

The Sailorman

DEC. 1971



The winter Sailorman once again flops onto your mat just in time to tell you where and when the A.G.M. is to be held (see last page) and to bring you all good tidings and best wishes for Christmas.

There is no doubt that at last we have a reasonable number of boats on the water, and are building up an accumulation of experience from those who sail them. I hope I have given the differing viewpoints a fair crack at the whip in this issue. I hope that this time we have got enough outrageous statements to drive even the most docile amongst us into a frenzy of 'letter to the editor' writing.

We have two boats away to the South, Peter Sheared in his Tane and John Leach in his Tangaroa who, had he had any doubts about wintering in this Country after his Baltic Cruise, would have fled South in any event on reading the flood of words that will be read in this issue about his anchors, engines and sails. Never mind John, I confidently expect a slamming reply from Trinidad.

The Summer meeting of the P.C.A. was noted for the very pleasant venue, the good Company, good beer and food and total lack of Polynesian Catamarans, although one Hina (not even a member) was high-jacked and pulled aground on the falling tide by ardent enthusiasts to keep a cat on the foreshore. I trust next year will prove even better with a few boats thrown in for good measure.

One point is that we are losing out on the method of printing the Sailorman, which is quite capable of printing photographs as long as we get the negatives - so spend the next few weeks either digging out or taking photographs of your boats in action all ready for the next issue.

I have now moved off the houseboat on the Thames, and have purchased a house that makes sailors feel as if they are on a permanent Port tack (a trifle of subsidence in the foundations) at Kingston - so if you are coming a long way and would rather enjoy the hospitality of a sleeping bag on the floor and fried oats for breakfast than a horrible drive home in the early hours please let me know.

We both look forward very much to seeing you all at the meeting unless you have in mind some criticism of the last two issues in which case you will have just got yourselves a job.

Happy building - Happy Christmas and Happy sailing

Eds.

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SLOW CAT TO IPSWICH

København - Denmark to Ipswich - England.

This is the return trip on my Tangaroa cat 'Ngatki', as everybody knows, the Summer was terrible weather wise.

Three days prior to leaving, Denmark suffered a N.W. force 10 storm making one Tangaroa near me drag its moorings onto the beach. The subsequent pounding broke its masts. Up North in the Kattegat my friend Jannick Cortsen sailing in his Tangaroa Jesper' suffered a broken mast and had to be towed to Port. His mast was a 27' high steel lattice construction.

With these bad omens 'Nagtaki' set sail for England with myself and Doris, my new Danish crew aboard. We left the motor boat Club on Monday the 19th July 1971 and dropped down the coast a little to Drager where we anchored for the night. Before leaving the next morning a Polish 3 masted Sailing ship passed under full square rig. Shortly after, a big 3 masted schooner motored up North. There's still a lot of big sailing ships to be seen round these parts for the enthusiasts. The day brought a light S. Headwind which caused us to head for Skanor on the Swedish side of the sound. The shipping is very heavy round these parts, so its not advisable to drift around at night. at Sunset we came up to yet another big three masted square rigger rolling in the swell. Sjanor proved to be a very nice, quiet little harbour, but we rather suprised the locals by coming in on the run with no sail up and no motor, however we rounded up at the quay and stepped ashore with the warps. Mind you theres no tidal problem here.

A word here about motors, I have a 4h.p. Seagull outboard, but its let me down so many times (not mechanically) that I prefer not to use it any more - I've learnt the hard way.

Next day we left harbour, but owin to the now headwind we had to warp out - something else the locals had never seen, I doubt if they had ever seen a cat either.

Our course lay South, but all we could do was to sail west to the Danish coast covering the 17miles in 8½ hours (2 knots). We anchored under the coast (or so we thought). At 5.30 am we had to up anchor because of the exposed position and the excessive rolling. Luckily it was a fai wind (extremely rare) so we set sail and headed South. We soon rounded Sven Klint, an impressive chalk headland belonging to the Island of Møn. As usual the wind fell light and headed us and the visibility dropped to the normal ½ mile. It was exactly midnight when we dropped anchor under the lighthouse on the Klint - 30 s.m. in 18½ hours = 1½ knots. Friday the 23rd. July proved to be a trying day. We upped anchor from our position under the cliffs, the light headwind was still with us. After three hours we hadn't made anything so we anchored in calm so that we shouldn't go onto the dreaded fish traps that surround all of Denmark. At 5 o'clock in the afternoon a big swell rolled in without any wind at all. We were drifting at the time hoping to catch a breath of wind to get away from the cliffs. Conditions became frightening, the cat was being shaken violently. I was scared the mast would be rolled out of the ship. The huge Gaff mainsail was lowered and a light Mizzen staysail set, now there was only 300' set for ghosting conditions while we were being set to leeward onto the dreaded lee shore. Thanks to a weak current 'Ngataki' cleared the land. After sailing about 5 miles offshore so as to be sure of weathering the headland we changed tacks but exactly the same thing happened only this time much closer. My cat just

won't go to windward at all in light conditions owing to the lack of draught (2'8"). At the same time there were keel boats both inshore and offshore of us tacking round the headland, they had no troubles - sure they were rolling terribly, but not to windward, their crews were sitting to leeward keeping the sails full. This can't be done on a cat. After the second failure we thought right, sail all night on the offshore tack - so we did - into a force seven headwind. As the sea was so lumpy we rode to the mizzen to ease the motion (putting it mildly). AT 04.00 the dawn arrived bringing with an Easterly force five wind - perfect. At 07.00 surfing nicely we rounded Møns Klint, and at 09.00 put in at Klintholm Havn. But it had taken 22 hours to make good five miles, the price of having a catamaran. The keel boats were doing it in about 1½ hours. Klint havn was not a very nice place, full of plastic boats with their plastic crews - German in this case, but I did find some handy pieces of rope on the fishermans rubbish heap.

The next port of call was Gedser, the most Southerly point of Denmark also an important ferry harbour to Germany. We covered the 34 mile stretch in 9¼ hours, 3½ knots.

We lay in Gedser for 2 days, becalmed with thunderstorms and heavy rain and the usual bad visibility. On Friday 30th. July we managed to get out of the harbour with the aid of a tow from a 16 h.p. diesel launch - but only just. There was a force four wind blowing into the entrance with the usual confused sea, the minutes seemed like hours as we were pulled Oh - so slowly past the rocky breakwater. No outboard motor would have stood a chance, we were pitching first the bows under and then the rudders, the poor little tow boat couldn't get up the hills, only down. It takes a hell of a lot of H.P. to tow these cats in rough weather. Next stop on a westerley course now was Rødbyhavn on the island of Lolland. This too was a ferry harbour to the German Mainland only 10 miles to the South. We had strong headwinds with rain squalls and bad visibility as we skirted some dangerous sand banks - even had to lower the main sail. 8 hours saw us in Rødbyhavn having covered the 25 miles at 3 knots. This place was very big and FREE, this is very important as we had to pay in nearly every other port. Some charge a one week minimum even if you stay only one night. That can cost £1 for every harbour, a crippling amount if you are trying to live cheaply. In the evening we met up with a Norweigen single-hander sailing an Int. Folkboat in plastic. His average speed was much better than mine even though he was towing a dinghy, single-handed with self steering gear.

