

# The Sailorman

#10

## MAY 1972

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1st July 1972



Sketch by Roland Huebsch

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EDITORIAL

Here's hoping you will enjoy this "Sailorman". I hope there is something of interest in it for everyone. I received some good articles and letters, thank you to everyone who has sent in things, but, as always, we need more and more. So write down anything of interest and send it to me.

Send in your problems too and there will undoubtedly be a member of the Polynesian Catamaran Association who can answer your query. Let us have the answer to your problem as well and then we can all benefit from the good advice.

Happy Summer Sailing ! and to all builders - happy building and don't despair, your sailing days are not far away.

I have enjoyed reading about your boats and sailing experiences, I'm sure all "Sailorman" readers will too. Let's have lots more articles and news in time for the December 1972 issue.

Editor.

*complementary copy*  
Hannes Wharram  
The Long House,  
Milford Docks,  
Milford Haven,  
Pemb.  
South Wales  
*Page 22*  
*Joan*

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Jim's Column

The John Leach Saga is over at last. He has been driven ashore on the Moroccan coast in a severe gale. Even he is prepared to concede that on any other boat he would have been smashed up or capsized, before he reached waters shallow enough to walk off in safety.

Several people have written to me protesting about the slightly negative contents of recent issues of "The Sailorman"; some people in particular about the articles written by John Leach. I was not consulted over the contents of previous issues of "The Sailorman", nor do I think I should be.

The Polynesian Catamaran Association is an independent body, of which I am a member, with one vote. The Association elects the Editor of "The Sailorman", which is completely independent editorially. This is the way it should be and the way I hope we will continue, for the quickest way to spoil the great possibilities inherent in the Polynesian Catamaran Association and "The Sailorman" would be for them to be considered an extension of "our office", (note: our office, it's wonderful to have one after years without one! )

In fact, no one squirmed more under those articles than I. Even worse, I saw private letters John Leach had written to members of the Polynesian Catamaran Association, saying TANGAROA was absolutely useless and by implication, so were all the designs up to the TEHINI. Fortunately, TANGAROA builder, Jannik Cortsen, has forwarded the reasons why John Leach's TANGAROA was such a failure, (published elsewhere in "The Sailorman"). I must write as I have written before that without reasonably cut sails, no boat will sail to windward. Polynesian Catamarans will carry more load than any other multihull, but with due respect, loading a Tangaroa down to 1ft. deeper than its designed waterline, is expecting too much.

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We are always prepared to look over people's ideas when they wish to diverge from the plans, and give advice at no cost. There is no excuse for anyone to abort the design, and end up with a useless boat, and in excuse for their stupidity, blame the designer.

To encourage Polynesian Catamaran builders to become members of the Association, and remain members, I shall from now on publish improvements and ideas which are sent out with new drawings, in "The Sailorman", so that builders who bought plans prior to improvements can benefit. In this issue there is the new Laminated Beam Sheet, and the re-written Building Instructions. At the end of the Building Instructions are a few paragraphs on sailing. Do study them.

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If you are planning a long voyage, and your sailing experience is small, first get the sailing experience, and write to me for advice. (remember we have ocean charts, and wind systems of the world in our office - The Longhouse, Milford Docks, Milford Haven. Pems. Sth. Wales).

Last November, a NARAI which had been hurriedly built in 4 $\frac{1}{2}$  months, came down the Irish Sea, with a husband and wife team on board, plus two small children. With very little money and no previous sailing experience, they were hoping to reach Vigo. According to the gale averages, during the month of November, there are gales 20% of the time in the Western Approaches which compares to Cape Horn in the months of August and September. They left Rosslare, were caught in a force 9 gale and safely put into Milford Haven. I heard about them through the Irish Press which was concerned over their safety. They had so little sailing experience, plus a natural stoicism, they could not understand what the

Jim's Column continued

fusswas about. "The boat seemed alright, I just let it look after itself....."

That trip could have ended in tragedy on the rocks at the entrance to the Bristol Channel. As it was, they sailed straight over shoals marked on the chart, "Not to be crossed in onshore gales - breaking seas". In the same gale, the 60 ft. M.F.V. working out to the lighthouses, which had to cross the shoal, took green waves over the deck and nearly lost the wheelhouse!

An Englishman who built a NARAI in Japan, had less good fortune. It was another thrown together job, and once again, the owner had no previous sailing experience. He set off with his wife and family in the Japanese storm season. The boat was caught in big gales, then finally, in a typhoon, when the owner let her lay beam on to the seas. (To me the fact that the boat did not capsize is a justification of my claims of stability in gale conditions). Under the pounding of the seas, the cabin furniture came loose and the third deck beam sheered its bolts.

Sometime during, or after the typhoon, the crew gladly transferred to a Japanese fishing vessel, and took the NARAI in tow. Whilst being towed, one hull filled and she sank.

If I have frightened any would-be builders with the above accounts - good. Remember, we sell design plans, not miracles - though with the survival of John Leach and the two NARAI crews, it might appear that we do.

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Many builders and friends have been worried about my increasing preoccupation with racing our designs. Within the Polynesian Catamaran Association, there is a strong philosophic bias away from the "rat race". It is my opinion, (remember, opinions are open to argument and change) that there is no permanent escape from society. What we can do is to learn how to live without it for a few months, or years, but inevitably, it is "there" in some form or another. With the strength and knowledge gained in living away from it, one can come to a mature "detached" view of it on return. Indeed, our Western Society needs detached people to nudge it in the right direction.

Conflict seems to be an inherent part of the "male", particularly the young male. There is no room for war in the present world. Existing sports like rock-climbing and boat racing provide an immediate outlet for the combative emotions which exist. Our boats can provide the means, not only for long ocean voyaging when time does not matter, but also the speed potential for a wild weekend tension releasing sail.

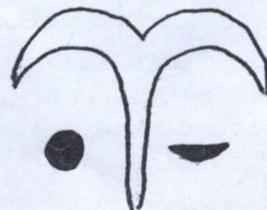
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A man measures his sexual potency by the size, quality and age of the car he drives, according to an article in the Motor Market News.



How are you doing Poly Cats; I hear Jim's burning the midnight oil to keep up with the demand for bigger and better polynesian designs.



Jim's Column continued

Let's examine the TANGAROA, designed as the lowest possible cost ocean cruiser.

The speeds of single-hulled boats are a factor of the waterline length. Their normal cruising speeds is  $\sqrt{WLL}$ . Their maximum possible driving speed is generally accepted as  $\sqrt{WLL} \times 1.25$ . The TANGAROA's waterline length is 28ft.6ins., therefore, her cruising speed should be about  $5\frac{1}{2}$  knots. Captain G. Rates' TANGAROA averaged 7 knots for the whole of his summer cruise last year. Tim Short, with his TANGAROA, averaged 13 knots over a 5 mile run. Compare this with the maximum a monohull of the same waterline length as TANGAROA could achieve, i.e.,  $6\frac{3}{4}$  knots.

The slimmer hulls of HINA, TANE, RAKA,ARIKI and TEHINI can achieve speeds two or three times faster than an equivalent waterline length keel boat, and on the data we have collected, are indeed, amongst THE FASTEST CATAMARANS IN THE WORLD.

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The HINA has the most speed statistics; the best speed I know of being 22 mph over a measured mile achieved by Ken Scales' HINA.

To achieve the high speeds inherent in our hull forms requires well-built boats and well-trained sailors

There is no "final passe" in being a sailorman. One has always to be setting oneself new a higher goals of excellence.

To go some way towards basic training, we are setting up a charter/sailing school here in Milford Haven beginning this summer with three or four HINEMOAS, and towards the end of the summer, the Tehini as well.

I was lucky, in the early part of my sailing career to be a "sailorman", a very lowly crew member aboard a Thames barge. We have to preserve and develop within the Polynesian Catamaran Association the skills and knowledge of the vanished race of mariners, so that to outside people, the words Polynesian Catamaran builder/owners will come to stand for seamanship and sea-faring abilities.

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Advert

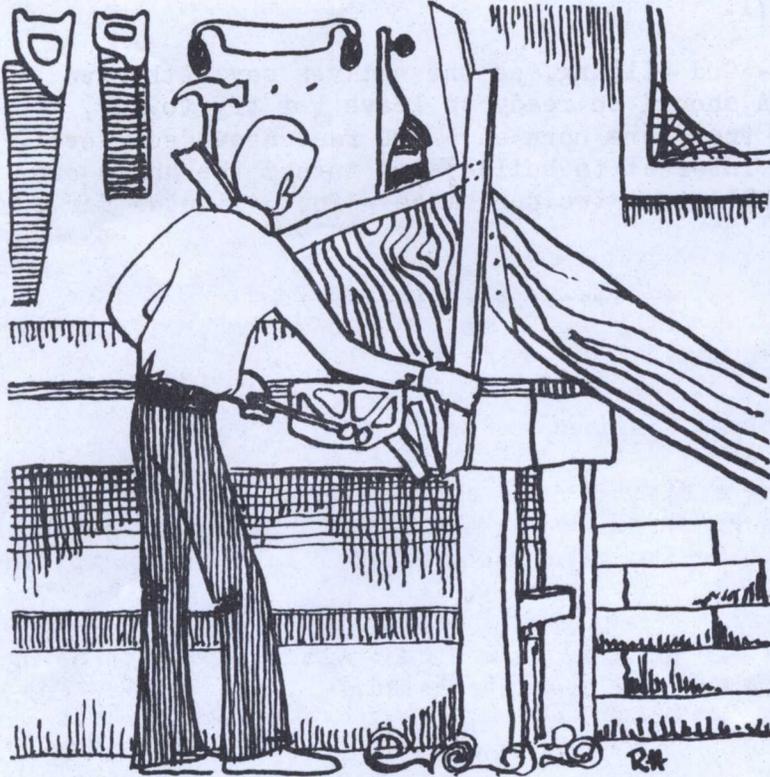
Mr. P.G. Epps of The Summer House,  
Pilgrim's Way, Boxley, Maidstone,  
Maidstone 54796, has a HINA, finished  
in blue epoxide on nylon sheathing,  
sprit rig, launched 1972 for Sale.....

