

New to multihulls? Want to know what is unique about their design and upkeep?

Who Else Wants to Know About Multihulls Using These Video / Audio Sessions Featuring Boat Designer & Sailor John Marples?

Why wait years to slowly learn about multihulls when these unique, one-of-a-kind "new media" presentations on CD will show you what you absolutely need to know ...

In July of 2010, multihull expert John Marples gave a presentation to his peers at the National Association of Marine Surveyors (NAMS) in San Francisco, California. During this session, many of these engineering professionals discovered, for the first time, what makes multihulls truly unique from monohulls.

"They really are a different kind of animal," John says. And the truth is, most boaters don't really understand multi-hulled vessels.

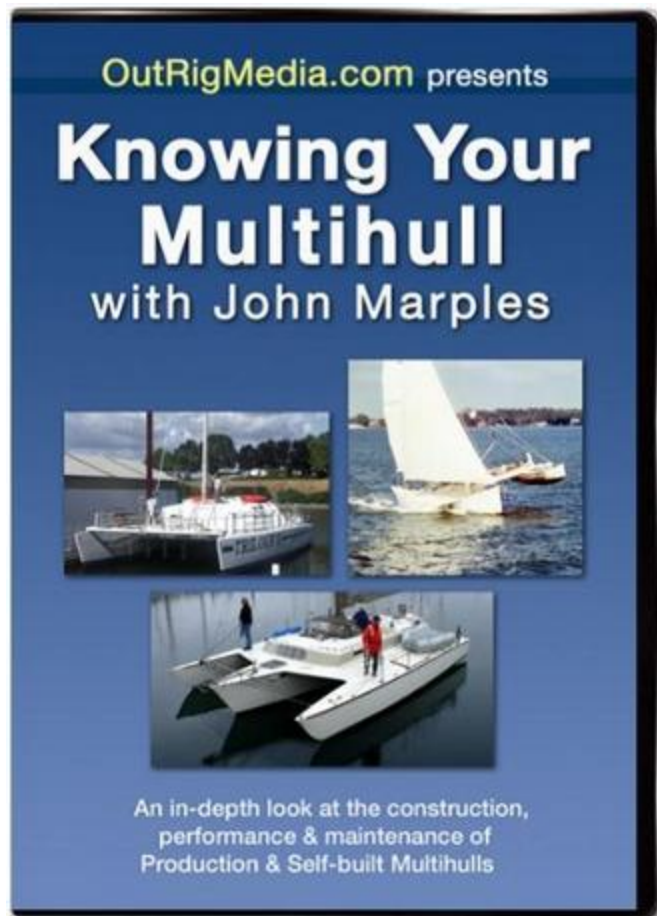
After 40+ years of experience in sailing, designing and surveying multihulls, there is hardly anyone out there who is more qualified to talk about catamarans, trimarans or proas.

As a designer of cruising multihull yachts, Coast-Guard-certified charter catamarans and co-designer of the legendary Searunner trimaran series, John Marples is one of the premier experts in the world qualified to teach others about them.

**A Multihull Needs to be "Understood"
So It Can Be Thoroughly Enjoyed**

The danger of not truly comprehending the physical forces at work on the powerful boat you're preparing to sail can cause problems for new owners (or less aware users). Accidents can happen. The boat can get damaged. Personal injury could result ... or worse.

For the most part, there has been very little interactive media available that thoroughly covers the essential details new multihull owners (or prospective sailors) need to know when it comes to these unique craft.



Until now ...

I asked John if he'd essentially share the same presentation he made to the Marine Surveyors Association with me so it could be recorded for others to enjoy. He politely consented.



But before we knew it, the original 50-minute presentation John had given to that live audience back in 2010 turned into **over 4 1/2 hours of recorded audio/video material** (4 hrs, 31 min, 56 sec - to be exact). All jam-packed with fundamental multihull concepts, facts and stories.



