

WAVELENGTH 780

Newsletter - No. 5

May 2009

An occasional newsletter for interested followers of the Wavelength 780

(Re-edited in PDF – Jan 2012)

Builders Progress:

Since the last email, Neil, who is building his boat at Mt Cotton on the outskirts of Brisbane, has made rapid progress on the starboard half of the main hull. Neil has the rare luxury of a large shed on his acreage property and has been able to suspend the port half of the main hull above the starboard half under construction on the stock. The port half weighs around 160Kg at this stage and is relatively easy to suspend on a pulley system. This approach guarantees that all the frames will align exactly when it comes time to join the two halves.



Another way to check bulkhead alignment

Neil will be doing the final join up of the two halves in the specially designed 'building trolley', however. This is likely to be some time in June, as he is taking 2 - 3 weeks off this month to go 4-wheel driving in North Queensland as a break from boat building - Life still has to be lived!

Cruising:

Easter was a time for cruising. Despite the bleak overcast conditions in Brisbane and the promise of rain, two "Wavelengths" and an F-24 tri headed off down to the sheltered southern waters of Moreton Bay to spend time near Junpinpin at Dux's anchorage, where we had the use of the excellent shore facilities of showers, BBQ etc of the Southport Yacht Club. We were all sailing two -up, with respective wives/partners aboard and all met up on the Saturday night for a celebratory BBQ ashore, the occasion being the 65th birthday of yours truly!



Setting the anchor stern to the beach



The first two Wavelength 780s

On the Sunday, we went our separate ways. Ted & Marg, both keen on fishing, were using Wavelength No 2 "New Horizons" as a fishing platform with some success, while Tony & Fay on the F-24 headed back to Manly for other commitments. Meanwhile, Sue and I headed north to Dunwich, North Stradbroke Island, to meet up with another sailing friend, Peter Hackett, single handing his F-27. On the way to Dunwich, along the protected shore of Stradbroke, a moderate nor-easter had come in, so the screecher was unfurled to give us an exhilarating flat water ride at 12 - 13 knots. With finger light control on the tiller, the boat is a delight to sail in these conditions, even in cruising mode.

One keen enquirer has not been sure about the size of the bunks in

the Wavelength. Ted & Margaret on New Horizons are happy to vouch for their comfort and volunteered to 'pose' on the weekend, Ted has opted for the longer forward berth, achieved by moving the bulkhead for the amply spacious anchor well forward.



The 'cozy double' berth forward!



Bay to Bay Race:

In Queensland, there is a unique annual event for trailer yachts of all types. It has a huge entry each year, with boats coming from as far afield as Victoria and NSW. While many of the entrants are serious racers, many are there to enjoy the spectacle of a large fleet and the pleasure of sailing in these beautiful

waters, as well as to add the 'Bay to Bay' to their list of great Queensland sailing experiences.

It is a race from Tin Can Bay to Urangan on Hervey Bay up the Great Sandy Straits, separating the world heritage listed Fraser Island from the mainland, with the added spice of a recent sighting of a croc in the area!

This year, the multihull entry was 31 boats, with vessels ranging from 'State of the Art' racing multis such as the carbon cat 'Mad Max' down to a smaller Tramp and Windrush 600. The race is held over two days on the May Day weekend with an overnight stop at Garrys Anchorage on Fraser Island. There, many of the multis line up anchored stern to the beach. It is a great time to catch up with sailing friends and generally enjoy the party.

Saturday was mainly light winds on our part of the course and both Wavelengths performed creditably, coming in behind the outright racers and lightweight flyers like the Corsair Sprint 750s, but ahead of all the standard Farrier/Corsair 24's, a Dragonfly 800 with masthead kite and a tall rig F-25. In a close finish on Day 1, Ted on New Horizons, pipped Wavelength No1 by 3-4 meters!



Light conditions near the finish – Saturday

On the Sunday, the fleet sailed out of the narrow channels of the straits into the more open waters of Hervey Bay past Ungowa. With a fresh gusting south easter and a crew of 4 aboard for the weekend, we on Wavelength had a good opportunity to test the boat shy reaching under the big spinnaker. After sailing into a 'windless hole' on the wrong side of the course at Ungowa, our immediate opposition boats had sailed away from us and we had some catching up to do. With the freshening wind, a tight spinnaker reach was favoring our course. The boat was soon up around 12 -13 knots steady and lifting to 15 -17 knots in sustained gusts. On a couple of occasions, the leeward float nosed under, but a light easing of the spinnaker sheets plus bearing away and the float popped out without drama before powering on again. The tiller remained light to the touch and under full control. It was an exhilarating ride as we rapidly caught and passed the boats ahead that were favoring deeper more conservative angles in the prevailing conditions.

The log recorded a maximum speed on the day of 17.5 knots. David, a young bloke from northern N.S.W., and one of the crew invited along for

the weekend, as well as becoming Wavelength builder No.5, was elated with the ride, declaring "It was beyond expectation - I am definitely building the right boat!"

The multihull fleet was divided into two divisions, and for the first time in the Bay to Bay, 16 multihulls in the fleet registered for rating under the Offshore Multihull Rule (OMR), used for such events as National Trailable Multihull Regattas, Brisbane to Gladstone and club championships.

On Wavelength, we were pleased with our 6th place on OMR out of the multi fleet.

For photos of the fleet, see the Bay to Bay photos at www.julesmarineart.com including some good images of 'New Horizons'.

Plans:

Progress on completing the plans has been slower than I had anticipated, however they are now well advanced with enough detail to complete a major portion of the project. All the full size hull section drawings and templates are now complete. These are accompanied by a detailed building manual in separate sections including detailed drawings and specifications for the metalwork in the folding system. Full plans are now available to complete the floats, folding system, beam mould & beams, beam box frames to mount the beams, main hull mould, centreboard, building the port & starboard halves of the main hull and construction of the assembly trolley

in preparation for joining the main hulls. The rest of the manual is in rough draft form, requiring final editing before release. The manual is backed up with an extensive portfolio of detailed digital images of the different building stages, filed in appropriately labeled folders and referenced in the text in the building manual.

In view of the current economic circumstances, the cost of plans will remain the same for the time being.

i.e. \$20.00 for a study package

Full Plans, \$900.00 plus \$180.00 for printing and postage of full size drawings & templates

Further enquiries:

Email: forster305@ozemail.com.au

Web site:

A website for the Wavelength 780 is being planned; however, this has been delayed temporarily while priority is being given to completion of the building manual.

Happy sailing (or building!)

With Kind Regards,

Bob Forster
