

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 1" 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 1/4" 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, 1/2" 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 3/4" square strips for gunwales/side seats.

HOW EASY TO BUILD?

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 1/4" 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.

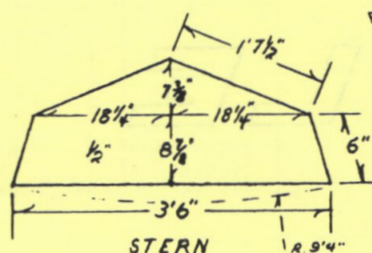
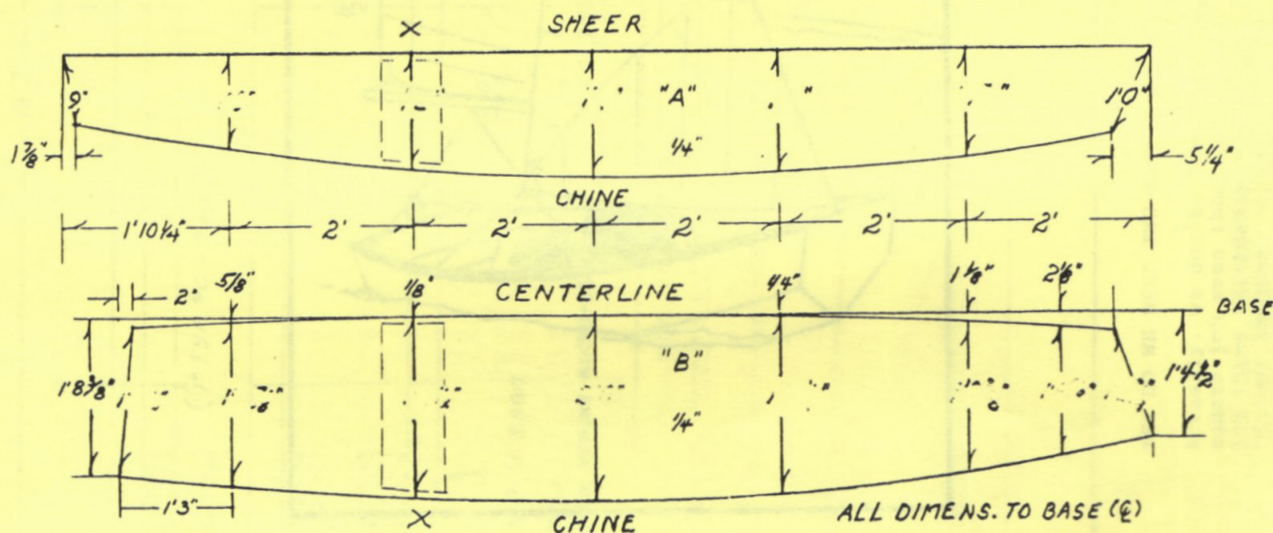
PLANS

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

8/24/92

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 fill-et 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.