For Sale

Captain I.E. Tompkins, 5 St. Barbaras Avenue,  
Bodelwyddan, Nr. Abergel, Flints.  
has a 40ft NARAI two-thirds through its  
construction. Due to a premature posting has  
to sell. Anyone interested in buying contact  
Captain Tompkins at above address.

NEWS FROM CANADA

Roland Huebsch has built a HINA. He says:-



The total cost was just under eight hundred dollars.

Lumber \$ 310

Exterior grade fir ply  
California redwood (framing)  
2" x4" Phillipine "Mahogany"  
from Taiwan for the cross  
beams ½" ply laminations on  
either side. Sitka Spruce  
spars

Fibreglass \$ 120

The hulls are glassed all  
round including the decks  
and the thickness is tripled  
around the keel.

Glue & Fastenings \$40

Steel ringnails for the  
planking in all areas that  
were to be fibreglassed

Wood preservative Paint  
etc. \$35

All hardware, wire and rope rigging \$110

Sails (Jeckells)

\$149

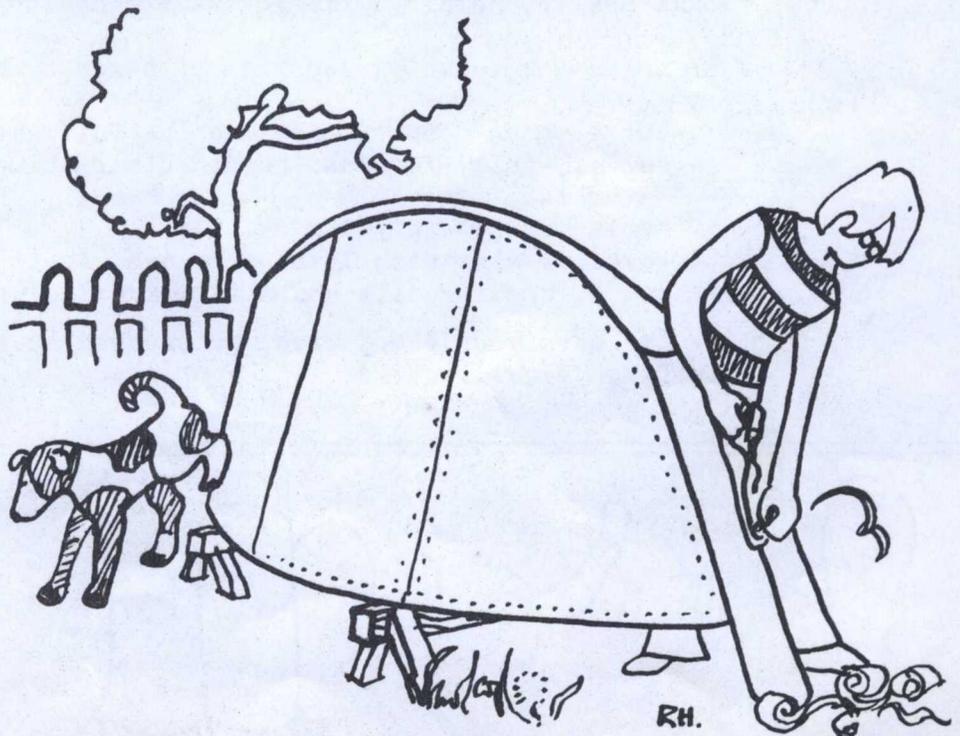
(This includes Canadian  
import duty and is \$26 less  
than the lowest estimate I  
could get here)

TOTAL \$ 764 approximately £300

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Roland has made some additions to his Huaheine, these include a small outboard motor as he finds he can no longer use "becalmed" as an excuse to his employer! Small cuddys over the hatchways, and a track on the mast for the mainsail.

He is also installing a lighting system for night sailing and he intends making some experiments with a wind driven generator and voltage regulator to charge a battery.



G. Ceriana, c/o Italina Embassy, Port-au-Prince, Haiti. W.I.

wrote in October 1971.

"Within two months - God willing, as the natives say - the two hulls of my TANGAROA should be ready to leave (or try to...), the mountains where they were born at 3.300 feet above sea level. If it may be of any interest to builders, I turned the hulls over with just two men pulling on two purchases - in 75 minutes for each hull.

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From NICO BOON in HOLLAND

" We think the Sailorman has improved very much indeed.

We started building a Narai in the shed of our farm house, but it is still too cold to glue, so we are not much further than backbones and bulkheads. We'll try to give all practical information to "The Sailorman"

The "organisation" is growing in Holland. About 45 boats being built or completed, many more are interested....."

N. D. Boon,  
Groningerweg 46  
Noorderhoogebrug,  
Post Groningen. Holland

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Editor's reply.... Thank you for your news Nico and I hope your Narai building continues well. Look forward to hearing more news soon.

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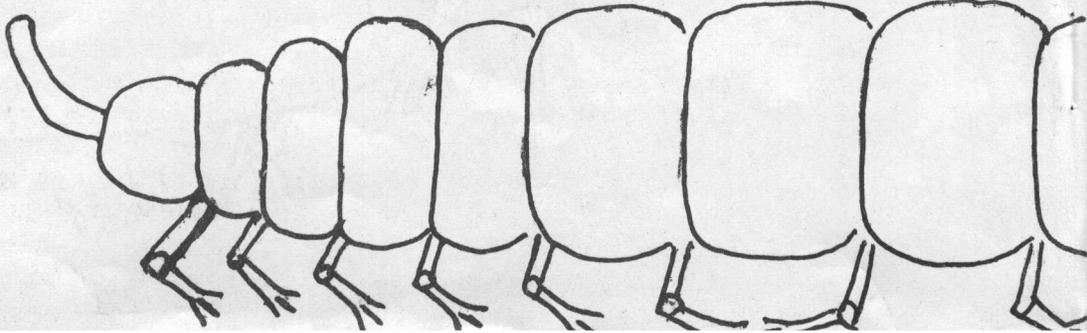
**NOW A HEALTH WARNING!**

FINNISH DOCTOR LAYS DOWN RULES FOR A HEALTHY HEART

No cigarettes, and not too much eating are the first two rules laid down by Dr. M. G. Karvonen, director of the Institute of Occupational Health, Helsinki, if you want a healthy heart.

Four rules for reducing the risk of coronary heart disease are:-

- cut down on those foods, such as fat meats, sausages, salami, dairy fats and hardened margarine that contain saturated fats;
- avoid eating egg yolk;
- favour a diet with lots of grains, fruit, vegetables, fish, salad, cooking oils and soft margarine;
- and have your blood pressure checked at least once every five years....."



A SATISFIED SAILOR HAS SOMETHING TO SAY

February 1972

To my mind Wharram Cats lend themselves to be considered in two distinct groups. Group one - those persons who require an extremely cheap method of getting offshore in a craft whose design enables relatively cheap materials to be used with success, and Group Two - those persons not primarily concerned with extremely low costs but who are prepared to pay for and use top grade materials and thereby benefit from the undoubted weatherliness of the designs and have the bonus of increased strength and peace of mind.

Much has been written in "The Sailor" and other publications of hair-raising escapades of persons sailing in ill prepared craft in marginal conditions, but unfortunately little is and can be written of voyages in well found, well prepared craft undertaking similar trips in similar weather conditions, due entirely to the boring nature of the narrative that would result. No reader would find any real interest in a tale that told of the normal departure from one port and the arrival at the next port, yet it is these routine trips in all weather conditions that really prove the value of a design and help to convert any sceptics.

I have often been asked to publish my accounts of my wanderings in HIZN HERZ, but repeatedly I have examined the logs and find nothing to chill the marrows of the potential readers, nothing lost, nothing carried away, no gear failures, no mooring problems, and nothing that has not already been told of rising wind and sea conditions around our unpredictable coast line. I cannot even tell of lack of food in adverse conditions - we always are able to have hot food and drink whatever the conditions, and it is because I required a vessel able to give me uneventful voyages in all conditions that I chose to build a NARAI design and to elect to put myself in Group Two.