Next morning the Flokboat towed us out of the harbour because of the headwind. It was the last day of July and actually warm enough for me to take my shirt off for a while.

The win- was light and favourable as we headed for Kiel Bay and the Canal. But first we had to cross the main shipping lane - three times we tried and failed, this was in daylight with a fair wind. The ships were so close there just wasn't time to squeeze through. Later in the day the wind came astern so we could enjoy a little surfing with the mizzen furled to ease the steering. The 18.00 shipping forecast promised S.W. force six, a head wind as usual. 1½ hours later the wind changed through 180degs. to S.W. a line squall was sighted on the water dead ahead coming fast. I just had time to claw the Mainsail down when the squall hit us. Keeping the boat high on the wind, just so the sails didn't flap we edged forward so as not to lose any ground. Luckily the wind blew the murk away and revealed the German coast dead ahead. As we closed in the sea got progressively calmer until we let the anchor go over the side about 100 yards offshore. I wasn't quite sure of our position because we had sailes off the chart I had and there was a blank space 10 miles long. In the morning we were invaded by swimmers from the 'Butlins' Holyday Camp place we had anchored near. This last stretch of 34 miles had taken 9 hours to sail - about 3.6 knots. We were now only about 12 miles from the entrance of the canal, but owing to the light wind it took 8 hours to cover. It was Sunday evening 1st. August when we tied up at Haltenau outside the locks. We waited here for three days asking around for a tow. There were so many big powerful motor boats and yachts passing through but somehow they were not

interested in us or made weak excuses. In the mean time we managed to swap some charts with an old English Ketch which had just passed through the canal up from Amstredam. The skipper and his Dutch girl were on their way to Norway to get some good cheap repairs done to their boat. Finally we had a promise of a tow from a 47' steel ketch bound for the Canary Islands with a German charter crew on board. Tuesday evening the 3rd. August we were towed over to a jetty while 'Kormoron' went to clear Customs etc. Shortly after the sky went brown and a mini-hurricane blew up. The windspeed was fantastic with torrential rain accompanied by thunder & lightening. Although we were moored upwind under the lee of an embankment we were being thrown onto the floating jetty which promised to stove in the Starboard hull. We spent an exciting evening being human fenders to save the cat. Finally two crew members from our tow boat crawled along the slimy jetty that was by now awash and helped us to drift downwind to safety. I remember thinking "Oh, for 2" of Oak around me". At 4 O'clock next morning we entered the lock and paid our £1.75, which is the standard charge made on all 'Sprts ships' under 50 tons gross. the canal is 53 miles long and rather boring, it was a ver cold day with a force 8 westerley gale on the nose, but that didn't seem to affect our tow which averaged 6 knots. Nine hours later we tied up just inside the locks at Brunsbittelkoog. There were a couple of English boats tied up ahead of us from the Royal Harwich Yacht Club, but I know better than to speak with boats flying the Blue Ensign. As a consolation we had a great time with a couple of Swedes on an old converted fishing boat bound for the Med. via the canals. Their ship Katarina II from Harnosand sported the Hasler junk rig but only to supplement the powerful diesel motor. Next day the wind had eased a little so the Swedish boat pulled us through the locks and round the corner up a little creek to Brunsbittel havn. As proof that we were back in tidal waters the ebbing tide left acres of lovely black mud.

We were weather bound for six days in this little creek which runs into the river Elbe. The weather was terrible even another mini-hurricane, every sailboat had to strip the sails off to reduce the windage - this was in a muddy creek surrounded by sea walls.

Finally on the 11th. August we attempted to get off on the ebb tide but ran aground owing to the seagull being overpowered. Luckily a small Fishing boat pulled us off before we dried out.

It was some sixteen miles downstream to Cuxhaven. We were hard on the wind, but with a fast tide under us we soon covered 11 miles. At this point the river turned, as did the tides so we tacked across and anchored under the lee of a sea wall. Incidentally the River Elbe is no playground, the shipping is intense, the stream runs strong and is strewn with wrecks and sandbanks, the visibility was bad as usual.

While we were anchored, weatherbound, a German 40' cat 'pissed' past us, tacking against the tide. The design is worth remarking on. The hulls are 'V' shaped but splayed out so that the outsides are vertical. There was a small deck cabin, but most peculiar was the rig which consisted of two masts of equal height supporting a jib, a high fully battened mainsail, a mizzen staysail set directly behind it with room enough to walk through, and a mizzen exactly like the mainsail. That night we suffered a N.W. Gale - suffered because our anchorage was only sheltered from the S.W. One look at the Pilot Book confirmed that we could not get into Cuxhaven - things like '5 knot rotary tide at the entrance'. The evening of the 12th. Gave us a light favourable wind and with half a tide under us we headed out through the channel anxious to get some sea room. At 9 O'clock in the evening we had passed Elbe 3 light ship, some 7 miles from Cuxhaven, the wind fell light and headed us, and the tide was setting us North towards the quick sands. We decided to turn back, but couldn't make anything against the tide, so we

had to anchor just outside the shipping channel. It wasn't very rough, but the weather was so unsettled and our sailing area was so deadly that I suffered another sleepless night. At daybreak we were still anchored in the same place which rather surprised me. I'm a bit wary of anchoring in dangerous places now, however we had six hours tide under us and a light favourable wind so we were soon speeding seawards, ticking off the bouys as we passed them.

I breathed a sigh of relief as Elbe 2 light vessel was passed some 15 miles out from Cuxhaven. At daybreak there was an Island to Port and the same to Starboard. That's strange according to the chart there's only one island to Port. As the chart was six years old, maybe a new island had been built. However as the dawn grew lighter the Starboard island proved to be a massive freighter lying on its side thrown up on a sand bank - this was indeed proof of the fury of the place.

In one of the recent AYRS publications there is an account of a 34' Prout cat which did a cartwheel capsize near Elbe 1 Light vessel. This was during a N.W. Gale and on an ebb tide. Their cat was running under a storm jib with the wave estimated at 30', luckily no one was lost. Those thoughts ran through my mind as Ngataki passed the Elbe 1 L.V. The sand banks extend about 22 miles from the mainland. Our destination lay 15 miles to the N.W. Heligoland - a small rocky island which is an ideal resting point or waiting point for a slant in the wind before tackling the next 100 miles of this terrible coast. Luckily the wind and tide remained in our favour but the visibility was clamping down with frequent squally showers. Heligoland appeared on my chart as big as my little fingernail so we didn't really know what to expect. Finally we passed some fishing boats anchored, we thought under the lee of Heligoland. We couldn't see more than $\frac{1}{2}$ mile, then suddenly I could see a high shadow to starboard, we were sailing past the Island - the stupid fishing boats were anchored upwind. The wind had increased somewhat so we were only creeping along under jib because the steep waves caused by the shoals were making things rather wet and uncomfortable. The long breakwater next came into view so we had to hoist the mizzen up and get a bit of speed on to clear it. Once rounded the wind freed so we were able to do a little surfing right into the harbour where we anchored. The thought of Heligoland has always fascinated me - I imagined it to be some sort of lost world for wildlife - well I was soon disillusioned, it's purely designed for the tourists. While we were there, every day seven big passenger boats from Germany emptied their contents on the beach so they could buy the tax free spirits and tobacco. It was really pathetic to see the tourists clutching their little plastic bags containing 200 cigarettes and a bottle of spirits. The island itself is about 1 mile by $\frac{1}{2}$ mile, steep cliffs on two sides the remaining sloping down to the extensive harbour. The land is entirely sandstone, red and grey strata.