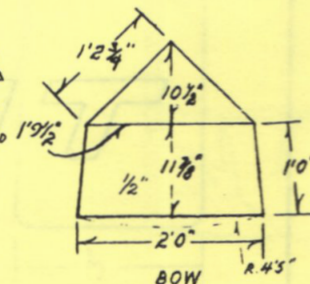


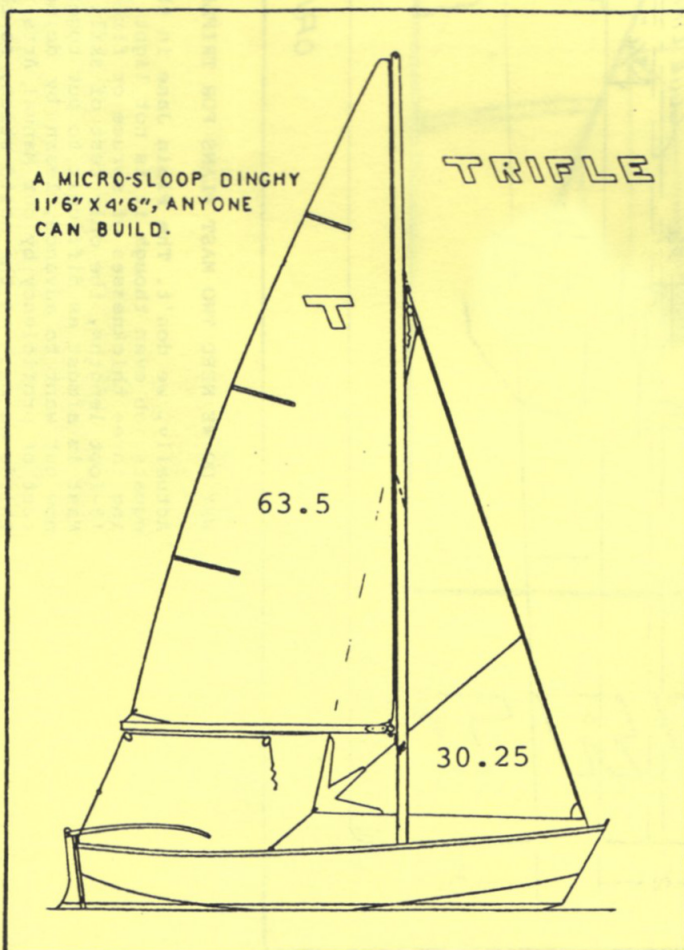
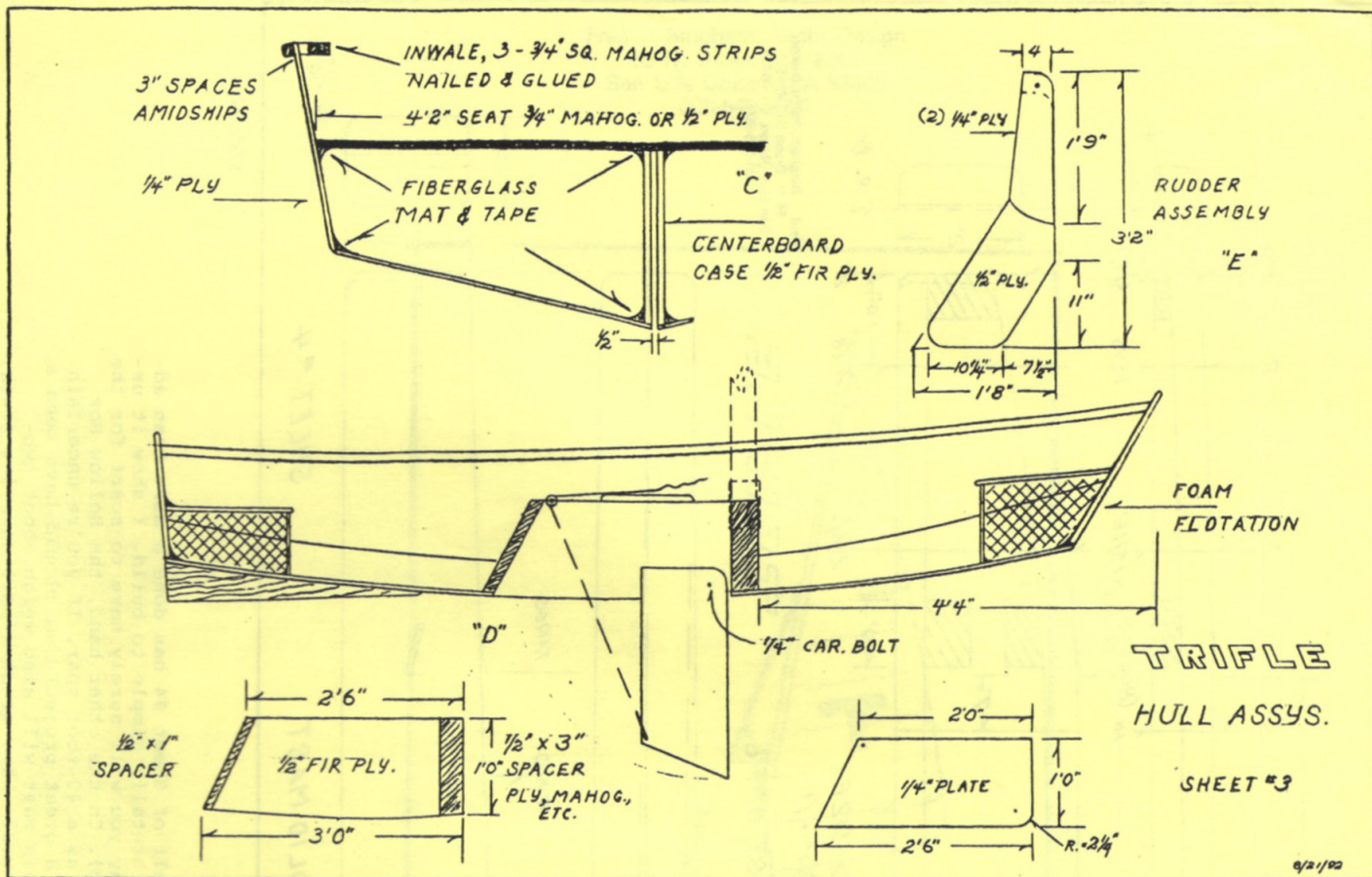
TRIFLE

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

HULL PANELS

SHEET "2





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.

