Rob and myself, set off Monday morning with the boat loaded with cruising supplies, including an inflatable plus its motor, for Moon Point on Fraser Island, before heading north along the coast to Wathumba Creek anchorage. It was overcast with various shower cells around, with the wind east, swinging to north east as the morning progressed. That meant a near twenty mile screecher ride, with all the crew taking turns at hanging out on the starboard float with the long tiller extension. We seemed to sit on 10 to 14 knots most of the way so it was a quick run. A heavy gusty rain squall came in about four miles out from Wathumba, so the screecher was furled before it hit and we sailed through it under jib with a bit of heading up in the gusts. We were too close to Wathumba

to bother with a reef. We entered Wathumba around half tide, where a couple of small makeshift bouys indicated the best channel over the entrance bar. We anchored on the north side of the inlet in front of the bushy camp area, stern in to the sandy beach. With the recent heavy summer rains, the water on the outgoing tide was inky black from tannin stains, so we thought the better of swimming there.



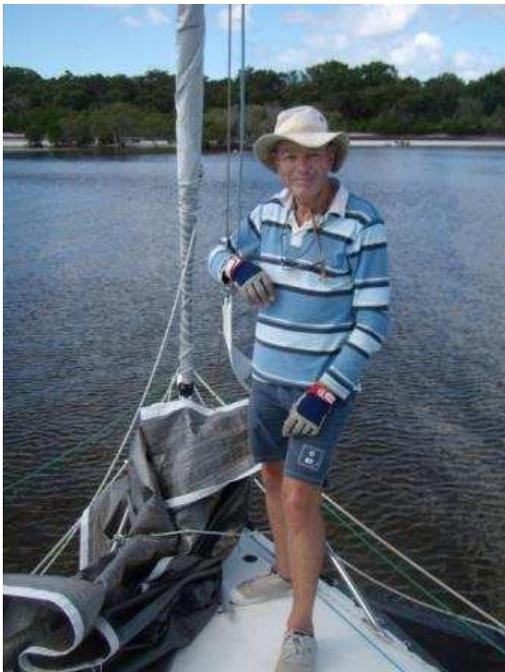
We did an exploratory walk around the large expanse of drying sand flats at low tide. A lady from a nearby power boat gave us half a bucket of yabbies, which we duly fed to the fish later in the afternoon and evening. All we managed to catch was a pan sized flathead between us, which became entree instead of main course. Early the next morning, a foraging dingo appeared on the beach near the stern of the boat.



Rob had been up even earlier to capture some stunning images of the morning sunrise.



Towards mid morning we left Wathumba on the rising tide for a gentle sail back down the coast to Awinya Creek about seven nautical miles to the south along Fraser Island near the Yathon Cliffs, which offer a pretty and protected anchorage in easterly weather under the coloured sand cliffs. During the run, we set the trolling line, but without success.



The new (second hand) 2.6m Bombard was inflated on the wing nets and the Tohatsu 3.5 "putt-putt" fitted. It worked a treat and the tender was very comfortable and stable with three of us aboard. We motored to the mouth of the creek at near low tide. The water in the creek was beautifully fresh, about a hundred metres from the mouth.



As there was a light swell breaking on the beach at our destination, we anchored well out, about 100 -150 metres, where the deeper water flattened the swell, but was still well protected in the lee of the cliffs.



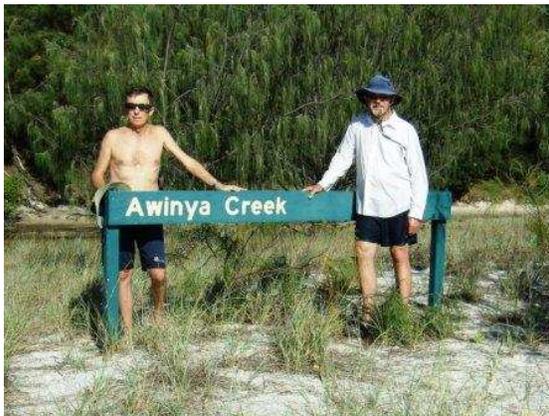
We could wander forty metres over to the beach for a swim, and come back and then rinse off in the fresh.