We were weather bound in Heligoland for 4 days with the strong S.W. trade winds blowing right on the nose - also much rain and very cold. I haven't been able to do any sunbathing or swimming at all this summer.

We certainly had plenty of time to survey the $\frac{1}{2}$ square mile. The most impressive thing I saw was the lifeboat, about 45' long with a little 20' one riding on its back. The small one was slid stern first through hydraulic doors in the Mother ship's stern. The small life boat was necessary because much of water round the mouths of the rivers is very shallow.

On the 17th. August an anti cyclone moved into our area with a promise of fair winds. It was time to move. We set sail in the evening after being towed out of harbour by a speed boat. The less said about that the better, but they nearly wrecked us. The course was W. & S. to the Terselling L.V. running along parallel to the Friesian Islands, but not in sight of them. If you sail near enough to see the islands you are probably doomed because the sandbanks come out 10 miles. The winds were light to start with but then it blew 5-6 from the East. This was real cat conditions, but the mizzen had to be furled to ease the steering. It's very hard work steering when the wind is astern or on the quarter. 113 miles were logged in the 1st. 24hrs, that's

about $4\frac{1}{2}$ knots average, not very impressive for the perfect conditions we were sailing in. After Terchelling we changed course to S.W. to pick up the Texel L.V. The L.V. came in view at dawn on the second morning. Then we ran out of wind, the visibility clamped down to $\frac{1}{4}$ mile and our second 24hrs only added 56 miles to the clock. The third day only 22 miles clocked - we were becalmed most of the time now, trying to catch the occasional Zephyr. Another 24 hours added only 12 miles to our total. Owing to the very high cost of everything in Germany we hadn't bought much in the previous harbours, now we were running out of paraffin and drinking water. I forgot to mention that we had to buy drinking water in Heligoland - 5 shillings for two gallons. This slow passage was very trying for only the two of us - 4 hours on and 4 hours off, chained to the tiller because the wind was from astern. One thing I have noticed - cats get becalmed long before keel boats, because we cannot heel our boats over to hold the sails full. Fishing was hopeless this year not even a bite and we were quite looking forward to a nice fresh mackerel. Quite a few small land birds came aboard in the fog, and it helped to ease the monotony.

Almost five days out from Heligoland the English coast was sighted, but where we did not know. I knew we weren't South of Harwich, and I was worried about the sandbanks off the Norfolk coast. Luckily a motor cruiser was sighted coming up from the south so I held the chart up in the time honoured manner 'Where are we?'. He pointed North and shouted 'Lowestoft'. It wasn't so bad now - somewhere between Lowestoft and Harwich. The first thin- on land that I had seen was a breakwater that could have been Southwold. According to the chart only 25 miles to go. With the wind and tide in our favour the miles were really flashing past. Orfordness L.H. was abeam at dusk when the cork light came in view, unluckily we had to tack into Harwich harbour but that's just possible with the tide. As the night wore on so it got progressively darker until we couldn't see anything - so down anchor and we turned in at Midnight.

The next morning we left the anchorage on a rising tide and a very light headwind. Progress was depressingly slow - Pin Mill was abeam at high water, a convenient place because with the ebbing tide our last tack gained us nothing so we anchored - the morning had gained us $4\frac{1}{2}$ miles in $4\frac{1}{2}$ hours.

Tuesday morning 24th. August proved to be our last sailing day. Leaving the anchorage with the tide and a favourable wind this time we soon reached Ipswich, Ngataki's home port and tied up outside the customs house. Clearance was soon given as no bonded stores were carried. We then sailed $\frac{1}{2}$ mile back to the Orwell Yacht Club and tied up at the same place I had left 1 year and six days previously.

John Leach
s/c. Ngataki.

USEFUL ADDRESS

This is the address of a firm which supplies 'Cascover' materials, which many builders may like to have:

The Borden Chemicals Co. Ltd.,
North Baddesley, Southampton,
Tel:- Rownhams 2131.

'Cascover' is the sheathing method using resorcinol glue and nylon.

FAST CAT TO MADEIRA.

England to Madeira.

I left the Scillies on 7th. September, with a N.e. wind. Of course, the wind had to go on increasing so the first night was rough. I felt off, the wind went up to force 7 Beaufort Scale, and, as I was frightened to death, it contributed to the feeling of malaise. I awoke the second morning after the first real sleep and looked out to see a large grey "shape" bearing down on me. I dashed out and bore off as the "shape", a large tanker, would have passed the quarter about 5 yards off!

I went right out to 12° to 13° W. as advised in "Ocean Passages", seeing quite a few ships, but I slept fitfully at night and took the risk. I put the radar reflector up and my bi-colour lamp and an anchor lamp on the deck aft, which gives something for them to see in good weather but not in bad. The lamps got doused anyway. I saw my last ship, a French long-liner, near Cape Finnisterre. The seas remained choppy and unsettled but sunny days were making things seem better and I could dry some clothes out as far as one can after salt's been on them.

I felt queasy for 3/4 days, my worst yet probably, as I say, my mental state caused a lot of it. Funnily enough once I had got a bit of practice on the sextant and got some decent intercepts worked out, I found most of my worries left me. I felt quite sure I should find the Canary Islands o.k. On those first few days, however, I only ate a bit of fruit and didn't fancy much else.

For a while afterwards I started to get calms and had a couple of days of light airs. I had to drop the sails at night as they were slatting around doing nothing. Passed a yacht off Finnisterre a 22'6" Hillyard Gunter Sloop with a young couple on board. They had had a battering and put into Wicklow after taking a week from Conway. The boat is registered at Beaumaris - FENELLA FWYHN. I had to heave to to let them catch me up, then had a chat before moving off and leaving them. They were going to Madeira so I decided I would go there. Not having seen any of the ports and coasts on the way, I arrived off the Island on the 14th. day out, at night, so I hove to to come in with the daylight. Unfortunately the wind headed me after being N.E. all the way and went S.E. I had to tack to get around the east end of Madeira and as the wind died off I arrived in the dark at 10p.m.

I nosed inside the piers and was going down the harbour when the Pilot Boat came out and towed me close in to the city pier close to some other yachts, advising me to anchor fore and aft. I was immediately visited by a German yacht's crew, who brought over some fruit and bread. They were full of enquiries, wonder at the boat and the trip. If one didn't know oneself and how scared one does get you'd get cocky with all the interest and attention you receive.

I found the Ebco sextant fine and soon got into the swing of it. I took stars and planets and Sun and Moon sights fairly easily except when it was cloudy or the sea was rough. The best days run was 180 miles and as that was running in force 2/4 I reckon that in the trades I may get some 200 miles per day runs with luck. Comparing speeds with other boats here leads me to believe that on ocean passages I can lick boats up to 45' in length. So that's a feather in your bonnet, Jim.