In essence, this became a "What Are Mutihulls?" teaching-sessions-on-steroids!

And they're all here ... on this CD, entitled "Knowing Your Multihull with John Marples"

If you're new to multihulls, have never owned or sailed one, or trying to decide if one might be right for you (or simply want to know a lot more about them) then this information is for you.

Here are most of the topics you'll find inside this unique multihull information resource...

A Fundamental Understanding of Catamarans, Trimarans & Proas

- **What can multihulls offer, in the way of service and performance today, as compared to monohulls ... How production fiberglass multihulls serve the current marketplace**



- When catamarans are more sensible vessels than trimarans -- and at what size-range does this happen ... What conditions make catamarans or proas preferred over trimarans ... Certain popular catamaran features that significantly hurt sailing performance
- **Why catamarans have taken over the commercial sailing business** -- but many are not good sailing vessels ... The biggest problem afflicting many production catamarans (this drives up their cost and constantly hinders sailing performance)
- Why cruising catamarans weigh more than cruising trimarans of comparable length ... What type of luxury catamaran is becoming more popular among some cruisers

Why all multihulls have a larger amounts of navigatable water available to them than most monohulls ... What type of boat will (generally) go better upwind ... trimarans or catamarans?

- Why homebuilt multihulls could be the best (or worst) opportunity for a sailor to get his hands on one of these types of boats
- **How shoal draft in multihulls significantly decreases maintenance costs** ... Why the US navy now uses multihulls as part of its special-force operations
- Can wooden multihulls last for decades without significant degredation? Decide for yourself after listening to John's honest assessment of the main issues at hand
- **Why proas may be the oldest type of multihull** ... 2 different types of proas (and how their structures are very different from one another) ... significant differences and reasons for their existence
- Do proas have more (or less) sailing disadvantages than trimarans or catamarans?... What is the *main* sailing disadvantage of proas?
- **What proas can do that no other sailboats can do, including trimarans, catamarans and all monohulls** ... How adding ballast to a proa outrigger can add to its oceangoing capability



Your Multihull's Unique Structure, Keeping Your Vessel In Top Form -- Protecting Your Investment



- **Why understanding the "multihull platform" is one of the most important concepts that a new multihull owner will ever grasp** ... How the platform concept affects important aspects of both sailing and maintenance
- What are the main stress points of a multihull's platform? (*knowing these can save you loads of grief in the longevity of your boat*)



- **How designs for cats and tris attempt to deal with stresses on the platform** (and what happens when a multihull suffers from *overstress*?)
- Why stiffness and rigidity are important maintenance factors in most multihulls ... What many boat designers do in order to increase the strength of their designs
- **One design flaw that affects sailing performance on many cruising cats** ... Danger signs when sailing (main differences between cats and tris)
- Structural differences between cats and tris *in general* ... attractive design features that can reduce wave-pounding in most multihulls ... Main stress points in tris and cats (*how are they the same ... how do they differ?*)
- **How cockpit design affects multihull rigidity (why this *must* be considered when choosing a multihull)** ... How properly engineered multihulls can keep boat owners from wasting time and money
- #1 multihull mistake (it won't just decrease a boat's sailing performance -- it's downright dangerous)
- **How wing-aka trimarans deal with platform stresses differently than tris featuring crossbeams** ... Why the ride on many trimarans feels much smoother than catamarans sailing under similar conditions
- Weight distribution differences among the 3 types of multihulls ... Why and how it matters when it comes to safe sailing and increased performance

Preventing Component Failures At Sea, Keeping Your Rigging & Hardware Strong



of repair on a monohull

- **How multihulls and monohulls handle wind gusts differently** ... How ballast issues and low weight affect multihull performance ... Fundamental difference between monohull and multihull rigging
- How to easily perform routine maintenance tasks on cruising multihulls during an extended cruise ... Why repairing a multihull is often preferable to performing the same type