I appeal to "The Sailor" readers therefore, to spare a thought to us unsung Group Two members who have little of interest to tell our fellow members, except that we are enjoying our sailing in Wharram Cats, thank you very much, and hope you are doing the same.

Due to the vagrancies of Service life I shall have to sell HIZN HERZ this year, and I will be sorry to see her go, but one thing is certain my next boat will most certainly be on 'two legs'

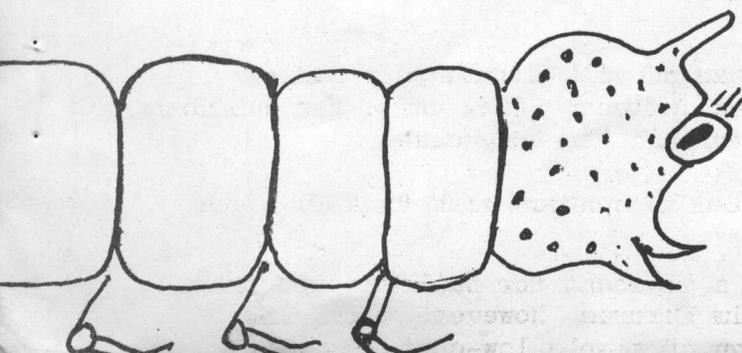
Major T.S. Morgan R.E.  
12 Edridge Close,  
Bushey, Watford, HERTS.

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MAORI CREATION CHANT

(to spur you on whilst building ! )

From the conception the increase,  
From the increase the swelling,  
From the swelling the thought,  
From the thought the remembrance,  
From the remembrance the  
consciousness, the desire.....



Its reported April 5th 1972:-  
"Best feet forward,  
Delegates from as far away as India  
and Brazil will attend a world  
congress on millipedes and centi-  
pedes in Manchester this week  
They will discuss the courtship and  
mating of millipedes and how they  
use their legs and in what order...."

IDEAS FOR AN "EYE SYMBOL" BADGE

It has been suggested that we make for resale to Polycat members a small badge with the eye - symbol i.e.,



Do any members know of where such a badge could be made ( a bulk order) not too expensively? Any suggestions would be gratefully received. Editor.....

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SUGGESTIONS FOR NAMES OF POLYNESIAN CATAMARANS

Many people are unsure of what to call their boats and there have been many enquiries made. Here are some Polynesian suggestions:-

- RIMAROA (Chief from Nikuhiva)
- OAOA (girl from Matavai village)
- Roc (a planter)
- Maono (shipbuilder)
- Lilihia (dancer from Vaihi)
- HINARAI (wise man on Raiatea)
- AMARU (young man from Papara-land)

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Mr. P.G. Hooker  
81 Swallow Road,  
Iver Bucks, wants to crew on a polycat - Any Offers?

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News from Alan Stanier of Liskerret Forder, Saltash, Cornwall

"I sold my HINA last year to Trevor Morris of London who told me he was a member of the P.C.A. I have not heard from him since - he had great plans for a long voyage....."

S.O.S. What ever happened to Trevor Morris?

(Editor)

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INTERESTING NEWS FROM GEORGE PAYNE "RAKA"OWNER

"My future address within the next few months (March 1972) will be:-

Tythe Barn House, Combe Martin, N. Devon.

This is a guest house where Polycat sailors are always welcome including impoverished ones, which most of them seem to be....."

Thank you for the kind thought (Editor)

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FITTING OUT

Polynesian Catamarans have arranged with Little Ship Marine Finishes for a 15% discount and free delivery (U.K. only) for builders who place an order of £15 or more through The Longhouse.

Polynesian Catamarans are also in contact with British Ropes about a discount for builders.

"Lewmar" - have also offered a discount for builders who order winches through The Long house. Jim Wharram, however, would like builders to try their hand at design of simple low-cost winches.

BUILDING INSTRUCTIONS FROM JAMES WHARRAM

An old craftsman I once knew used to advocate sitting down and giving the job a "good looking over" before beginning work. This is good advice before beginning building your catamaran.

If possible, paste your drawings on hardboard, hang them up in your room and let the details "soak in". While the details of construction become clear to you, it's a good idea to consider how you intend to build the boat. Are you going to "bash" it out in order to get sailing quickly? Or is the construction of the boat as important to you as the sailing? Are you going to use the best materials you can buy or the most economical? It is important to have a clear consistent idea from the beginning, for chopping and changing ideas throughout the construction leads to frustration and horrible-looking, leaky and perhaps, dangerous boats.

The best boats will be built of top grade softwood or hardwood for the keel, stem and stern posts, top grade marine plywood for planking, clear grained Pine stringers, phosphor bronze, or monel nails, resorcinol glues throughout, possibly nylon skinned, hardwood framing for hatches, metal opening portholes in the cabins, aluminium masts, top quality sails, winches etc. Such materials built into a Polynesian Catamaran with loving care, make a heart-stopping beauty of a ship. I have seen Polynesian Catamarans built like this, but, to be honest, I could never afford it. Putting beautiful materials into the right ship is like putting expensive clothes on a beautiful woman. If you can afford it, it is worth it, but if you cannot, the right low-cost "dresses" allow the beauty of her lines to show through.

Old fashioned ships were "fastened" together by nails, (usually copper), and screws, (commonly brass, though the best boat building screws were phosphor bronze). What held the old fashioned boats together was the head of the screw or rivet. Modern boats and Polynesian Catamarans are glued construction. Every inch of wood which touches another is glued so the whole ship, (if glued with a modicum of common sense), is one complete structure and infinitely stronger than the older methods of construction.

Timber

In structures like our Polynesian Catamaran hulls, one does not have to use hardwood stringers, for, as in building high speed powerboats, softwoods provide sufficient strength. Fortunately, they are easier to work with and cost less. Lloyds Register of Shipping list a few:

Douglas Fir:- *Pseudotsuga taxifolia*. North America, (Canada and U.S.A) and Great Britain.  
Other names:- British Columbia Pine, Columbian Pine, (Great Britain), Oregon Pine, (U.S.A).

Kauri:- *Agathis australis*. New Zealand, Other name Kauri pine (Great Britain)

Pine, Canadian Red:- *Pinus resinosa*. Canada and North America. Other names, Norway Pine, (U.S.A) Red Pine, (Canada and U.S.A)

Pine, Scots or Redwood:- *Pinus sylvestris* (Europe and Siberia). Other names: Fir, Norway fir, Scots fir, Red Pine, red deal, or "red", yellow deal or "yellow" Baltic Finnish, Swedish, Archangel, Siberian, Polish redwood, etc., according to origin (Great Britain).

I do not know American prices, but in Europe, Douglas Fir and Canadian Pine are more expensive than European Red Wood. Whichever timber you choose, don't buy wood with big knots, which, for example, when you pick up a piece of 2" x 1", or 3" x 1", breaks in half. No knot should be bigger than the end of a pencil. Do not buy wood that has streaks, looking like white wet bread, next to the red wood, as it

Building Instructions from James Wharram continued

is probably sapwood. Be suspicious of blue stains on the wood. Above all, be firm with the timber salesman. It is your boat and your life.

When you have bought timber, keep it stacked so that air can circulate around the individual pieces and keep it dry. Timber stacked like this for a few weeks before use is far easier to work with and above all, makes a perfect glue job. When it has been glued into the ship, and there are no more pieces to glue to it, give it several coats of "Cuprinol Clear" to preserve it and prevent it absorbing water.

Plywood

If you are uncertain of your knowledge of plywood, then stick to the plans and buy the specified Marine Grade Plywood, which in Britain has the B.S.P. Kite Mark on it and the number, 1088. If you are experienced with various types of plywood, you will know that there is "Exterior Grade" plywood, which is cheaper than Marine Ply, and some is very good and suitable for boat building. But picking a suitable money saving exterior ply requires knowledge and skill. Leave exterior grade ply alone unless you know precisely what you are doing and take personal responsibility. One suitable Exterior Grade Ply is Douglas Fir W.B.P. Douglas Fir ply comes in several grades. The lowest possible grade for boat building is Good One Side. It has faults, and to overcome them it is necessary:

1. Most important, the whole hull must be skinned, (which is not necessary with top grade Marine Ply).
2. It must be thicker than the required Marine Ply, i.e., if the plans specify  $\frac{3}{8}$ " Marine Ply, you must use  $\frac{1}{2}$ " Douglas Fir;  $\frac{1}{2}$ " Marine Ply, you must use  $\frac{5}{8}$ " Douglas Fir.

Fastenings, (Nails and Glue)

The best specifications for nails, screws, etc., are, in Britain, "Gripfast" nails, (phosphor bronze), and in America, "Anchorfast" nails, (monel metal), to hold the plywood to the timber until the glue sets. Where a nail will not pull the stringer tight to the plywood, for example, at the bow and stern, you will need to use screws. Screws are also needed to pull the lower keel planks, and stem and stern laminations together and should be brass or bronze. Boats built with Gripfast or Anchorfast nails, or brass screws have a good resale value. However, I have built my boats using Galvanized iron nails, which are as strong, if not stronger, than regular boat nails. Punched home and stopped, they have given me no trouble. At the bow, I use longer nails, drive them through the stringer and clench them to pull the stringer tight to the plywood. These nails save money, but will lower the value of the boat if you decide to sell it. Don't think you can "hide" them, for a magnet will reveal their existence. You can use steel screws instead of bronze or brass, but they must be well greased in tallow and white lead or a water-resistant grease, and in a position where, at regular intervals, they can be withdrawn, checked for rust and re-tightened. Remember, you must not mix metals below the waterline, (i.e., half bronze and half galvanized iron nails) because of electrolysis.