Another influx of yachts last night, one with the Hasler Junk Rig, so I have a comparison of ideas. They are pretty slow by all accounts. It's a cement boat of 15 tons with 600 sq. ft. of sail. It is not able to do much in light winds which is when the Tane is going well, so I think in light conditions I shall take some beating.

The only limiting factor for speed on Tane is the waves which become too much for comfort when she is moving at speed, if they are big. I managed to fill one fore compartment on the way down from Milford so I had to put rubber around the hatch caamings which seems to have solved the problem.

TANE NUI.

Peter Sheard, Madeira.

Jim's Column.

Many readers of John Leach's fine article in the last issue of 'The Sailor' must have shuddered at his graphic description of dragging onto fish stakes in a force 8 - 10 gale.

Considering the strength of the wind, the fetch (distance over open water, which was 25 miles), and the shallow water causing steep seas, I was surprised that the fittings to which the anchor chains and warps were fastened did not rip out.

A visitor from Australia, Brian Milne, told us another graphic story. His Tane was assailed by a 100mph. cyclone - fortunately during his absence. She held on a 9lb Danforth anchor with 15' of chain and 15' of nylon warp. The wind ripped the hatches off and the boat filled until she was awash. When the tidal wave subsided, Brian bailed the water out. Apart from the lost hatches and the crush marks of the warps on the aft beam (the nylon warp stretched to half its diameter) his tane was unharmed.

Why did one boat drag with two heavy anchors and chain while another held under worse conditions with a minute anchor?

The answer is in the design of the anchor, and the type of sea bottom. There are many books on anchoring but briefly, the gist of the matter is this; it is the design not the weight of the anchor that is important. Even with a well designed anchor some types of sea-bottom such as clay and stiff mud make a better holding ground than rock and sand.

Unfortunately, John Leach had the worst design of anchor in the worst possible holding ground. His 56lb anchor had a fair amount of chain out i.e. 90' of chain to 9' depth of water. That is a ratio of 10:1. 5:1 is considered the normal anchoring scope and 10:1 in gale conditions.

But it was the anchor which failed. The pick end of a Fishermans anchor, with its limited cross section of the flukes, was in contact with loose sand being stirred by the heavy seas

only 9' above. It dragged like a spoon through porridge.

A C.Q.R. or Danforth anchor, on the other hand, having broad flukes and a special design would have sunk beneath the soft moving surface sand into the harder stable sand a foot or so beneath the ocean bed.

In his conclusion John writes that he is going to make two 100lb Danforth anchors. In Trinidad a German Sea captain made me a 75lb Danforth type anchor. It never held Rongo. This led me to believe that anchor design is quite a subtle thing, best left to experts. Rongo always held on a 35lb C.Q.R. anchor.

In an emergency I would drop one anchor, dig it in, and drop another anchor fastened to it - in effect anchoring my anchor to the sea bed. I believe Bernard Moitissier does this.

Another item arising out of last months issue is that 54' monstrosity which broke up. (I don't think it capsized). It was neither Bob Rochesters ORO nor anything to do with me. The man brought a set of Narai or Oro plans from me and that was the last I heard of him. Let that stand as a warning not to make radical structural alterations to the existing designs.

Editor: Sorry our mistake.

We made a 1300 mile return trip to Holland this year. It was not particularly exciting compared with other peoples' voyages mentioned in 'The Sailorman':

John Leach voyaging down the North Sea and English Channel to Falmouth bound for warmer latitudes; Captain Rates' Tangaroa voyaging in the Hebrides; Tim Short sailing through the Alderney Tide Races, (so I was told) in a gale aboard his Tangaroa, and subsequent trip from the Scillies to S. Ireland and back.; Peter Sheards voyage to Madeira on the first leg of his trip across the Atlantic aboard his junk-rigged Tane; and Tjeerd Mellema's trip from the Bristol Channel to Holland in his Tangaroa.

There must be many other voyages not just in European waters but all over the world. For example, I knew nothing of the details of Brian Milnes Tane in Australia or of Eugene Mall's Tangaroa in Japan until they visited us.

Ed: Agreed. Please write and tell us about these.

While sailing up the Channel I gave great thought to the subject of engines. Our catamarans are sailing boats with engines stuck on as an afterthought. John Leach heading for long ocean passages, sees no point in an engine; I was once inclined this way. In the Channel this year I saw not yachts apart from the Fastnet Fleet, sailing to windward. Boat after boat either in light winds or headwinds were under engine as well as sail.

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Perhaps this is understandable for, according to a letter in Yachting Monthly this year, most twin keeled boats on the market cannot go to windward in force 5, nor is their light wind performance brilliant.

Still, in most cases, I feel it is not the sailing ability of the boats which makes people turn on the engines but rather the lack of time and the short holidays, difficulties of entering and leaving harbours and the sensible desire to get out of shipping lanes in the dark.

There are four main systems of engine power:

1. Outboard.
2. Inboard.
3. Hydraulic drive with engine on the deck.
4. Engine mounted on a leg with a pivoting drive shaft.

1. Most of us have tried outboards. They are useful as a minimum auxilliary, i.e. for getting in and out of harbours. But other than that they are expensive and delicate to run. Tehinis outboard costs 50p an hour.

2. Inboard . One Narai builder has mounted two Ocean 8HP outboards, one in each hull, in a well through the bottom of the keel planks. As yet there is no report on performance. An Oro builder is mounting his engine in his stern cabin with conventional drive shaft.

3. Volvo Penta sell a Hydraulic extension. This means that you can mount your engine on deck, sending the power via a flexible tube down a retractable leg - like the body of an outboard-to the propellor. I like the idea but it is expensive and there is a power loss. I am corresponding with Volva Penta about this.

4. Imagine an air-cooled car engine mounted on a swivel base on the second deck beam, with a long prop. shaft extending under the platform to between the aft cross-beam and the stern. You lower the prop shaft on a hoist tilting the engine on the deck . This system seems the cheapest and the strongest and is based on:

- A. The Atco boat impellor which we used a few years ago which in turn was based on:
- B. An engine used by German assault craft in the last war.

There is a Japanese engine for fishing boats which uses this principle and in Holland I saw a 60' barge being pushed with an engine on the bow, the prop shaft hanging down the side of the boat.

Dutch builder and agent Nico Boon, and Ronoald de Boer, are working on the old Dutch idea for powering Ronald's Narai, planning to use a Citroen air-cooled engine.

(Ed: Re. idea number 4 it must be noted that if the engine were mounted at anything more than a very slight tilt modifications to the lubrication and fuel systems would probably be required.)

Jim's Column cnt'd.

A note about ventilation: Put round dinghy water-tight hatches in the bulkheads for through ventilation in harbours and for normal sailing conditions.