- **Main areas for multihull maintenance (*what are they ... and why?*)** ... Easiest (yet most neglected) maintenance issue to take care of in multihulls (this results in the #1 enemy to the health of your boat)
- Why fiberglass production boats suffer from mildew and rot (just like wooden boats) ... How your nose can be become a great "maintenance tool" when it comes to the life and care of your vessel
- **What to change out in the hulls each and every time you go sailing** ... Active (*and passive*) pieces of equipment to help make your boat last for decades of active enjoyment
- Pieces of equipment to include in the engine room (many designers & boat manufacturers neglect to adequately address this issue, which makes having this equipment a good idea) ... An often-overlooked issue when it comes to accessing the engine area (it's so obvious that many individuals completely forget to check it)
- **Common visual signs of corrosion and/or damage in certain areas of a multihull** -- many boat owners and potential boat buyers either ignore (or are unknowing) about them
- Typical problems found in "older" multihulls (understand why they occur and how to fix them as inexpensively as possible)
- **Avoiding common mistakes found in Headstay Chainplates** ... Chainplate errors that will increase corrosion and breakage (how to keep this from happening on your craft)



- #1 way small multihulls suffer from damage (the answer may surprise you) -- **Note:** this problem affects BOTH fiberglass and wooden boats (how you can avoid it)

- **When to move a chainplate to avoid damage -- and eventual failure ...** Signs that indicate a chainplate should be replaced with heavier stock

- Rigging mistakes (examples) and component failures that can often be avoided ... What you should always assume regarding the strength of your boat's hardware
Accidental errors committed by many multihullers that may result in component failures



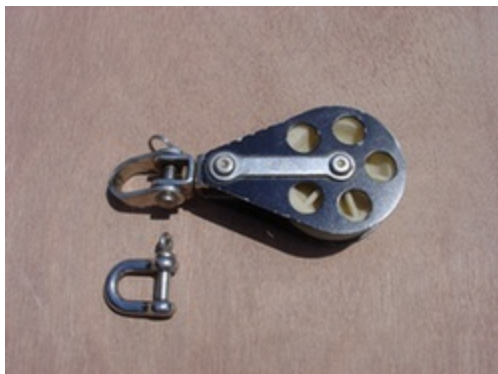
- **Potential problems with stainless steel hardware pieces commonly used on cruising multihulls ...** What to do if you see corrosion around

the base of the mast (how to check for this issue and fix the problem as quickly as possible)

- How to try and prepare for possible hardware failures when cruising ... Tool tips for building replacement pieces while at sea ... A great adhesive for securing your fasteners and fittings in order to keep them secure
- **How to use simple sandpaper to detect potential hardware failures before they happen ...** What "off-the-shelf" blocks should be immediately replaced on your multihull (you can easily exchange these with another type in order to increase the safety of your rigging)

Checking the Health of a Used (and Brand New) Multihull

- **Why you can never assume a brand new production boat is perfect and "ready-to-go" upon delivery ...** How to look for "significant deficiencies" in a new factory-built multihull
- Primary maintenance issues for exhaust hoses (what to look for) ... What piece of equipment should definitely be in engine areas that aren't ventilated well (*and why it should probably be in ALL interior engine areas regardless*) ... How to avoid problems with fumes and dangerous gasses escaping from the engine of your multi-hulled cruiser



- **Amazing fact:** Even professional boat designers and boat builders often overlook little maintenance details on their yachts (the best way to uncover such mistakes)
- Certain visual signs of corrosion that should never be ignored and always warrant further investigation ... Learn how to see little signs of structural failure BEFORE a failure occurs at sea ... Ideas for repairing boats originally constructed from inferior building techniques or materials
- **Have a trailerable multihull?** ... The #1 piece of equipment most likely damage your production or self-built boat -- and how to easily remedy this problem