Glues

Two types of glue are specified. Resorcinol, (Aerodux), which is expensive, but is the better glue for "outside" work i.e., keels stemposts, rudders, mast steps etc., which come into contact with water and expand and contract more, and Urea Formaldehyde (Aerolite 306) for inside work, i.e, glueing the ply to the stringers, cabin furniture etc., Urea Formaldehyde glue is considerably cheaper than resorcinol and not so long ago was considered as suitable for all glueing work exposed as well as protected. It pays to buy glue in large quantities

Building instructions from James Wharram continued

and in the case of Urea Formaldehyde use the powder form and mix it with water to make the "resin" yourself. It is a simple job, but many people are utterly careless in making a simple mixture according to the instructions. Why, I don't know, for the strength of the boat depends on the glue; only a fool does not follow his glue instructions with care.

Sheathing or Skinning

It is advisable to skin the softwood keels and stem and stern posts. Originally we suggested fibreglass, i.e., glass cloth and Polyester resins. We have not found it very successful, but there are many types of resin, and some builders have achieved a good bond. However, we have been very pleased with "Cascover", which is nylon sheathing using resorcinol glue as an adhesive. There is a trade kit on the market, which is ideal for this purpose, supplied by;- The Borden Chemical Co, (U.K.) Ltd., Marine Products Department 11A Weston Grove Road, Woolston, Southampton England. If you build in Douglas Fir plywood, it is essential to sheath the complete hulls with nylon to prevent the "soft grain" rising through the paint.

(In place of polyester resins and glass cloth, "Little Ship Paints" have drawn our attention to the use of their Marine Epoxy paint as an alternative to resorcinol glue. Peter Weir, who built the first ARIKI used this several years ago and found it successful. The method was also written up in "Practical Boat Owner").

Even if you plan to use the finest materials in your boat, you can save considerably on the final cost by "shopping around". Collect quotes from different firms for ply and timber for as large a quantity as you can afford, (the same applies to glue and nails). Get to know the yard foreman at a timber yard. A "donation" to him personally in exchange for his knowledge is well spent. If you are building a more economical version, don't get careless because you must watch your money. If anything, **you** have to be more careful in selecting and working with your material.

Economical boats like Thames Barges have lasted a long time and looked attractive. There is no excuse for the lower cost boat to look tatty.

Tools

I built the 51ft TEHINI with only hand tools and no proper bench. Never again! When building any boat over the 27ft TANE size, it is well worth getting a good power saw, (e.g., Black and Decker HD 1000. 7 $\frac{1}{4}$ " saw) a power drill, (e.g. Black and Decker G.D.4  $\frac{3}{8}$ " drill), and a power planer. The money spent on these tools is **worth** every penny. Buy good hand tools, either new, or second-hand, and keep them sharp. It is easy to keep planes and chisels sharp. Keep two saws and if you cannot sharpen a saw, find a carpenter's shop, and they will do it for you. A blunt plane and a dull saw will break your heart and produce a "botched-up" boat. Shelter

Try to organise some kind of shelter, even if it is only a tarpaulin slung between two posts. Keep the boat dry during building and don't glue wet wood. If you have a shed or garage in which to build, you are lucky.

Keep the inside of the boat clean, which means boots off when climbing into the boat. It does not matter who comes, ask them to take their boots/shoes off, **to** keep the wood clean for painting and varnishing.

Building the boat is not technically difficult. What can be hard is the steady grind, week after week, to ensure successful completion. If you, the builder, are married, do not neglect your wife, or turn her into an unwilling slave.

Building instructions from James Wharram continued

If the time comes during building when you hate the boat or yourself for having started it, have a holiday from it. Then, after a week or two, begin a steady working routine again. One consolation is to think of the money you save when building the boat yourself - and the achievement as there is so little in life that one can really build and create oneself.

Beware of the "know-all" who will tell you what is wrong with either your work, or the boat. Beware of the time-waster. Always have a little job handy for this type of person. Giving them tedious work will shut them up !

Launching day is usually a nightmare. The important day is the first sail.

Because you have successfully built your boat, don't think all that is necessary is to "add water" and you will be an "instant sailor". Some of the best builders of Polynesian Catamarans are Dutch. Dutch builders are also very good sailors and they tell each new builder that after launching their boat, it will take 18 months experience to get the best out of their boat.

Many of you will be planning to make a long ocean voyage. Money and time will be running out. You may feel that you MUST go - it's now or never. As these instructions are being written, reports are coming in of a builder in the Pacific, who threw his NARAI together, (as reported by another Polynesian Catamaran builder who had seen the boat), and without any previous sailing experience, pushed off in the stormy season, was battered by gales and finally got caught in a typhoon. He and his family survived - just. The boat lay beam-on to the typhoon, the hammering of the seas began to tear the cabin furniture loose. So the crew took an offer of help from a fishing vessel which towed them at speed, and their boat was lost. This could happen to you if:-

1. you have not built the boat carefully,
2. push off in the stormy season,
3. do not have sufficient sailing experience.

For your first trial sail, pick a nice, quiet day and get well clear of other boats. Then hoist your aft sail - either the Main on a single-masted rig, or the Mizzen on a two-masted rig. This will point her into wind and she will be moving slowly. Head into wind, it is easier to hoist sail. Next hoist the Main, (on single-masted rigs, the headsail).

As the sails are being hoisted, keep the head of the boat as close to the wind as possible. With all sail up, slowly bear away from the wind and get her moving.

Tacking a Polynesian Catamaran is the same as tacking an old sailing ship. You sail her as close to the wind as possible without loosing too much speed. You can see and hear this by the water wake. Tighten in the mizzen, (main on single-masted rigs), push the helm hard over and watch the bow swing around. As the boat comes head to wind, the jib will back. Leave it backed until the head swings through the wind and the main, or main and mizzen, fill on the other tack. Cast off the headsail quickly, sheet in on the other side and away you will sail on the new tack.

If you are an experienced modern keel boat sailor, or dinghy sailor, you might find this quite difficult at first, as it is completely opposite to the way you have been trained. Modern sailboats, due to the influence of racing design, require careful steering on a straight course, but swing through the wind without thought. Sailing work boats and Polynesian Catamarans have the same design principles.

Building instructions from James Wharram continued

They are easy to steer on a straight course, (after all, most of the time at the helm is steered on a straight course) but require care and thought in tacking. Tacking a Polynesian Catamaran is not difficult, it is just different.

Polynesian Catamarans sail well when loaded. In fact, without a certain amount of weight, their performance deteriorates - to windward, tacking and in motion. Loading down a bit by the bow or the stern will alter sail trim, which will alter the helm, either making it "light" or "heavy". Loading in the centre of the ship can cause pitching, so there is quite a bit to practise with to get the best "feel" of the boat. The slim & light racing designs, like RAKA and ARIKI, are particularly sensitive to loading.

If you have difficulty tacking, don't immediately blame the design, check your sails. I once came across a HINA whose owner said it would not tack. He was right; not only did he have his jib sheeted in the wrong place, but his Bermudan mainsail was cut so full that it would not drive the boat close enough to the wind to allow the jib to back and to swing through the wind. Later, I had a similar problem with the TEHINI Bermudan mizzen. The sailmaker put the matter right easily, quickly and at no charge.

Well cut sails will enable your Polynesian Catamaran to sail, if single-masted, about  $35^{\circ}$  to  $40^{\circ}$  off the true wind, and two-masted, about  $40^{\circ}$  to  $45^{\circ}$ . Leeway will be between  $5^{\circ}$  and  $10^{\circ}$ , depending on the hull type and sea conditions. If your boat is not doing this, start finding out why.

A Word of Warning

If your good woman and family have borne with you so far during building and the first sail, if they have doubts and fears don't push them into sailing in weather which will frighten them. If you lower the confidence of your crew, you will soon be selling your boat. Build up the confidence of your crew with some easy sails, so that, if and when the hard sail comes, they will be less inclined to panic, and afterwards will remember the pleasant times.

Study the weather closely. Do not take chances, particularly near the coast. Remember you have spent a lot of time and money on your boat. Given time and experience, you will be able to handle her with nonchalance and aplomb, but do give yourself the time and experience.

