

TRIFLE

## WHY BUILD THIS TRIFLE?

For a dozen good reasons! First, as a boat, it is a big step above the kid-size 8-footers a man has to put on like a pair of tight pants. It's handy for a grown man or woman or their seven-year-old. Big enough for you to teach a couple of teens or little ones. TRIFLE's modern sloop rig with overlapping jib teaches the beginner the basics, preparation for sailing in more advanced or larger sailboats. Start a local class for fun and great racing experience, or just for escape from it all!

TRIFLE was designed for an Adult Education manual arts course, to build a fleet of dinks suitable as tenders, frostbiters, and car-toppers. So the boat had to be cheap but long lived, provide high capacity, safety, light weight, lively (non-planing) performance, one-person handling, and - ABOVE ALL - easy construction!

## HOW EASY TO BUILD?

Anyone - preferably one not an experienced boatbuilder - can build TRIFLE if he (or she!) has a minimal nodding acquaintance with ordinary woodworking tools. Someone said the whole shootin' match can be built with a dull Boy Scout hatchet. Easy because this "new" assembly system I call Stitch-N-Tape (proven since 1965) requires no costly, finicky building jig, mold or form. The hull consists of just two side panels of inexpensive exterior plywood (or marine ply), two bottom panels the same  $\frac{1}{4}$ ", plus bow and stern pieces of  $\frac{1}{2}$ " fir plywood. You drill about 500 small holes around the panel edges, stitch the four panels together and - voila' - they automatically pop into the lovely curves of a boat! Then stitch in the two ends (all straight lines). Easy, if you have enough brains to tie your shoe laces; maybe two day's work all together. So it's a monotonous sewing job! So sue me!

But what holds it together, threads? Far from it! The panels are held correctly with 50# nylon fish line. Sprung to its proper width at the sheer, it now looks like a boat! Fill all inside corners neatly with a fillet of resin-paste mixture, sanded, and covered with a strip of fiberglass mat and 4" 'glass tape (comes in rolls). Let it cure, turn the hull over, sand off the nylon stitches (no longer structural), patch any slight gaps, and sand the corners to a pencil-like radius. Now you cover the outside entirely with fiberglass mat and cloth, roll on polyester laminating resin. Let cure, sand, then paint to your own weird taste or to just distinguish it from your neighbor's TRIFLE.

## TOOLS NEEDED

Cross-cut handsaw; sabersaw (but long curves can be sawed with handsaw). Jack plane. Belt sander, unless you enjoy block hand-sanding. Electric  $\frac{1}{4}$ " drill or old egg-beater type. Long-knapp paint roller and pan. A couple of half-gallon cans and 3-inch throwaway brushes for resin, several good paint brushes.

## MATERIAL LIST

Two sheets exterior fir plywood ACX  $1\frac{1}{4}$ " x 4" x 12", (will produce side and bottom panels for one hull). OR three sheets of 4' x 8' if you want the work of butt-blocking the shorter panels, or want to save \$\$, or you can't find the 12-footers. If money is no object, you may vote for Marine Fir plywood and 50 years of TRIFLE. NOTE: Three sheets of 12' produce panels for TWO hulls! 1 sheet exterior fir plywood,  $1\frac{1}{2}$ " x 4' x 8', for bow and stern "transoms", seats, centerboard trunk, rudder. 10 yards of 44-inch fiberglass cloth, 10-ounce weight. 4 5-yard lengths of chopped strand mat, 2-ounce weight. 1 5-gallon pail of boat laminating polyester resin. 2 12' lengths of Philippine mahogany, teak, oak or fir to make four  $\frac{3}{4}$ " square strips for gunwales/side seats.