Some die-hards amongst us don't like to think of engines but rather more of improving windward efficiency. Most of my cruising designs do not have the most efficient rig for windward sailing, which is the Bermudan Sloop or Cutter, but have less efficient two-masted rigs. This was deliberate in the designs for ease of handling. Small, easily handled sails are more important to a short-handed crew than maximum windward efficiency. Indeed, in the original Sprit rigs of the Hina and Tangaroa, "fail-safes" were provided in the sprits which would break at about force 7-8, with un-reefed sails. (Leaving you with a low Bermudan rig to sail home with). Our boats are far more stable than I could have imagined, so perhaps I was overcautious in the first instance.

What is highly important in achieving good windward ability is the sails - the cut of the sails - which is the sailmakers job, and the sheeting and handling which is your job and must be learnt.

The dutch builders told me they tell every new builder that it will take him about 18 months practice, spare time and holiday sailing, before he gets the best out of his ship.

From my experience with TEHINI this is true. TEHINI demonstrates that the cut of the sails is highly important. Under her new Bermudan Schooner rig this year, at first we had difficulties in tacking, which was never a problem under the junk rig. Nor could I really screw her into the wind as I had hoped.

N. Anderson, of Anderson Aerosails, who made the sails, visited us in Newhaven. He took one look at the great belly in the Mizzen, carried it away and recut it for us. After that, TEHINI sailed closer to the wind and we had no more tacking problems.

As a guide to close-windedness, your two-masted catamaran should sail 45° - 50° off the wind. You find this out by sailing her reasonably well to windward, setting the compass, then tacking and sailing onto the other tack. Look at the compass and there should be a difference of about 90° - 100° , and your distance of the true wind is half of that, i.e. 45° - 50° . $11\frac{1}{2}^{\circ}$ = 1 point in old sailing terms so you are sailing 4 - $4\frac{1}{2}$ points off the wind which is reasonable. Eric Hiscock once pointed out that in offshore conditions very few boats point up more than five points.

A single-masted rig will point up to about three and a half points - say between 35° and 40° .

Sailing a boat to windward, between 5 and $3\frac{1}{2}$ points is not only an art that requires learning, but can be expensive in better quality sails to achieve the very best from the hull form. As I have previously written most people use their engines at low power to make up for lack of sails or sailing ability to get to windward.

(Ed: An average engine will consume up to one ton of fuel in four

days continuous use, so this would be strictly for coastal work - just a thought.

Jim's Column cnt'd.

There were two Polynesian Catamaran meetings held in European water's this summer. I attended the one in Holland. We were able to moor the Tehini right in the heart of Amsterdam and had an open day during which 50 builders visited us. At least 20 of these turned up the following morning and took over the TEHINI, casting her off from her moorings and sailed her down the canal towards the IJsselmeer. I was nearly trampled to death as they ran about "Yo Hoing" Heaving out the temporary bowsprit and hoisting every sail on board in their enthusiasm. Going through the locks into the IJsselmeer (the old Zuider Zee), there were not enough pieces of rope to hand out to those who wished to handle lines. When the wind dropped, this incredible bunch got out the two big oars I carry for spare timber, lashed them to the bulwarks, and rowed TEHINI like a Viking ship. As the breeze returned, we picked up speed and saw TJEERD MELLEMA'S sprit rigged Tangaroa, and Jan and Truus Juttings Tane sailing towards us. Sailing the ships towards each other, heaving to and transferring crews enabled me for the first time to see TEHINI under sail. At night, we anchored alongside each other at Volendam.

Our Dutch friends and builders wanted us to spend the winter there, but a high with northerly winds seemed about to settle in so we took the chance and sailed out of the IJsselmeer. We sailed nonstop, via the Freisian Islands (Texel), back to Milford Haven with Marijke Boon and Ronald de Boer, the Narai builder, as extra crew.

Seeing the Dutch builders was quite an experience considering that most of their country is water, it is understandable that their boats are, on the whole, built and sailed to a far higher standard than ours over here. Indeed, their building equals the best professionals in Britain.

As I write this, the winter gales are howling down the creek. During the winter, at the Longhouse, (our offices in Milford Haven) we shall begin to make a fresh evaluation of each design to perfect the rigs and get more accommodation - though at the price of more work during building.

Owing to the rise in price of wood we are also looking into the use of foam and glass as a building material.

There is so much to do it will be 1973 before we can sail out on the long sea roads south, like John Leach, Peter Sheard and the others.

FOR SALE :

A spare set of NARAI beam mountings, made to a very high specification. Available to the highest offer, from : Phil Wrestler, 408, Nell Gwyn House, Sloane Ave., London S.W.6.

STABILITY

This is a paradoxical problem - ultimate stability of catamarans in the ultimate storm, for the ultimate storm does exist and ultimate stability in catamarans does not.

I am convinced that Polynesian Catamarans do not capsize because of high winds, if reefed in time. But what about the so-called 'Freak' waves, those cold monsters so fear inspiring as photographed in such books as "Heavy Weather Sailing", by Adlard Coles. What keeps a catamaran safe then? or any small boat?.

We must analyse what such a wave is really doing, then we must test with a smaller design in waves that can be compared with those big ones under test conditions. This means that we must deliberately capsize a boat like a Hina or a Tane by putting the boat square on to heavy breaking seas until the boat is lifting the hull near the curling top of the big one and then see what happens. Will the weather hull be lifted with a sudden movement or will she, like a surfboard, glide with the wave sidelong because there is not much of the hull in the water.

Theory says that capsizing is hindered by having a bit of weight under the waterline. If the weather hull is lifted above the water there is a sudden increasing of stability. If the hulls only stick say three or four feet above the waterline (i.e. the freeboard) and have rounded tops, then waves will go over them undisturbed without lifting the weather hull.

There is something to be said for having the bulwarks around the decks. Water coming over the decks temporarily stays on the deck giving extra weight at the moment that this is needed. All things possible must be done to prevent the weather hull lifting with a jerk.

There are two positions that are particularly dangerous for catamarans. A-beam thundering waves with the boat trying to lift one hull or the sea destroying the cabin sides; or secondly, heading directly into the wind or running straight in front of it. Turning stern over stem has happened once. Falling backwards on the rudders, which have difficulty withstanding such a sudden movement, can be imagined.

It looks as if ultimate safety in or on a catamaran can be found by sailing before the wind on a course about 20° off the wind. Sailing fast enough to keep the boat under control, but not so fast that meeting a really big wave from behind could press the stem under the water. How fast is that? Have any catamaran owners had any experience of this? My guess is six to eight knots is the best speed for running. It is always a compromise. Going too fast means extreme pressures working on the boat, going too slowly means the waves are overtaking the boat at top speed - which can be about thirty knots.

Nico Boon,
Holland.

I first met Saorsa and her owner, Bruce Robertson, on the launching day and subsequently observed the fitting out procedure. It seems that Bruce bought ORO plans and expanded them until the hull accommodation was big enough, and finally fitted a saloon on the deck. The accommodation included a full size gas cooker, two refrigerators, two toilets, two showers etc. and was very well done. Her loaded weight was 12 short tons. However the whole boat was an exercise in low cost accommodation, with no thought given to seaworthiness. The beams were designed by an engineer to take forces which Bruce had supplied. The result was four beams which consisted of laminated 1" x 4" spruce planks, glued and stapled together for a cross section of about 3 $\frac{3}{4}$ " x 11". Most of the fittings were made from 14 or 12ga stainless sheet spot welded together. When the masts were stepped the beams visibly bent under the weight. The solution for this was to install diagonal bracing wires at stem and stern to pull the hulls back together again. The steering was non-return hydraulic, with about five inches leverage on the pintals, which were also made from the stainless steel sheet.