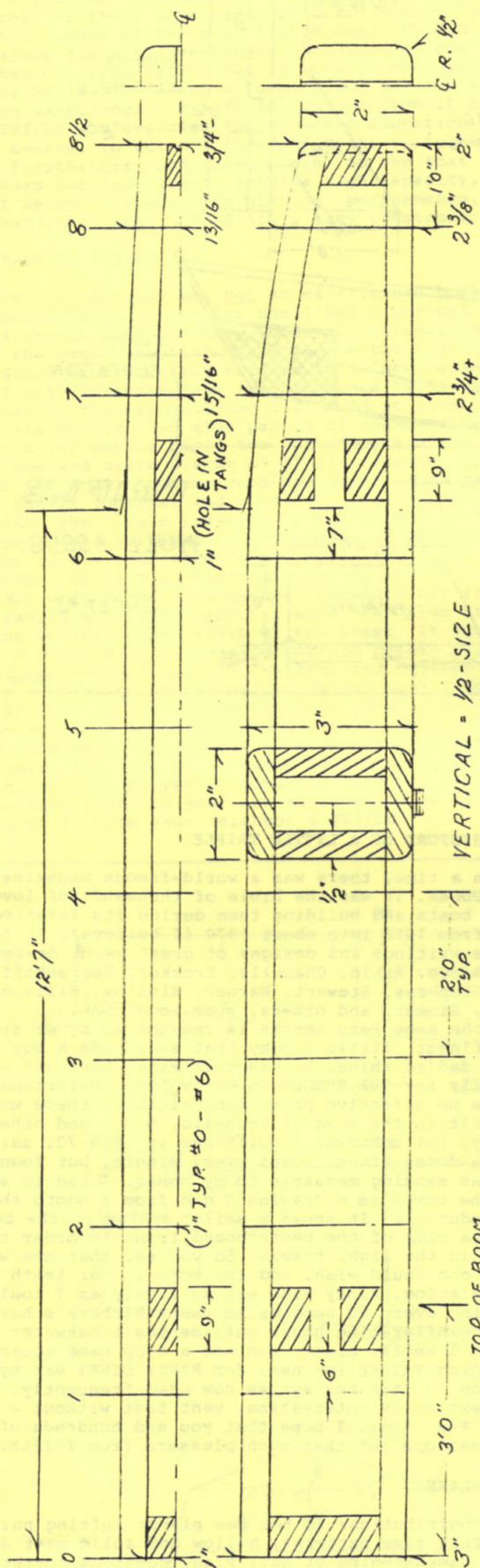
On the cover is a drawing I did from a photo that was non-reproducible. It shows a sailor seated on the bottom on the lee side of the centerboard trunk in order to make her heel in the light breeze. So you see that she was as stiff as one could wish, and the bone in her teeth is not an exaggeration. 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



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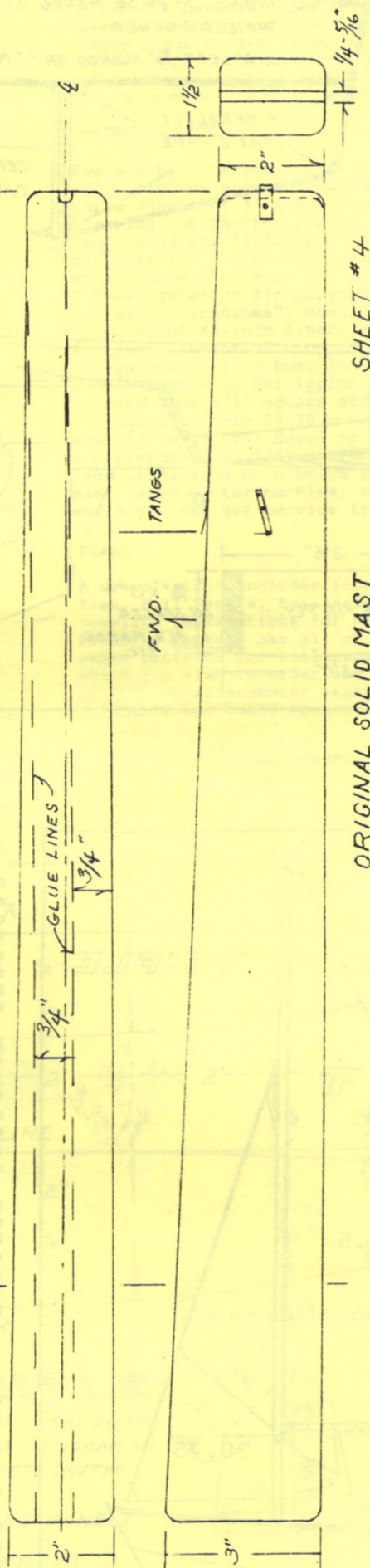
TRIPLE

ELEVEN FOOT SIX INCH DINGHY MICRO-SLOOP

TRIFLE

HOLLOW BOX MAST OPT'L.

VERTICAL = $\frac{1}{2}$ -SIZE
HORIZONTAL: $\frac{3}{4}$ " - 1"



SHEET # 4

ORIGINAL SOLID MAST

WHY DO WE NEED TWO MAST PLANS FOR TRIFLE?

Actually, we don't. The Plain Jane in the lower half of Sheet #4 has done a more than adequate job even though it is not light. But it is brutally simple to build. I show it using three thicknesses of spruce or fir (which today you will surely have to scarf for the 18-foot lengths, the only test of skill in the job). On the other hand, the Hollow Box Mast is almost as difficult to put together right as a 40-foot spar. If you're uncertain now but want to advance, learn by doing, here is a great project that should have been a test of proficiency by our Manual Arts teacher. This mast will also weigh about two-thirds as much as the solid stick, so this TRIFLE would have greater sail-carrying power, hence fast - promptly out-lawed! On a basis of practicality, good performance and cost, a TRIFLE Class should allow stock aluminum masts. But we are all woodworkers, right?

26/2/5