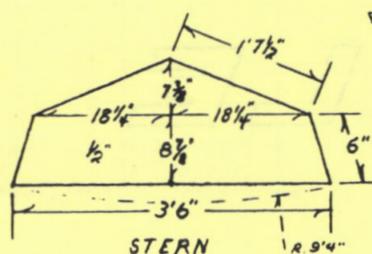
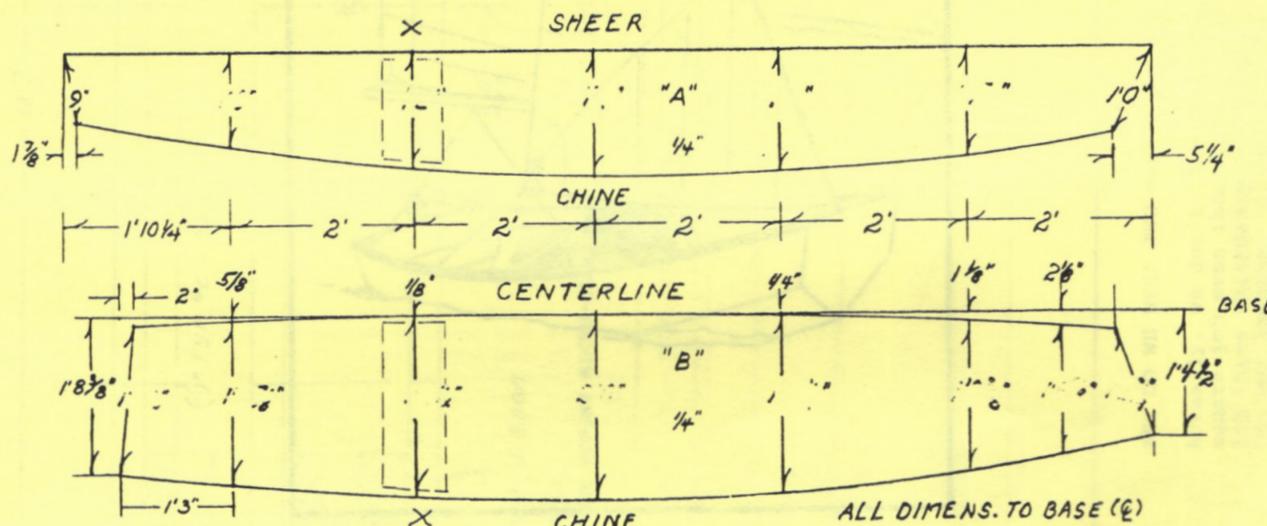
Approximately 18-20 board feet of spruce or fir for mast; 8' of 2" fir dowel or rod for boom. There will be a centerboard of  $1\frac{1}{4}$ " x 12" x 30" boilerplate or galvanized iron, sawn or nibbled to shape. Plus gooseneck, 3 mast tangs, 3 turnbuckles, etc. Sails should be bought where you can get service from a nearby sailmaker.

## PLANS

A set of plans includes four sheets of details: Sail Plan, Hull Panels, Hull Assembly, Mast and Boom, also complete instructions for building TRIFLE. A Plans/Patterns Package has all of the above plus full-size paper patterns for hull panels. Be sure to specify which you wish to order and enclose appropriate check. We have no arrangement regarding credit cards as our volume is too small to qualify us.