Finally, gale conditions. These are building and general instructions, not a general sailing textbook, but briefly, you should not get caught in a gale near the coast, if you study weather conditions; a branch of seamanship. Nevertheless, if you are on a passage approaching the coast and you think an onshore gale is imminent, and there is no easy port to enter, use every minute of the rising wind to get as far away from the coast as possible. Get out to sea clear of the coast. When it becomes impossible to sail efficiently under, say, reefed jib and mizzen, try sailing under just the jib, with the tiller lashed the opposite way, and with the wind broad on the beam you could still be eating your way to windward off a lee shore. If the wind is increasing too much, so that you get a lot of water over the foredecks, (to be in such a strong gale close inshore means you really have not watched the weather), put out two heavy warps, (your anchor warps of about 25 fathoms), from the inside of the aft beam with a motor tyre on the seaward ends. Then steer the boat with the stern to the waves. It may be possible to take that scrap of sail down. The aim is to get sufficient steerage way so as to keep the sterns into the seas, and the waves will run down the side of the ship and not hit her on the beam. Steerage way would be about 2 to  $2\frac{1}{2}$  knots. Unless you are in force 9 to 10, it is possible to steer a diagonal course across the

Building instructions from James Wharram continued

seas, catching the waves not precisely on the stern but on the quarter.

If you fought your way 30 miles offshore as the storm built up, i.e. about 10 miles to begin with, and 20 miles of sailing, say 4 hours at 5 knots, (minimum), you now have at least 15 hours drift before you reach the coast. Normal summer gales at full force fortunately rarely last for 12 hours.

If you are deep sea sailing, similar tactics apply, except that if the gale is in a favourable direction, you can "run" without warps, until the boat comes "loose". Then toss the warps over without the tyres, to hold the stern steady in the twisting seas.

Good luck with your building and sailing. We are always ready to answer queries, we do like to hear from you and about your experiences.

Jim.....

+++++  
Note Building Sequence will be printed in the next issue of  
 "The Sailorman"

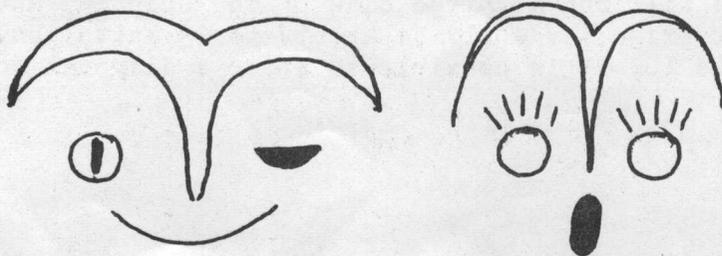
MAN CURSING THE SEA

Someone,  
 just climbed to the top of the cliff  
 and started cursing the sea:

Stupid water, stupid pregnant water,  
 slimy copy of the sky,  
 hesitant hoverer between the sun and moon,  
 pettifogging reckoner of shells,  
 fluid, loud-mouthed bull,  
 fertilizing the rocks with his blood,  
 suicidal sword  
 splintering itself on any promontery,  
 hydra, fragmenting the night  
 breathing salty clouds of silence,  
 spreading jelly-like wings  
 in vain, in vain,  
 gorgon, devouring it own body,  
 water, you absurd flat skull of water

Thus for a while he cursed the sea,  
 which licked his footprints in the sand  
 like a wounded dog.  
 And then he came down and stroked  
 the small immense stormy mirror of the  
 sea,  
 There you are,  
 water he said,  
 And went his way.

Miroslav Holub



ALTERNATIVE TO SOLID CROSSBEAMS

NOTE In theory, it should be relatively easy to buy good solid crossbeams. In fact, several builders complained of difficulties in obtaining them free of knots and "shakes". The Trans-Atlantic ORO "SOLARIS" developed a "shake" after her crossing (she was well hammered in a force 10 gale).

The 22' laminated cross-beams on "Tehini 1" were surprisingly simple to construct using the same 3" x1" material as used for hull stringers. If there is a bend in the first layer, put the next layer, if it has a slight twist, in the opposite direction, and the cross-strain will pull the two straight.

Nail each layer to the next, with only sufficient nails to get tight glue joints. Place each layer carefully on top of the others to avoid the necessity for a lot of planing of rough edges before covering with ply.

The layers can be glued together with Urea Formaldehyde (i.e. "Aerolite"). For the ply covering use resorcinol glue.

Beam Specifications for Main Connection Beams

Construct laminations of good quality 1"/2.5cm planks, P.A.R. (If planing loss is more than  $\frac{1}{8}$ "/3mm, add an extra plank).

All beams, EXCEPT "TANE", are covered with ply all round

Design	Laminations:		Finished size (plane loss allowance) of laminated beam
	Number	Size	
TANE	7	3"x1"/75x2.5cm	2 $\frac{7}{8}$ " x 6 $\frac{1}{8}$ " / 7.2 x 15.3cm
TANGAROA	7	4"x1"/10x2.5cm	3 $\frac{7}{8}$ "x6 $\frac{1}{8}$ " / 9.7 x 15.3cm
RAKA	7	4"x1"/10 x 2.5cm	3 $\frac{7}{8}$ " x 6 $\frac{1}{8}$ " / 9.7 x 15.3cm
NARAI	9	4" x1" /10 x 2.5cm	3 $\frac{7}{8}$ " x 7 $\frac{7}{8}$ " / 9.7 x 19.7cm
ORO	10	4"x1"/10x2.5cm	3 $\frac{7}{8}$ " x 8 $\frac{3}{4}$ " / 9.7x 21.8cm
ARIKI	10	4"x1"/10x2.5cm	3 $\frac{7}{8}$ "x8 $\frac{3}{4}$ " / 9.7x 21.8cm
TEHINI	11	4"x1"/10x2.5cm	3 $\frac{7}{8}$ " x 9 $\frac{5}{8}$ " / 9.7x24cm

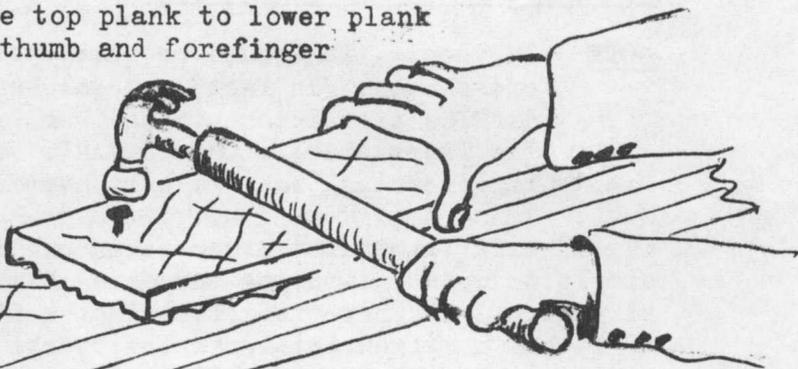
For Beams which support the masts on the Racing Designs, add:-

	Laminations		
	Number	Size	
TANE	4	3" x1" /7.5x2.5cm	as shown on sheet 6
RAKA	4	4" x1"/10 x 2.5cm	" " " " 6
ARIKI	5	4" x1"/10 x 2.5cm	" " " " 7
TEHINI	see sheet 16.		

CONSTRUCTION OF LAMINATED BEAMS

Square top plank to lower plank  
with thumb and forefinger

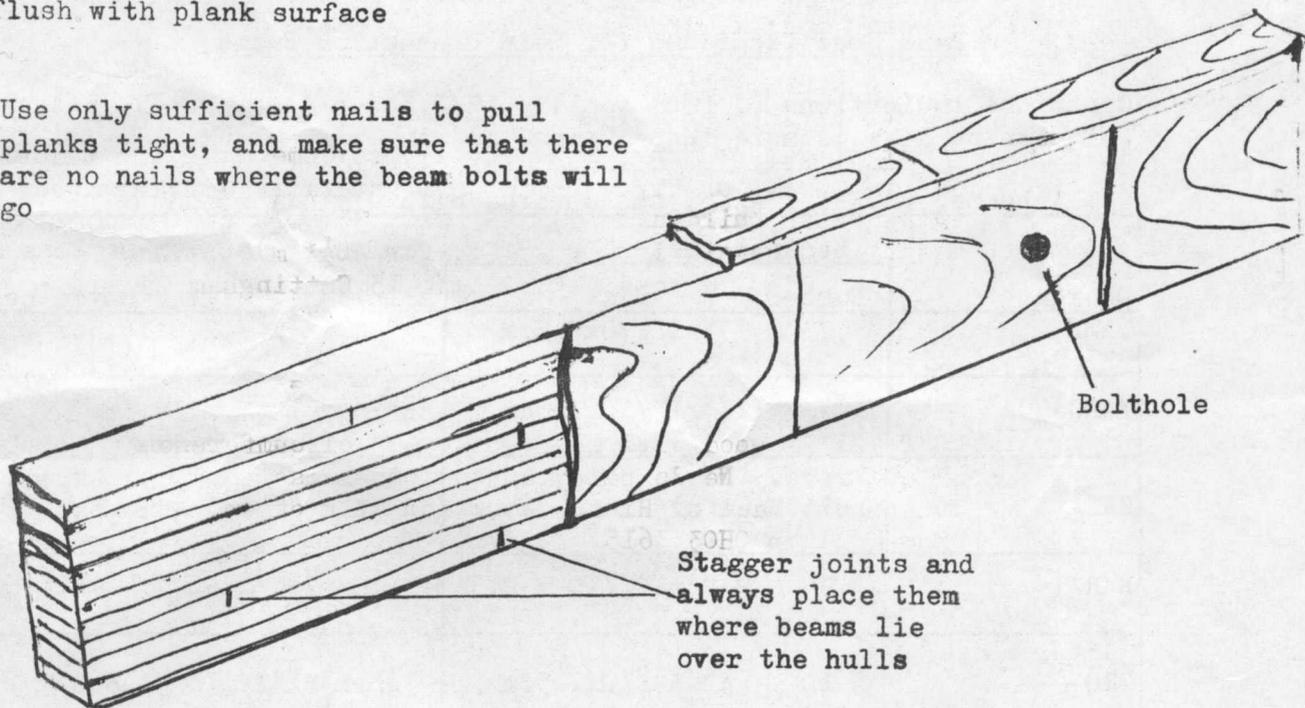
Glue oozing between  
tightly pulled-up  
layers. Clean off  
before glue  
hardens



Score with chisel  
before glueing then  
lightly sandpaper

Slightly countersink  
nail heads so they are  
flush with plank surface

Use only sufficient nails to pull  
planks tight, and make sure that there  
are no nails where the beam bolts  
will go



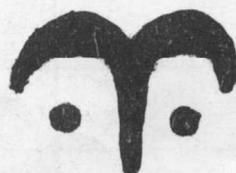
It will be noted that these  
beams are slightly larger  
than those shown on the plans.  
this is insurance for the  
'Hard Drivers' to windward.