Of all this I thought the beams were the most alarming. Since design is my business I showed Bruce a number of ways of introducing metal beams of various types into the space available and suggested that he winter in Toronto in order to do this. However he was committed to an early departure so off he went.

His trip down the East coast was a history of breakdown and repair. The same coastguard towed him in twice with steering failure. After months of this the beams broke and the boat disintegrated, although it may not have sunk.

The final failure is supposed to have been due to a wave of Biblical dimensions, but many of us who knew the boat believe that quite an unpretentious wave would have been enough.

The whole episode has done serious harm to multihulls here. The boat was well known because of its size plus the fact that after the disaster Bruce appeared on television, interviewed by Pierre Berton, and claimed that there was no structural deficiency. I take every opportunity to point out that the boat was not a Wharram design although obviously inspired by Wharram. It is a great, although indirect, endorsement of the Wharram design principle that such an abortion got as far as it did. This point is admittedly hard to convey to the boating public.

Alan Slater,
Ontario, Canada.

CHARTER FOR A LUCKY CAT

I would like to charter a Wharram cat - Tangaroa or bigger - during the summer of 1972. My crew and I are impecunious dinghy sailors who, every year, are trapped into parting with large amounts of gold to "Get rich quick" merchants for the dubious privilege of a few days sailing in a yacht with only one hull. Yes, I did say only one hull.

Being mere charters we are aware of our limitations. During our annual sailing trips, however, we have encountered night

sailing and a force eight gale, both of which we came through without any cause for concern.

We would be very happy to pay eight pounds per berth per week, plus the cost of any special charter insurance. We would, of course, leave a twenty pond deposit and expect to return the craft in better condition than that in which we took her over.

If there is anybody interested in meeting me to discuss this matter I am: S. G. Jenkins, 35, Ridgeway, Southwell, Notts.
Telephone: Work = Nottingham 81201: Home = Southwell 2582.

ENGINES

Outboards which have been used on Polynesian Catamarans

	TYPE	SPEED	CONDITIONS
TANGAROA Min size	16. H.P. Johnson 10. H.P. Seagull	6 - 7 Kts.	Light winds
NARAI	18. H.P. Penta	5. Kts.	" "
ORO			
TEHINI	40. H.P. Evinrude	5 Kts. ($\frac{1}{2}$ throttle)	" "

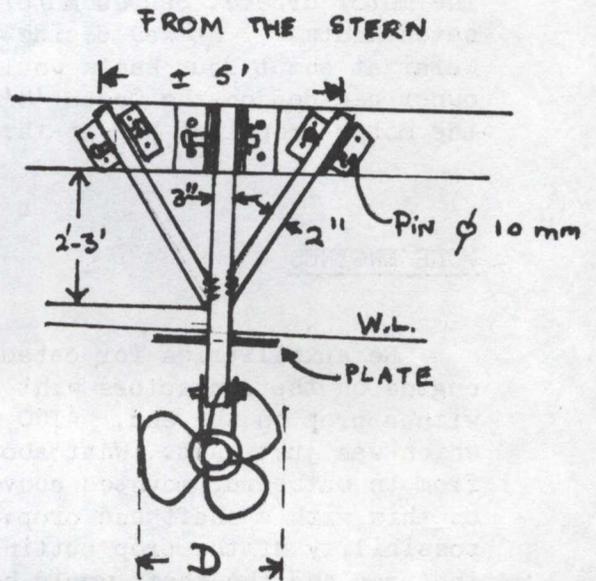
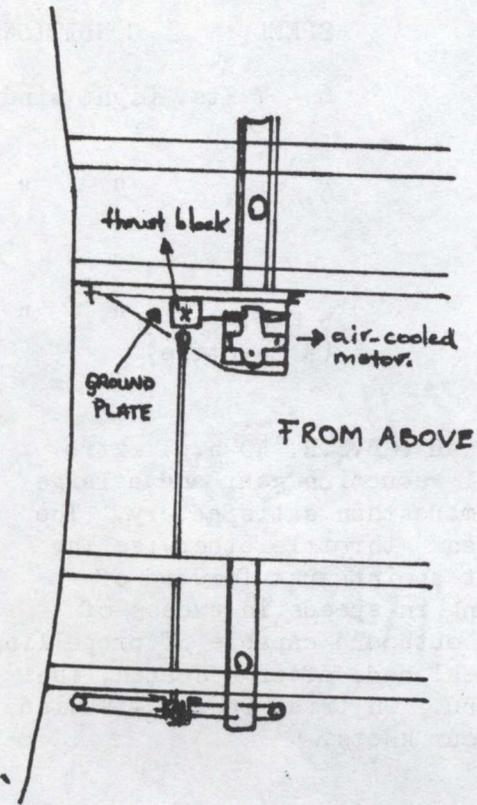
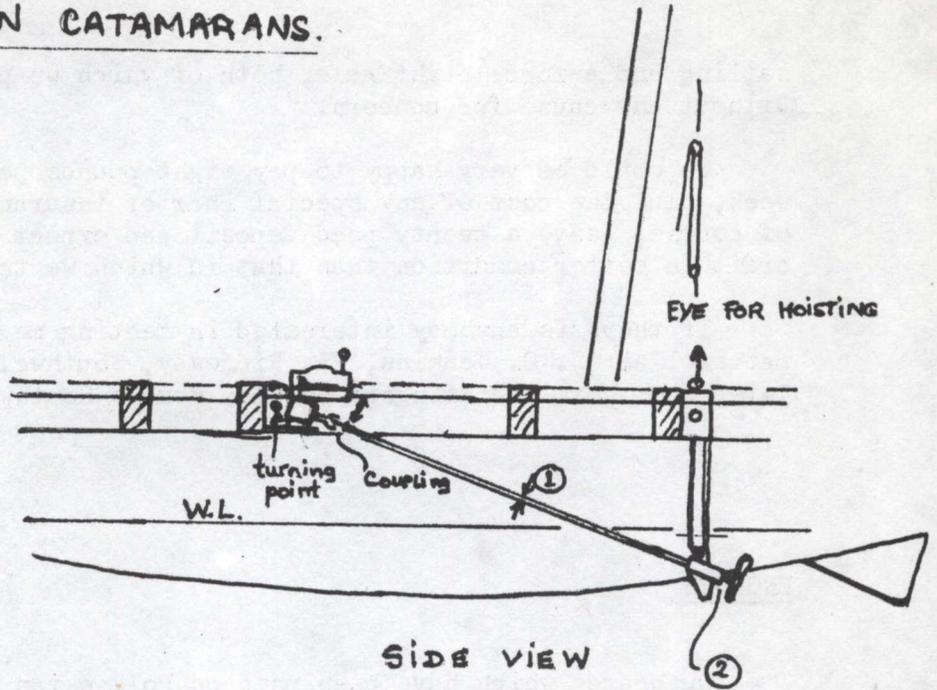
Narai owner, Major Morgan, has used a B.S.R. 40 h.p. extra long shaft outboard built with a 4 - 1 reduction gear and a large slow running propeller, which proved more than satisfactory. The B.S.R. had to be shut down to less than $\frac{1}{2}$ throttle otherwise the resultant internal bow wave meeting at a point just forward of the motor bracket caused motor flooding in speeds in excess of seven knots. It was decided that an outboard capable of propelling Narai at about four knots would be ideal and, after a search, the owner decided on the Ocean '8' outboard. On trial in a 2 - 4 wind the motor propelled her at three to four knots.