*Fred Bingham*

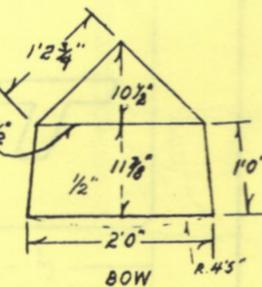
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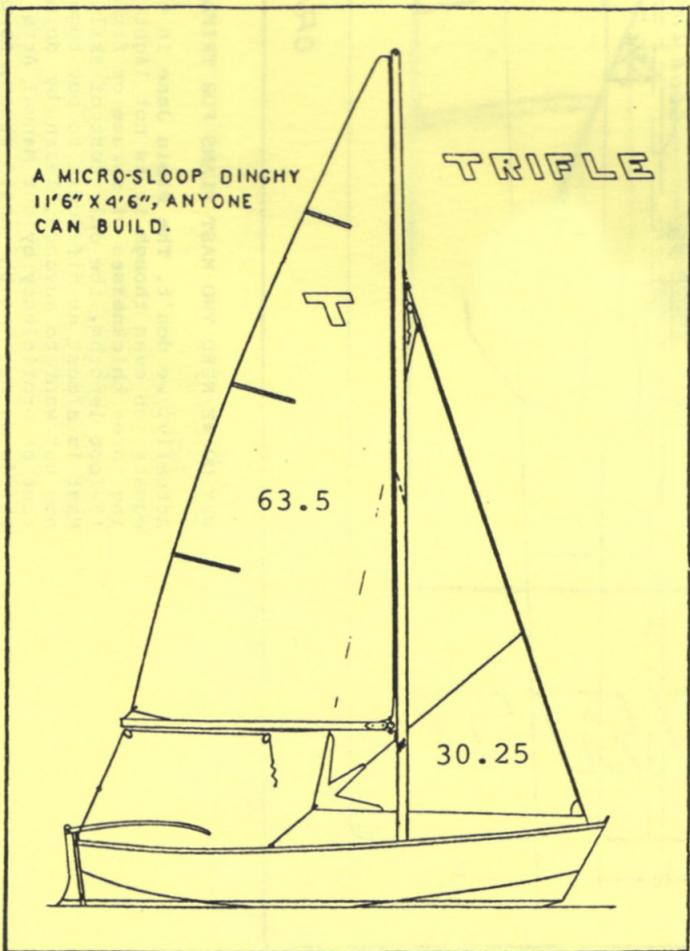
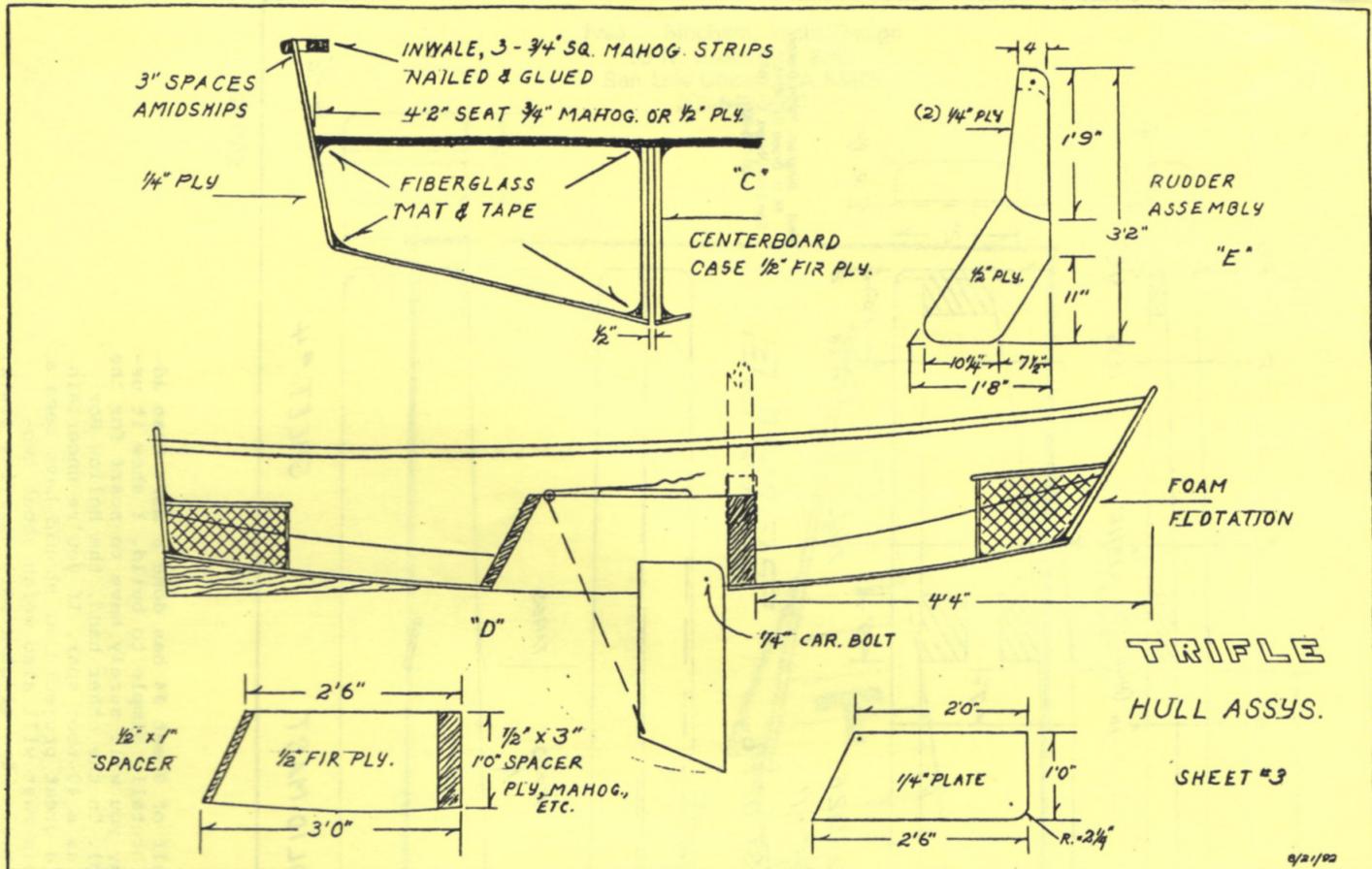
## TRIFLE