The angle pieces on the beam  
mountings should be lengthened  
to suit.

LAMINATED BEAM CONSTRUCTION FOR

POLYNESIAN CATAMARANS

DESIGNED BY



JAMES WHARRAM  
MILFORD HAVEN, PEMBROKESHIRE  
(copyright)

# Going, Going, G-----?

Mr. John Hodgins, Blessington Poultry Farm, Blessington, County Wicklow, Eire.

Has bought a Norwegian Trawler and wishes to sell the first hull of his ORO, together with the frames and backbone for the second hull. The hull is decked and planked and has a fixed cabin, not the lift off hatch type. Construction is 4" x 1" Oregon Pine on the frames 3" x 1" Iroko stringers. Because of the nature of the Iroko he added 4" x 1" Oregon frames at 4 ft. centre to obtain a fair surface for planking. Planking and decking is 3/8" (9mm) Thames Marine Ply, fastened throughout with Gripfast nails and AERODUX 500 glue. Stem, (all inner) stern and keel doubled to give better hold for glue and nails. All exterior given one coat of polyurethane paint. All Kept under cover.....

=====

For Sale Dinghy 12' x 4' 6" clinker dinghy. In reasonable condition needs repainting. Original centreboard has been removed. accept £20 O.N.O. Mike Pearce, c/o 15 Cottingham Avenue Horsham Sussex, Horsham 60754.

=====

A Set of yellow junk sails have just come onto the market due to change of rig. Would suit intending Mediterranean lotus eater building a NARAI. Main 350 sq. ft. for 34' mast and foresail is 250 sq ft. for 28 1/2' mast. Ring Horsham 60754 Terence Harbold c/o 15 Cottingham Avenue Horsham Sussex.

=====

MAST 21'2" wood with luff groove-8" circumference at heel 6" at truck. Needs painting but otherwise good condition. Might suit Maui or Hina. No reasonable offer refused. Ring Horsham OH03 3615, or write Mr. Pearce 40 Redford Avenue, Horsham Sussex

=====

## CREWING

Experienced crewing or experienced Polynesian catamaran crew needed by Terence Harbold who owns a NARAI Bermudian rigged. Boat will be moved to the Solent area soon. If you are able to offer help by crewing or by giving Terence experience of crewing on your boat write c/o The House 15 Cottingham Avenue, Horsham Sussex.

=====

## ADVERTISEMENTS

If you have something to sell or exchange, drop the Treasurer a line (Joan Lewis 15 Cottingham Avenue, Horsham Sussex)

No charge is made for placing adverts in "The Sailorman" but we expect successful sales to result in a contribution to the funds of the P.C.A.

COWES TO IRELAND IN TWO YEARS

by TIM SHORT

I was searching for another boat and for once in my life I went about this task in a logical manner. I laid down my requirements such as accommodation, speed, seaworthiness and, most important of all, cost. The only solution seemed to be to buy a very old boat and do it up, or build one myself. In the end I decided upon James Wharram's Tangaroa - a 34 foot catamaran - despite being a dedicated "mono-hull man".

I started building in September 1969 and completed the boat in April 1971. This effort took all my spare time, apart from a fortnight off to get married! Despite the fact that I had no wood-working skill at the outset of this operation, I managed to complete it thanks to the availability of a big shed, a very tolerant wife, and enough help from friends to counteract the experts who said it would never sail.

At last the great day - or rather night - arrived, and with Mike Petrovsky and John Crisp to boost the sagging confidence of my wife and her kitten we set sail for Jersey. This crossing proved to be a real test for both us and the boat, as it was a beat all the way and we encountered rough seas in the Alderney Race, which gave us our first indication as to the comfort and seaworthiness of our "Silura".

I decided to rig my boat as a Bermudan Ketch because of the ease of obtaining secondhand sails and spars. I have a Dragon main and genoa on the mainmast. A mizzen of 82sq ft. with a staysail of 105 sq. ft. This gives me a sail area of 375 sq. ft. This is adequate in light winds, but I think that when money permits a big genoa will be a great help. I am delighted with this rig as it makes single-handed sailing a simple matter and it is possible to balance the boat under all conditions with minor adjustments to the mizzen.

We sailed in Force 8 in the sheltered waters of the Solent and went to windward satisfactorily despite badly reefed sails. We did, however, Portland Bill with large following seas and a Force 7 wind making 7 knots in perfect comfort. The best sailing we have had was an average of 12 knots over five miles. This was the only time we kept full sail up in a Force 6/7 and I suspect the boat would go a great deal faster with more sail and the courage to hang on to it. I suppose that one's greatest fear is that the boat will capsize. I have never seen any signs of a hull lifting, and I soon transferred my concern to the strength of the main mast, but it seems that the wide staying angle and elasticity of the lanyards compensate for much of the extra strain imposed by a catamaran. I made a number of additions to the basic design. Perhaps the most successful was lining the cabin with  $\frac{3}{4}$ " Polystyrene sheets which are easily cut with a Black and Decker jigsaw fitted with a knife blade. These sheets when cut are easily slotted in between the stringers and remove all condensation problems.

I also made a cat-walk from the fibreglass -sheathed ply which I cut out of my port-holes and nailed to two lengths of 3" x 3". I positioned this from my front main beam to my bow netting beam, and it has proved invaluable for dealing with the high tack of my foresail.

I spent a great deal of time wondering where I was going to make fast my anchor cable. I found, however, that she lies most comfortably with the cable made fast to one of the stem posts.

I suppose everyone has their own ideas about how the cabin should look. I decided to build mine with the hatch facing aft. This is very satisfactory and has provided a very comfortable position in which to sit whilst sailing. The only modification I would like to make is to extend the outside cabin wall to the side of the boat, and thus gain a few extra square feet of cabin space.

continued.....

COWES TO IRELAND IN TWO YEARS continued

The most amazing fact about catamaran sailing to the uninitiated is the lack of heel. It took me a long time to believe that I could leave the kettle on the primus with no gimbal and no fiddle, and forget about it. At the start of six weeks sailing, we left a pile of five old pennies on a ledge in the cabin and at the end of this time they were still undisturbed. This, of course, takes much of the hard physical work out of sailing.

The design of the boat is ideal for long passages. The lack of a central cabin removes the pounding which we experienced in a trip from Cowes to the Scillies in "Snowgoose". This pounding is at first frightening and then very tiring as it is something like living in a kettle-drum. After a period of adjustment the slight movement of the connecting beams becomes a comfort as one realises the enormous loads that they must be absorbing.

At the end of July last year, Phil Wright, my wife and I set out for 6 weeks' sailing. First of all we made the "duty" trip to France and Alderney, and then sailing direct for the Scillies. For the first time we saw "Silura" at her best, leaving the Casquettes at 12.00 hrs on the 2nd August and arriving in Scilly at 18.00 hrs on the 3rd. This was a perfect sail giving us an average speed of 7 knots despite 6 hours of very light winds during the night. The only notable incident was a collision with a very substantial log while travelling at 8 knots. This stopped the boat dead and rudely awakened my wife who was asleep in the bow directly over the point of impact! Upon inspection at a later date, we found that the fibreglass sheath had not even been dented. This is a remarkable testimony to the strength of the Iroko stem and keel.

Having arrived in the Scillies, I still had 5 weeks holiday left and was determined to fulfill a pipe-dream of many years, which was to sail to Ireland in my own boat. The problem was that my wife was very content living in the lap of luxury with my parents in Scilly and I felt that I needed a crew for this trip. My problem was solved in a most unexpected manner by Peter Sheard who arrived in fine style in his "TANE" a 27 foot Wharram Catamaran. Despite being bound for the Caribbean, he felt he could afford a few days to pop over to Ireland and back! As it happened, "Sod's Law" was in full operation and we had headwinds all the way there and all the way back. The boat was allowed to steer herself and under these conditions, she made good 50 degrees off the wind and an average speed of 5 knots. We had our reward for these frustrations on our return from Scilly to Cowes with strong S.W. winds and averaged speeds of 8 knots. The most exciting sail was from Salcombe to Brixham when we averaged 12 knots over a distance of 5 miles, and must have touched higher speeds than this. It was very difficult to avoid a self-satisfied grin as we passed a nine tonner over on herear, travelling at half our speed and probably costing five times as much as our boat!

