

WAVELENGTH 780

Newsletter - No. 4

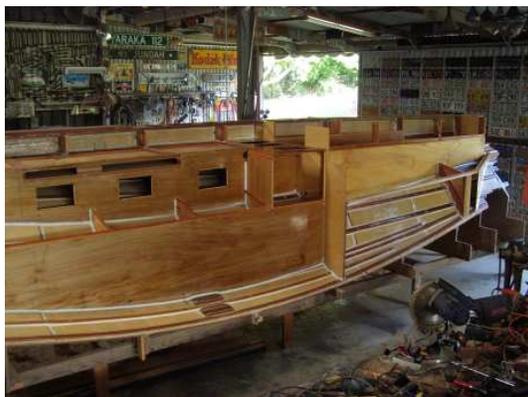
March 2009

An occasional newsletter for interested followers of the Wavelength 780

(Re-edited in PDF – Jan 2012)

Hullo all,

By way of an update, I have attached some photos of progress on Neil's Wavelength No. 3. Neil has been documenting his progress with a high resolution camera, and is adding some extra material to the images data base that I am setting up for builders.



Port Hull ready for removal from mould

Neil has finished the Port Hull (to the point where it can be removed from the mould). He is building in a farm shed and has excellent (and enviable!) facilities and space. He has rigged up a pulley system to lift the hull out of the mould and then shift it around on a makeshift trolley attached to the farm tractor - all done single handed. At this stage, the hull weighs around 150 Kg.



For those working in more cramped conditions, the option to move parts

around will involve calling on a few willing friends to come around for a beer and/or BBQ as the price of moving the hull!



A good view of the ply strip construction

Neil is now well advanced on the starboard hull, but not before I was able to access the mould frames to allow completion of the full size main hull section drawings.

The photo of the aft folding system under construction should give you a good idea of the relatively straight forward engineering involved, as well as the beams (without their tops) together with the supporting Beam Box Frame which is built into the hull.



Test fitting beams to the Beam Box Frame

Other photos are of my boat, the prototype 'Wavelength' during last

minute setup before a day's outing on Moreton Bay. Some of the cockpit detail is also shown. The raised timber section on the sloping transom is where a tiller autopilot can be fitted if you are wondering what it is!



Cockpit layout on 'Wavelength'

I keep the boat on a hardstand with the mast up which means that it only takes a few minutes to launch and unfold into sailing configuration. Most of the set up time is in the usual chores of setting up sails, setting up lines, checking fuel & water, loading the ice box etc.



Preparing for an outing on the bay

Towing to a ramp and raising the mast, using the trailer winch, with experience, will take around a half hour extra.

Plan progress:

As mentioned above, all full size section drawings and building patterns are now completed and available to plan purchasers, together with the building manuals for the floats, beams, and full folding system with supplementary drawings.

The chapters of the building manual on building the main hull are at the 'rough draft' stage and are progressively being completed to a clear publishable format. Those of you who have purchased the 'study pack' will have a clear idea of the detail provided in the examples from the building manual.

Over the last few months, I have had the pleasure of taking some of you for a demonstration sail on the boat. All who have been out have expressed their pleasure and surprise at how easy the boat is to sail, being a finger light touch on the tiller, even at speed and under small spinnaker, something which brought a smile of delight to the face of a Hobie cat sailor who is contemplating building.

Wavelength 780 styling:

A feature that many of you have commented on is the 'look' of the boat, for which I thank you. In a previous 'life', I have been a potter, and very much concerned with good design and form. The modern car, as a comparison, has had a huge input from good designers. With notable exceptions, except where big money is involved with 'gin palaces' and

some yachts, good form design is often sadly lacking in the smaller boating area, as any keen observer of the boating scene will attest. The Wavelength is my small attempt to redress the situation in an affordable package, albeit with hard work!

With Regards,

Bob Forster