We walked 400-500m up the sandy creek bed to the uninhabited camp area (there are signs on the beach) and found the vehicle track in from the island, which we followed inland for a couple of kilometres or so, hoping it might lead back towards the top of the cliffs for a panoramic view, but the area was too heavily timbered.



Back on the boat, we watched the sun set over the sea to the west, content with our sundowners of sardines, salsa and a red! –later to be followed by the sailor’s dinner friend, our second lot of spaghetti bolognaise, in lieu of the Thai green curry, on account of the fact we hadn’t caught any fish to go with it!





Next morning, it was time to head back to Urangan on the mainland. A light south easter was blowing, so it was slow and on the nose. We had the trolling line set and we were well out into the middle of Hervey Bay on one tack when we got a good strike. I feathered up into the wind to slow the boat while the crew ran the heavy troll line around the winch and the landing net was dug out. As the fish got in close we could see it was a big mackerel, about 800mm long. I slowed the boat right down to get it on board into the cockpit, when it made a big lunge forward under the boat and the line was dragged against the rear lower folding strut and chafed through! Bugger! Still, it saved blood and guts in the cockpit, which I remember from a similar catch a few years back in the same place on 'Potboiler', my previous tri. The secret appears to be that the fish should be towed a while to tire it before reeling it in.



Soon after this incident, the wind seemed to die completely, so we ended up motoring the last eight nautical miles home, which gave us a chance to have much of the boat derigged by the time we got to the ramp to collect the trailer, and get the boat packed up for the long drive home.

The only down side of this short cruise was that we did not have a couple of extra days spare to spend on the boat!

Building:

Neil is starting to smell the salt water, as 'Wavelength No. 3' nears completion, with the construction of the main hull now finished, although fairing of the topsides and painting is still to come.



His beams are now being completed with the tops fitted in preparation for the float/beam join up.



Along the way, Neil has also built himself a new ply dinghy in readiness for renewing his cruising dream in north Australian waters. No 'rubber duck' for him, as he will be venturing into croc and coral waters!



Neil, who has the necessary skills and welding gear, has taken time out to build his own trailer, which is now ready for a trip to the galvanisers. A progress photo is attached.

David, who has returned to Tweed Heads after a stint in North Queensland, where he spent some time sailing on an older cruising trimaran, is keen to resume work on his boat as work and funds allow. He has reported that he now has all his 'folding system' metalwork components fabricated after receiving three local quotes for this ranging from A\$4000 - \$4500. This may give other potential builders who are currently

pricing their component materials, a useful basis for comparison.

Alan, another active Wavelength builder, currently has his hands full as a professional boat builder working on a larger catamaran for a client. He is working on his floats in time off the other project.

Racing:

While I have been off touring the Kimberleys, Ted, the owner of 'New Horizons', has done well in the local Sandgate Winter Series club event on Moreton Bay, hosted by the Queensland Cruising Yacht Club.



Multihulls had a good division, with three F-24's, all rigged with masthead kites and other 'go fast' gear, a new F-82R, the new racing cat "Boss Racing" and a well sailed F-27 with new sails skippered by Peter Hackett. These boats raced the full series while a number of other multis joined in for one or more races as a casual entry.

Ted, a wily skipper from earlier Trailertri days, sailed 'New Horizons' well to take second overall for the series from Peter Hackett on 'Intrigue'.

Wavelength 780 Plans

In view of the continuing tough economic circumstances, the cost of plans will remain the same as advertised earlier in the year in the attached document.

The cost of the study package is deductible from the cost of the plans for clients who then go on to purchase a full set of plans.

See - "Wavelength 780 Plans Offer – June 2010"

(Reasonable consultation by phone, mail or email during construction is included.)

Further enquiries:

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Web site:

A website for the Wavelength 780 is currently being developed.

With Kind Regards,

Bob Forster