- How to correctly install chainplates -- many boat owners (and even manufacturers) don't follow these simple rules ... How to keep fasteners specific (and safe) for the job to which they were intended ... Little clues that reveal potential failure points and potential areas of future damage on your multihull
- **What needs to go on every piece of metal that touches seawater on your boat** (severe corrosion is almost guaranteed if you don't do this) ... Why boat designers often don't provide plans for the installation of electrical components ... How electrical problems can severely damage propellers in minutes (*or even result in accidental death or injury*)
- What inexpensive piece of equipment should absolutely be put on older multihulls (*it's required on all new production boats*) in order to detect electrical problems before somebody gets hurt or equipment gets damaged
- **Wiring tips for older boats:** How to organize the electrical system so it doesn't become a rats nest of power lines in your craft (and where to find excellent wiring guidelines for any multihull)
- How to detect (and fix) potential blistering problems on fiberglass boat hulls ... What should your mast always include in order to service standing rigging at sea (*you may assume all cruising boats have these, but they don't!*) ... What should always be done before taking either a long cruise (or even just a hop across the bay)
- **When chainplates (and other hardware) should be replaced -- this is especially true if you see this condition occurring** ... How stays can bend chainplates and create potential failures (and how to avoid these problems before you experience big problems out in the ocean)





- How extreme loads on your multihull can create unanticipated problems ... What you must be prepared to do (for recovery) if a critical piece of hardware fails and you're in a remote area
- **The chainplate area that you cannot see (this may be the part that has the greatest potential to break) ...** What to immediately do if this happens under sail ... A type of stainless steel that should be used on chainplates in order to resist corrosion
- Red flags with regards to chainplates ... What should never be done on chainplate attachments

(plus, how to position chainplates in order to avoid stress fatigue)



- **How to use sandpaper to check for cracks in wire terminal connections** (this can tell you what part to replace before it breaks at sea) ... One type of shackle that should *never* be used on your blocks (they're an automatic point of weakness) -- what type of shackle should replace it
- Why avoiding component failures can significantly increase safety when sailing ... How to check for (and fix) moisture accumulation in a mast step area ... How to routinely service your winches (you don't have to do this often, but it's an important part of yearly boat maintenance)
- **What type of bolts to use on a rudder (they can be integral to certain self-steering systems) ...** Where to never put a deck ventilator on your multihull (and why) ... Fallback plan for a cruising multihull that is leaking -- how to take care of the situation yourself (at least temporarily) without needing to hire a professional

The Marine Survey: What You Want to Know

- **What is a C & V survey?** ... What types of questions should you ask a surveyor in order to evaluate their qualifications (and when to NEVER hire a particular surveyor)
- The big benefits of a marine (boat) survey (who should pay for it) ... Why a *brand new* multihull should always be surveyed (in addition to a used boat you're thinking about buying)



- **Does a "small" multihull need to be surveyed?** ... Why a "nice looking" multihull is often a BAD cruising boat ... What resources to use in order to find a qualified marine multihull surveyor
- Why you should always chat on the phone with a marine surveyor *before* hiring them -- and what questions to ask them prior to payment ... How to get your money's worth from any surveyor ... What to do in order to get the surveyor to be your "advocate" when dealing with either a boat *seller* or *insurance company*
- **What types of structural deficiencies are often associated with multihulls coming right out of the factory (and why this happens so often)** ... Main types of structural issues your surveyor should investigate (this is when the surveyor's experience really comes into play)
- Why hiring a surveyor often "pays for itself" -- even for a new boat ... How to hire a qualified multihull surveyor (why most marine surveyors are *not qualified* to examine multihulls)
- **How to hire a qualified surveyor (relatively inexpensively) when "modifying" a multihull (and why you'll want to this in this circumstance)** ... Why making changes on your boat may be a great idea (or a disaster) -- getting the right engineering person can keep you from falling into a "money pit"

Highly Valuable Multihull Content On an Easy-to-Use CD Interface

As you can see from the above, John didn't hold *anything* back! He shared every thought that came to mind that he considers fundamental to understanding the structure and care of multihulls. (*Remember, there are **over 4 1/2 hours of content** in these presentations combined*).