So far, I have mentioned only the credits. On the debit side, there are two points. Firstly, the lack of a central cabin makes it difficult to feed or entertain more than two other than mywife and myself at any one time. Though this limitation is annoying, it probably helps keep the drinks bill within reasonable proportions. By far the greater problem is the lack of manoeuvrability in confined waters. I have two Seagulls mounted on the central beam, but these are not sufficiently powerful to push her against or turn her into a Force 4 wind. The other complication is that with the central propellers the boat will not respond to the helm until she has picked up speed. A large sculling oar with sculling positions at bow and stern has helped us in many a difficult manoeuvre - not to mention propelling us the length of Jersey harbour!

We returned to Cowes after our Summer Cruise and realised that it was exactly two years, a lot of hard work and a thousand pounds since we first started to build "Silura".

..... Tim Short

Advertisement

100 Sea Urchins for £6 - Sample 20p  
Write, if interested, to PETER LOUET  
Carlingsford, Louth, EIRE

MORE TANGAROA SAILING by Capt. Rates

Dear Editor,

Just a few notes with regard to the last two issues of "The Sailor". Before I start it should be pointed out that the joint owners of "Mehitabel", our Bermudan ketch rigged TANGAROA, are instructors at this outdoor pursuits centre, carry RYA certificates and could, therefore, be regarded as semi-professional rather than purely amateur sailors. I am not blowing any trumpets but think it is important as we will tend to sail with a more critical attitude than owners who sail purely as a leisure activity. I will start with some comments on performance as we have had a number of comments not only in "The Sailor" but in P.B.O. as well that cast doubts, on the windward ability especially and performance generally, about the speediness of the TANGAROA. If it is borne in mind that we are working on a true waterline length of approximately 28ft, it will be seen that comparison can be fairly made with a monohull of 28ft, overall length which will normally be sailed 'on its ear' to make best use of length.

As a general comment "Mehitabel" has been sailed exclusively off the West coast of Scotland, an area of strong wind and tide with much rain and in many places (especially off the West side of the Outer Hebrides) little in the way of navigational aids. There is plenty of sea room for most of the area, but very little habitation on the coastline ( a similar density to most of Canada at under 3 persons per square mile). For serious cruising in this area it is therefore vital to have a well found and tough boat.

As a formal test of windward ability we tested "Mehitabel" in a Force 3 to 4 breeze against one of the Centre's 'Marine Tutor' sailing dinghies (Portsmouth Yardstick the same as a Folkboat). We sailed faster and pointed as high in the catamaran - obviously had we been racing a long leg to windward we would only just have won because the Tutor caught up one minute on every tack. We never point as high as possible when beating as unless very heavily laden lee-way becomes excessive. A little under 45° off the wind is our norm. We next sailed in ghosting conditions against a Silhouette (where we made up 30 mins start in under one hour's sailing) and an unidentified sloop of approx, 28ft sporting a super mast head genoa, she was modern and almost certainly fin keeled. We were not pointing as high as she was but were sailing faster in confined waters (the Sound of Mull) and were making about eight minutes in the hour against her.

On the debit side, later on in the same day we were well beaten by a Cutlass or Sabre in a stronger breeze of Force 4 to 5, but after considerable thought decided that we should have shortened sail by taking off our flying jib as this does appear to produce excessive leeway. On a reach she is fast under all conditions - under main, mizzen and jib in Force 5 she averages 10 knots with no apparent strain or fuss. The biggest problem at speeds above this is that in a short steep sea she will jump off the top of a wave and become rather noisy. Purely for fun we have tried high speed work for short periods (15 mins, or so) between known transit points and have recorded speeds in excess of 12 knots.

On a broad reach and run she is undercanvassed with 600 sq.ft in winds below Force 3 - perhaps a spinnaker next year. We also hope this season to overcome her tendency to round up when pressed hard on these points of sailing. Her most obvious advantage over a monohull here is the almost uncanny steadiness - no rock and roll. As a general pointer to speed we averaged 7 knots on our cruise last summer. This does not sound very fast until one remembers that this average is from the start of each (usually short day) leg to finish, including the beating out of harbours and to beyond headlands not just the open sea work.

A word now about anchors and motors. We use a C.Q.R. 35lb as our main anchor. This has dragged on rare occasions in thick weed and once when it picked up a loop of wire in Village Bay. St. Kilda. On the

continued.....

MORE TANGAROA SAILING by Capt. Rates

other hand it has held under quite extreme conditions and we consider it quite adequate for general use. If we had the money we might invest in a Danforth of the same weight which has a better holding power - according to the researchers. To talk, however, of 100lb Danforths is just not on though, where would they be kept? If one expects to simply anchor anywhere with no thought to conditions then an armour plated hull and a set of wheels would be handy. There are problems with a high windage hull shape as we have and it is necessary to have the bridle just right to prevent her from trying to sail her anchor out.

On motors we looked at the problems of having a true auxiliary and decided that we didn't want one that much. We expect to sail in and out of our harbours or anchorages - rather against the current trend apparently. Accordingly (like Dr. David Lewis in the 8 ton, Rehu Moana) we chose a 5 hp longshaft Seagull which is used almost exclusively for assistance in that sailors bane a flat calm. I say almost as we did use it in the aforementioned Village Bay incident to motor inshore again after dragging against some very strong gusts too.

The few notes have grown rather more than expected. I have no doubt that many other owners have had similar experiences and have probably travelled rather faster than we have. The point of this letter has been to try and dispel some of the doubts about the TANGAROA as a very good cruising boat - it is not intended as a racing machine.

Graham Rates

+++++

An Answer to Capt. G. Rates' problem

From Alan Knightbridge, "Mwingo" Green Lane,  
Blackfield, Southampton Hants. SO4LYG.

January 26th 1972

With reference to your article in December 1971 'Sailorman'. Weather helm on a TANGAROA, might I suggest that the key to the trouble is lateral resistance. With the narrow symmetrical hulls of Jim's design the effort of the sails tend to roll the hulls into a "bows down" aspect. This causes the centre of lateral resistance of the hulls to move forward, upsetting the balance between the 2 centres of effort and resistance giving you ever increasing weather helm.

To counteract this tendency the static trim must be with a "bows up" attitude of around 3". Better still, adjust the trim for the current wind strength until the lee hull is level. Not too difficult on my HINA, but not impossible on a larger design.

For temporary relief of weather helm during a heavy gust, ease the main and mizzen sheets until the sails are luffing. This puts the sail centre of effort forward to where the centre of lateral resistance has moved with the depression of the lee bow.

I trust this note will give food for thought. I rarely have to touch the tiller on anything but a dead run, as watching the weight distribution has become second nature during 4 years of happy Hina-ing.

+++++

L.W.H. Jordin, asks "As I hope to launch my HINA this summer could you recommend an Insurance Company that favours "Wharram Cats" please?

If anyone can help or advise write to L.W.H. Jordin,  
364 Chester Road, Hartford,  
Northwich, Cheshire.

Also Please see December 1971 "Sailorman". Contact Mr. C.H. Picton  
Towry Law (General Insurance Ltd) Capel House, New Broad Street,  
London E.C.2. M.

+++++

A boat can float	If coaxed into a boat
A goat can't	that can't
except when coaxed	the damage is irreparable !
into a boat	

A HINA BUILDER IN PARIS has a proposition to make;-

Visiting boats in Paris, my new address lies within a few yards from the best moorings, right in the middle of Paris, for visiting yachts. If any Polycat friends happen to plan a trip to Paris, just write me a line. I will arrange berthing with the local club, Touring Club de France..... Pierre Bouvillain c/o Coparex 280 Boulevard St. Germain, Paris 7e

+++++

HANNES WHARRAM REVEALS ALL

For weeks we have been waiting, watching the complex low systems scudding by. Nerves screwed up, waiting for the right weather system to develop, every six hours, all ears glued to the shipping forecast. Then it comes - what we have all been hoping for; the announcement on the dawn forecast of a North Westerly force three and Ruth is out of bed, dressed and shaking me by the shoulder. She is out of the hatch and shouting down the ventilators the great news, waking up the crew. I crawl out of my bunk on my hands and knees, to be met by a shower of half asleep bodies raining in through the hatchway. Everyone crams themselves into pullovers and coats and within a few minutes the deck is bustling with activity. My father, trying to get his balaclava on the right way, stands in the centre, shouting orders and bawling curses.