MORE ENGINES

Re auxiliaries for catamarans, someone suggested a simple engine on the connectors with a flexible coupling and a long shaft with a prop on the end. ATCO made a boat impeller outboard motor which was just that. What about a right angle drive, bottom unit from an outboard, mounted above the waterline. Flexible couplings on this with a shaft and prop. Some sort of guard to stop the possibility of the prop cutting into the hull. When not in use the prop and the shaft would be swung up out of the water. Inside the hulls the drive to the outboard unit would be by a belt. The same motor could be used to drive a belt or generator by switching the belts to other pulleys. Installation would be very simple and cheap.

A. Reid: Barbados.

IDEA FOR MOTOR ON
POLYNESIAN CATAMARANS.



Suggested DHP (delivered Horsepower = 90%
x engine H.P.)

For a Tangaroa 10 DHP (- 16 DHP)
Narai 20 DHP (- 30 DHP)

Screw - Maximum $D_{tg.} = \pm 16''$ (not projecting
under keel)
 $D_{na} = \pm 18''$

Assumed Speed = 5 - 7 Knots

RPM (screw) = 1000 - 1200. (as low as Possible)

Screw $D = 15.7''$ Pitch = 10.9" Tangaroa
 $D = 18.2''$ " = 11.8" Narai

$$1. \quad \begin{array}{l} \emptyset = 1.2 \times 25.4 \times 4 \\ \emptyset 20 \text{ h.p.} \\ \quad = 1.2 \times 25.4 \times 4 \\ \emptyset 30 \text{ h.p.} \\ \quad = 1.2 \times 25.4 \times 4 \end{array} \quad \begin{array}{l} \frac{\text{max H.P. motor}}{R. (\text{Rev. a min})} \text{ m.m. (Lloyds)} \\ \frac{20}{1200} = \pm 32 \text{ m.m. } (d_1) \\ \frac{30}{1200} = \pm 36 \text{ m.m. } (d_2) \end{array}$$

$$2. \text{ Thickness of liner} \quad \frac{d_1 + 230}{32} = \frac{32 + 230}{32} = 8 \text{ m.m.}$$

$$\frac{d_2 + 230}{32} = \frac{36 + 230}{32} = 8.3 \text{ m.m.}$$

$$\text{Length of liner tube} = 4 \times d = 120 \text{ m.m.}$$

AND YET MORE ENGINES

The visit of Jim Wharram to Amsterdam was quite an experience for him too. For, by chance in the harbour of Amsterdam, an old timer cargo vessel was passing a sideboard screw. He did not believe what he saw. This particular boat was about 80 tons displacement, the motor used certainly not more than 60 h.p. but the screw is a three bladed one turning not more than 600 to 800 r.p.m. It has a diameter of about 1 foot 2" or 3" possibly 2 feet. For the Narai that is going to be built in my house and possibly for the Tangaroa that may be built there too this idea is going to be looked into. The drawing gives an idea of where we are looking to find a solution. Using an air cooled motor e.g. a Volkswagen motor for the bigger design/ or a 2 CV motor for the Tangaroa we may find the answer. (see P.B.O.)
July 1970.

The dimensions can be found in Lloyds regulations for the construction and classification of wood and composite yachts. One point that must be solved is the extra cooling required for the motor; also what type of screw would be best? It must be a type that can give a good deal of power at a speed of about 5 - 7 knots and that can retain that speed or at least maintain steerage. This speed is quite enough, for the motor will be required for entering harbours when there are headwinds.

I remember having seen heavy working motors by Penta of four h.p. - the U.21 - which by using a big two bladed screw could move heavy boats laden with flowers of about 6 tons displacement against headwinds without any trouble at all. The points seems to be - use a big screw. - See diagram.

Nico Boon
Holland.

WEATHER HELM ON A TANGAROA.

Our summer cruise was of only three weeks during which time we had to have a holiday as well as a boat testing session. We went via Tobermory on Mull, Mallaig, Isle Ormsay, (Skye), and Portree, round the top of Skye and across the Minch to Harris. Through the Sound of Harris into the Atlantic and out to St. Kilda then down past North Uist and so on back to Loch Eil. We encountered no gale conditions - mainly as , apart from St. Kilda we were stopping every night and listening to the weather forecasts.

Our normal average throughout the cruise was about 7 knots but we never once had the conditions to do a complete leg with the wind abaft the beam, so I considered the average very good. I recorded comments on performance and handling after each leg in conditions about 4-5, and my consistent opinion was that compared with other

boats that I have sailed (up to 30 tons) she was dry, stable and comfortable. She always tacked (back gib, keep main sheeted and release mizzen when head to wind). She was, because of her relatively light ply construction, very much noisier than any other boat I have sailed.

One oddity, however, that I have not yet resolved is the curious weather helm build up. I will give you the worst example. We were ghosting down the Sound of Mull on a broad reach with all sail set (gib, flying gib, main, mizzen and mizzen staysail) with a calm sea, wind force one, when it began to increase rapidly and was a steady force 6 within half-an-hour. We accelerated rapidly, of course, and then she started heading up as hard as she could. After checking the sail setting I took in the mizzen which made no difference at all. The tendency to round up was so strong that the tiller on occasions was held beyond the bulwark to keep her on course and we were worried about snapping them. The masts are in the plan position but not raked as far aft as normal as we have a slightly larger main than usual. However, on no point of sailing except close reaching in about force 4, with the flying-gib set, will she sail herself. Any bright ideas about the cause of this?

Captain G. Rates,
Invernesshire.

INSURANCE

Polynesian Catamaran Cover.

The cover limit provides for insured values up to £6000 per craft with a maximum third party liability limit up to £100,000. It was difficult to try and ascertain completed values but a scale has been drawn from £1,000 - £6,000 with a liability scale from £30,000 - £1,000,000.

Cruising limits will be inland and coastal waters U.K., and Continental waters (Brest/Elbe) which can be extended to coastal waters of Spain and Scandinavia if required. There is the warranty that all vessels be surveyed by a qualified marine surveyor every 2 years, and that amateur built boats be surveyed before launching.

Confirm building risks coverage can be arranged during construction of the craft. As for premium requirements, each policy will be rated separately dependant on the experience of the assureds concerned, subject to the usual satisfactory proposal form.

Anybody interested in taking up this offer should contact Mr. C.H. Picton, Towry Law (General Insurance) Ltd., Capel House, New Broad Street, LONDON E.C.2.M. IRR.