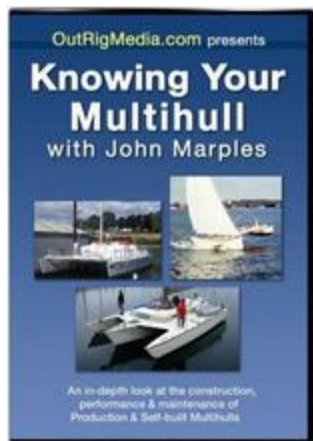
These are subjects that seasoned multihullers should know because they've learned about them from others, or learned the hard way - via the school of experience. So this audio series isn't for those guys.

But if you're newer to the world of multihulls (or would like to be) ...

You'll get a jump-start on truly understanding multihulls with the **"Knowing Your Multihull" CD featuring John Marples**.



If you really want to know about multihulls or you're thinking about making a boat purchase or committing to a long, expensive *boat-building project* of some kind, then this information series is made just for you!



To get a hold of these "Knowing Your Multihull" video / audio presentations by John Marples's, just choose which version you want -- on physical CD (with CD Casecover) ... OR ... immediate online access (view these presentations completely online immediately inside your private membership area here at OutRigMedia.) Simply click on the appropriate link below ...

[Click here to order the physical CD version of "Knowing Your Multihull" with John Marples.](#) (This one is the priciest option) *This is Safe and Secure using either a PayPal account or your credit card. (You don't even need to set up or use a Paypal account to place your order).* And you'll have plenty of time to review your order before it's processed. Your order will be handled by our CD printer (*Kunaki*) and shipped out as soon as possible (typically in 1 to 3 business days).

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How exactly is the information in "Knowing Your Multihull" provided?

6 Full Audio / Video Presentations

John comprehensively explains dozens of photos and sketches about the wide variety of topics covered in this series. He covers: types of multihulls, structural and weight issues, typical problem areas, types (and reasons for) certain component failures, and the ins and outs of getting a marine survey.

MP3 Audio-Only Presentations

Want to simply *listen* to these informative multihull conversations? No problem. In addition to being able to view everything in full audio / video slide-shows, you can simply listen to each presentation in audio-only MP3 format on your PC or iPod or other favorite digital playback device.

Note: All photos associated with each presentation can also be opened up and viewed in pdf documents ... so you can see exactly what is being discussed in each of the corresponding audios.

Bonus Feature: 1972 Transpac Video & Narration by John Marples

In 1972, on a lark, John Marples made the impulsive decision to enter his trimaran BACCANAL in the TransPac Race from California to Hawaii. *It turned out to be one of the highlights of his life!*

This vintage video recording of the event (about 15 minutes long) is personally narrated by John. It was taken off an old VHS tape – long since packed away in a box on the storage shelf -- and digitally re-formatted just so it could be included on this CD for your added enjoyment.

It'll make you smile, for sure!

See John and his buddies -- as young men -- and get a feel (*or perhaps stir your own memories*) of the decade in which self-built multihulls came into their own and started showing up the traditional Corinthian "Yachties".

If you've got multihull fever in your blood then you're gonna love this homemade video.

Guys (and gals) new to cruising multihulls are attracted because of their stability and speed. They dream of doing some serious blue-water cruising at some point ... maybe even crossing an ocean ... or heading down to Mexico or the Caribbean Islands whenever they want.

They don't, however, want to be tied up with a boat that's going to break ... or be a money pit.

Does this ring true?

Understanding your multihull is the first step to making such dreams a reality. And the ***Knowing Your Multihull CD*** lets you glean priceless nuggets of wisdom from John Marples -- one of today's leading multihull experts -- as easy as sitting back in your chair and enjoying these unique, one-of-a-kind presentations.

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