Margaret is down in the engine pod, checking all the levers. "Give it a tug" yells father, from his strategic yelling point. She pulls but, of course, for the first time in weeks the engine will not go. "strip it" comes the command, which she dutifully obeys. Someone manages to make a cup of tea and proudly presents it to the harrassed captain. "Who put salt in my tea?" "I put sugar in it". "But I never have sugar"

By now, in record time, Margaret has changed the plugs and is ready for another attempt at activating the Evinrude. She lurches back on the starter cord and crashed into the crew member carrying my father his second cup of tea. At last the engine coughs into life and the ship plunges forward. After ten seconds, speechless with shock, father bawls, "Neutral you fool", and we just manage to avoid getting entangled in our own warp. Above the roar of the engine and choking with smoke, the anchor-getting-up-gang assembles. A row of four eager bodies, pulling on a warp, myself on the end theoretically coiling in the rope. We all pul together and nothing happens. And again; still nothing. Father, muttering something about his bad back, joins in, swaying back on the warp. He shouts to Margaret to rev up to full speed ahead. There is a sudden loosening in the tension on the rope and all fall back knocking themselves on every place that can be knocked on within ten feet. The squirming mass picks itself up and as fast as possible the anchor is hauled up. I'm coiling madly, but still an example of one of grannies less successful knitting exploits, piles up on the foredeck. As usual, the anchor has dragged half the benthic flora and a forest of kelp falls off the hook, passes through the hulls and well and truly fouls the engine, which splutters, dies, and is dead..... "Oh no"! Up to now we have been worried about it being too calm but at this point the promised wind springs up; a lee shore.

"Get the sails up",

"Don't do that or you'll be in the sea".

"Who let that rope go"

"I know what I'm doing". "Who the dickens tied this up"

"Pull". "We'll be on the rocks".

"I can tow us off in the dinghy". "Don't be daft".

"Look at that big tanker". "Shut up".

"Isn't it big". "Don't pull on that you fool"

We all watch, mesmerised, as the main halyard slowly snakes up the mast. HANNES WHARRAM was last seen with a rucksack on his back disappearing into the mountains.

(Editor)

# who needs food ?

Page 23.

May 1972

Recipe Series No. 1.

Joan Lewis

All Food can be cooked on a Primus, suitable for boat livers, campers etc.

## Breakfast quickie

Maggie's Oats - sufficient for 4 people

Melt about 1 tablespoon of marg, in frying pan, then add two cups of oats and about one large tablespoon brown sugar, stir well. When sugar begins to caramelize, before getting to burnt stage, oats are done. Serve hot or cold with milk.

## Luncheon

== = = = =  
NASI GORENG (Fried Rice Malayan)

fresh { 1 cup of cooked rice per person  
{ 1 cup of shrimps  
{ 1 cup shredded chicken  
{ 1 cup belly of pork cut into small pieces  
{ 2 cups of mixed chopped up vegs, such as peas,  
(carrots, turnips, sweet corn, etc.  
1 small onion, 3 tablespoons of veg oil, salt /pepper  
1 green chillie finely chopped.  
2 tablespoons of soy sauce.  
2 eggs.

Fry onion chopped small in oil until brown, add meat (chicken and pork) cook for five minutes, add shrimps cook one minute, add vegs and soy sauce cover with lid and cook for 5 minutes on moderate heat. Fry rice in separate pan until slightly brown, keep gently stirring. Make a thin omelette with eggs, roll up and cut into strips, decorate each plate first with rice and layers of vegs, meat, etc, top off with strips of egg and chopped parsley and chopped chillies.

## Sweet

== = = = =  
MANGO FOOL (Indian dish)

2-3 large ripe mangoes (U.K. get 1 tin mangoes)  
 $\frac{1}{2}$  pint milk, 1 egg,  
1 dessertspoon cornflour  
1 tablespoon sugar  
 $\frac{1}{4}$  pint thick cream.

Make a custard of milk, egg, cornflour and sugar. Mix in Mangoe fruit. Serve with whipped cream, when dish is cold.

== = = = =  
To be continued in next issue, such things as Samosa's, Fish Mouli, no one need go hungry on the ocean.

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## IMPORTANT NOTE

Will members living outside U.K. please send 40pence per annum extra to subscription if they wish their "Sailorman" to be by Air Mail. Also the banks are very mean with cashing non-sterling cheques, they take 25p for each transaction - the nerve - which leaves the Treasurer with only 50p from the 75p sub. Anyone who has not yet sent in their 1972 subscription please do so soon as we are wanting to pay the printers for this and the next issue of "Sailorman". Let me see the colour of your money! The Hon. Treasurer, Mrs Joan Lewis, 15 Cottingham Avenue, Horsham, Sussex.

Here is a marvellous letter from

The Romano's of Nordanviksgatan,  
15 Osthhammar 74070,  
Sweden.

Dear People of the Sea,

I am reading the back issues of "Sailorman" and feeling an obligation to write and share my experiences building a NARAI with my husband Michael, and various friends. Our experience is too limited and untested to be of much use at this point, but our enthusiasm.....

The People of the Sea Brotherhood! In a solitary way we found the Wharram Polynesian Catamaran design. We wrote to Dick Kesby who has given us much valuable information and introduced us to John Leach. John sailed his Ngataki to Sweden to help us last September, then sailed us to Copenhagen to meet, Jannik Cortsen the nylon-snatcher cartoonist, and builder of a Tangaroa, full of innovations. Jannick is becoming an expert on the junk rig. We all were guests of Jannik and Billy Wright, who is building a TANE.

Recently we stopped in Amsterdam, and the Nico Boon family, who we just met by letter through "The Sailorman", put us up and took care of us, like the family. They even bathed our baby Saun in the old family baby bath. The Boons and John Leach connected us with Ronald de Boer a young Dutch marine engineer who has volunteered to spend the summer in Sweden helping us complete our NARAI.

We're very grateful to each of these people and especially John, who's made sacrifices he could ill afford for us. They've been an inspiration and example to us. Each is a Secret Agent, with photo-slides and research to share with anyone who is interested.

We're grateful not to be alone,  
Love and Peace,

Salere Romano

This is the kind of letter that is lovely to receive. Let's have more of them! (Editor)

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NARAI DEVELOPMENTS

Phil Wrestler has changed the accommodation in his NARAI as follows:-

Port Hull

Bunk cabin area used as chartroom, with hatch. Centre section - galley. After bunk cabin area converted to dinette, with a raised cabin to height of bulwarks, with hatch.

Starboard Hull

Bunk cabin with hatch; centre section divided into changing "room" area No.1. with hatch; toilet compartment, changing room area No.2, with hatch, then aft bunk cabin, with hatch and raised cabin to bulwark height.

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Please send articles, news, letters, poems, drawings, anything to editor by 1st October in time for the winter issue of "The Sailorman" address c/o The House, 15 Cottingham Avenue, Horsham, Sussex. Horsham 60754



A Letter to The Sailorman

Dear Editor,

We have just received a letter from the Canaries, from one of our Polynesian Catamaran owners of a 27ft, TANE, Peter Sheard, which contains this paragraph:

"Had an unbelievable mishap off Feurteventura; a whale turned off course and went between the hulls, smashing two stringers and ply on the inside face of one hull with the impact. I had two people and a child on board so witnesses are proof it really happened. I am mending the damage then will ready to push off over to the West Indies"....

In view of the case of a trimaran being lost in Australia due to whale damage, perhaps multihulls with their shallow draft do attract marine mammals !

Further details about Peter Sheard; he built his TANE in 1969-70 for £500. During the summer of 1970, he sailed around the British coast and Bristol Channel, last summer he sailed from our Polynesian Catamaran base in Milford Haven, bound for the Canaries, and his best day's run was 180 miles.

Sincerely,

James Wharram

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IN CONCLUSION

The sand comes and goes, wave after wave  
The surge dies, another rises  
Stirring and reforming endlessly  
They level the mountains and the seas in time.

Following the tides, riding the waves to the horizon,  
How many travellers ever returned?  
You may search in the city for wealth and power,  
But remember always what happens to sand and waves.

Po Chu - 1

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WHAT'S IN STORE

The December issue of "The Sailorman" will contain articles from Jannik Cortsen about his Tangaroa. News from Canada, Messrs Ellis, Goddard, Cromar, contributing. Outrigger Canoe Life-Saver, idea from P.Green and many more interesting pieces, and when are we going to hear from Bob Smart? Also that bearded gentleman Gerry Greenhalgh? Come on chaps don't be shy.....

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SUMMER MEETING 1st JULY 1972

Summer meeting for this year will be held down at the Polycat base in Milford Haven, South Wales.

The date will be the 1st weekend in July - 1st July 1972

The Wharrams will have a fire burning for a barbecue so bring your own food and, with any luck, there should be enough home-brewed beer to go around.

How to get to The Longhouse, Milford Haven:-

Seawards At night, anchor off DALE,  
at day, anchor off Milford Town  
just beyond the dock gates, near  
a group of moorings. The Longhouse  
is opposite the moorings.

Landway Make for Milford Docks, ask at police  
hut at Dock Gates for directions to  
The Longhouse. Ample car park space.

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If you are able to come fill in form below and send to:-

Polynesian Catamarans,  
The Longhouse,  
Milford Docks,  
Milford Haven,  
Pembs. Sth. Wales.  
before middle of June

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Tick where appropriate

I shall be coming to the Summer Meeting .....

I shall be arriving by boat.....

I will be bringing camping gear/caravan.....

signed.....

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