NARAI IN 'KNOCK DOWN' SQUALL

We have now carried out a modification to the sail plan of our Narai Hizn Herz and at the end of the season I can confirm that our expectations have been justified and the boat's performance has been improved considerably to windward and the leeway has been reduced to an acceptable level. I am now very much in favour of our gaff rig sail plan for the following reasons:-

- a. IT keeps the C. of E. down where it belongs - nice and low.
- b. The sails and spars are well within the capabilities of the average D.I.Y. type of manufacture.
- c. Reefing is simple and quick and no slides can jamb or tear out.

The tacking ability of Hizn Herz is now positive and we can now wind the boat through a tack without any problems or crew gymnastics. Our first 1000 miles under junk rig confirmed that this rig is not suitable or satisfying to sail in any conditions other than down wind and our second 1000 miles odd with a gaff rig has proven that providing the gaff is kept small and light the rig is just as easy to reef and improves performance 100%.

In passing I might say that Hizn Herz has proved a most worthwhile effort - we have sailed her in all sorts of weather and have experienced that most dreaded of all cat disasters - a knock down squall.

This happened off Whitstable when we were idling along in a light breeze (1-2) with every indication that the dark squall patches would pass very wide of our position. However eventually we became either careless or overconfident and we were hit with a squall gusting to 42 knots square on the beam with all canvas set. The result was interesting. Everybody attempted to gallop around to tear off the canvas, but before any effective reduction had taken place the boat performed a remarkable escape manoeuvre - she skidded sideways in the first moments and then (and probably at the same time) accelerated madly and by the time the main was down and secured she was sailing hard under jib and mizzen only and we sailed into the Swale without much further trouble. An interesting point is that on later examination we found that the $\frac{7}{8}$ " dia. eye bolts securing the forestay jack (2 each side) were bent through 25° which gives some indication of the tremendous strain imposed on the rigging at the moment of impact. The boat heeled at the moment of impact to an estimated 20° to 25° and showed no sign at all of impending capsize.

I might mention that one modification I have carried out is the extended aft rear platform center steering well and motor box. This has been a great success and has made the helmsman's job much easier and more comfortable and provided an ideal place for O.B.M., mounted in its own retractable box.

I was a little upset to read a remarkable account of sailing in the Baltic (Sailorman 'summer edition' ed), which is an area I know very well, that recommends the most fantastic weights for anchors and ground tackle. I have rarely read such misleading rubbish - I have on board a 35lb. C.Q.R. plus 5/16th. chain, a 30lb. Danforth and a Quelly mud hook and have never required or desired extra - even in the Bristol Channel where conditions are far, far worse than anything that can occur in the Baltic. A large, light

boat (even with extra windage) is easier to anchor than a heavy boat provided a sensible approach is made. In my opinion these sort of wild statements appearing in the 'Sailorman' can damage the reputation of a reasonable craft by implication.

Major T.S. Morgan,
Bushey, Herts.

Any comments! Ed.

NEWS FROM THE BRISTOL CHANNEL

Early in the Spring I went to the launching of George Payne's RAKA, the first of the class which bears her name, at Highbridge. Whether Raka (God of the winds) wanted to show his approval or not is not quite clear, but he certainly made his presence felt, for it blew a cold Easterly gale.

Hundreds of people had turned up for the occasion, the ceremony was held, the boat blessed by a priest and named by me, but RAKA was left standing on dry land while the audience rushed indoors to celebrate in warmth and comfort. Next morning RAKA quietly slipped into the water, helped only by the boatbuilder.

After trial sails where George got used to this much more lively boat than his earlier Debutante he attempted some races in a minor way, and at the end of the season, in the WEST POINTS Race RAKA won the first prize on handicap being third of 106 entrants.

Further up the channel at Newport, David Jerwood prepared his Tangaroa, Katkin, for the trip to Holland. He had built her two years previously, and received a cup from his local yacht Club for the best achievement of the year, namely to build the boat, sail and race her within 12 months.

He had worked out the Sprit rig to perfection, the sails setting beautifully, and has taken part in many races. His account of beating off Ilfracombe with all sail set in a force 8 - 9 gale seems terrifying to me.

He sold Katkin to Tjeerd Mellema, Holland, who came over to Britain to sail her back with David and two other young men as crew. I joined the crew as far as Ilfracombe to do some filming and to get the feel of sailing this particular size of boat. I thoroughly enjoyed the trip, and, though used to the far bigger Tehini now, I found her very comfortable. There was certainly much more bunk - cooking and navigation space than on the 43ft. monohull I sailed on several occasions during the summer. The only drawback was that we could not sit around the table at meal times and when in port.

I would have liked to have sailed all the way to Holland on Katkin, but work on Tehini called me back. After a fortnight she reached Holland and a few weeks later welcomed Tehini under her new name of Samsam of Vollandam in the Ijssmeer.

In Port Talbot, launching took place of a Narai built by 'Port Talbot' Marine. An interesting feature of the Narai is the fitting of two Ocean '8' outboards into the stern holds. Part of the keel and backbone has been cut away and the outboards fitted to the backbone. It will be interesting to see how it works and if much water enters the holds.

What worried me however was the outside of the underwater section of the hull. When I saw the boat earlier in the year they had not been fibreglassed as the owner had been promised a special protective which could be sprayed on over the paint which was said to be effective against rot, Toredoworm barnacles etc. This will have to be seen, but it will certainly be a protective against speed as the surface is now as rough as a Snow Cemmed house, while the hulls above the waterline are beautifully smoothed.

There is also of course the Narai built by Mr. Pearce, a film of which was shown at one of the Polynesian Catamaran Association meetings. This boat was sold to Earnald Pearson who came to visit us in Sandy Haven and is now using the boat for chartering.

There may be other Polynesian Catamarans in the Bristol Channel, which I don't know about (But would like to hear from) like John Hughes Narai Krakatoa, which appeared in Milford Dock during a force 8 - 9 gale after a trip down the Irish Sea from Glasson Dock, in Lancashire. He too built his boat in a very short time, 4 months I think, and made his own junk sails.

Finally the catamaran which was built in Exeter (Exemouth), but refitted at Bideford and Sandy Haven after the first seasons sailing, is Peter Sheared's Tane, Tanenui, (junk rigged). The last we heard of him was the Canaries (lucky boy), though by now he may well be on his way across the Atlantic.

At the meeting in January I will show a film of most of these boats, including the 12' surfcat which we always carry with us, together with a film of the building of Tehini. This film is also available to yacht clubs and other organisations with commentary either for 8mm or 16mm projectors. If anyone is interested, please write to me.

Ruth Wharram,
The Longhouse,
Milford Dock,
Milford Haven,
Pemb. South Wales.

MEETING 1972

The 1972 A.G.M. will be held at the Richmond Community Center (Same as last Year) on Saturday 8th January and will commence at 7.00p.m. however we have the use of the Bar etc from lunch time onwards to cater for those who have come a long way and principally wish to talk to other owners etc during the afternoon. Sandwiches etc. have been laid on.

Thus 2.30 pm. onwards on Sat. Jan. 8. 1972.