AN 11'6" DINGHY SLOOP  
BY FRED BINGHAM AND  
PETE SMYTHE

HULL PANELS  
SHEET "2"



8/19/92



#### A BRIEF HISTORY OF A LITTLE TRIFLE

Once upon a time, there was a world-famous magazine known as THE RUDDER. It was the bible of thousands of lovers of small boats and building them during its lifetime extending from 1910 into about 1970 (I believe). It featured the writings and designs of great yacht designers, such as Alden, Atkin, Chapelle, Crocker, Herreshoff, MacGregor, Stephens, Stewart, Warner, Winslow, Williams, Wittholz, Zimmer, and others, some long gone.

But the name Pete Smythe is remembered by me simply for the finest little dinghy that ever made a boy's eyes (and his dad's) shine. He named it Rinky Dink and wrote it up fully for THE RUDDER in early 1966. Unfortunately there was no effective promotion, although there were 15 or so built in the area of Rochelle, N.Y., and others elsewhere, but unknown. I built one in 1969-70, sailed it half-a-dozen times, loved every minute, but found that my age was sending messages to my bones. I had to sell it.

On the cover is a drawing I did from a photo that was non-reproducible. It shows a sailor seated on the bottom on the lee side of the centerboard trunk in order to make her heel in the light breeze. So you see that she was as stiff as one could wish, and the bone in her teeth is not an exaggeration. Rinky Dink was as lively as I could hope for tacking every 90 seconds in Santa Barbara's harbor. I had some exhilarating hours outside the breakwater in up to about 15 knots, alone, and not a drop came aboard.

Building TRIFLE (my name for RINKY DINK) was my introduction to this new system now used frequently. The job was extremely interesting, went fast without a hitch, and fun! Fun! Fun!. I hope that you and hundreds of other builder/sailors get that much pleasure from TRIFLE.

#### THE NEW PLANS

Bingham contributions to the new plans: lofting hull panels for full-size patterns, hollow and solid mast designs, accurate dimensioning of Sail Plan, numerous corrections and detailing. Furnishing plywood panels (proposed) may not be practical because of shipping cost. Please inquire.

August 26, 1992

