

THE

DEC 1980

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THE SAILORMAN

A word in your ear

In the last issue I tried to make clear that I could do with more copy from more members. Since then I have sat back and waited for the rush of material and photos. I am still waiting. An editor can scarcely edit what is not there. **Please send in something, however little.**

Much of this issue's copy is there thanks to the helpful attitude of the editor of "Multihulls" who has kindly allowed me to borrow from his excellent publication.

If you do not like the content of this issue or if you have any ideas you would like to see incorporated in the next one then I suggest that you try writing. If any one was misrepresented or miss-spelled in the last number I trust that he will find himself adequately corrected in this one. I must apologise to Carol and Tom Jones for the excessive exposure I gave them in the last one but their voyages were of considerable interest and we were very short of good copy.

Browsing through a few issues of various magazines lately (esp. "Multihulls") it was very evident that many designers of fast catamarans are now producing designs for ocean racing that copy or develop from ideas that Jim has been using for many years. In 'Multihulls' alone there were half a dozen new catamarans which used in-hull accommodation areas and had clear or even trampoline type decks. Nor were these small day-sailing cats; several were over thirty foot or more.

It seems that Jim's theories are now as fully accepted by other cat designers as by the members of the PCA. I did however see a letter from a reader recently in one magazine on the subject of capsizes and self-righting designs (à la Kelsall) in which he revealed his crass ignorance by writing "who is James Wharram?".

Incidentally I am singularly unimpressed by the Kelsall self-righting system. No doubt it works well enough in theory; and even in practise in calm conditions. Capsizes will most likely occur, if they do at all, in rough seas and storm conditions when the prospect of the cumbersome self-righting procedure is likely to be rather daunting; if not impossibly difficult.

For those of you who might feel tempted to write something my address is below. **SOME COPY CAME IN FOR THIS ISSUE AFTER THE COPY DATE PLEASE NOTE: - COPY FOR THE NEXT ISSUE BY 1st APRIL 1981**

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The journal of

THE POLYNESIAN CATAMARAN ASSOCIATION



October 1980

August, 1980

Dear Editor,

Herewith a report on the sheathing of my Tangaroa Mk IV.

We are using the WEST SYSTEM and nylon and what I believe is a slightly unusual way. Firstly the West resin is about a year old. I bought it in early 1979 as I had hoped to be at this stage last autumn, (well-known story of building folk . . .) It has kept perfectly. It has proved quite easy to mix with the pumps they sell and easy to apply with either brush or roller. The rollers are made of one of the few substances WEST will not stick to permanently and the disposable sponge covers are thin and absorb/waste as little as possible of the precious resin.

WEST certainly seems to stick to and soak into both timber and ply very well. Perhaps it soaks into the Douglas fir better than into the Makore faced ply but since it can only be removed by a disc sander applied with some force, I am quite satisfied. It will also stick to itself without sanding.

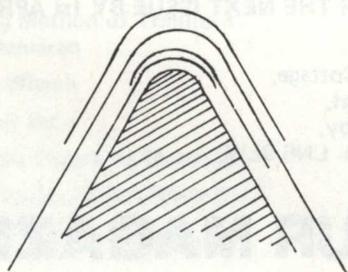
I also invested in a hygrometer which was worth it as I was able to pick a relatively dry day on which to apply the first saturation coating. The nylon we are using is 3.oz (trouser pocket) woven cloth at 35p per metre and is 1½ metres wide. Since WEST sticks so well to itself we are able to apply several layers. Jenny has been absolutely invaluable throughout the whole job. She persuaded me to use full length panels which we both applied without serious problems as follows:-

1. Apply second coat of WEST
2. Roll pre-cut length of nylon on, keeping it in position and pulling out creases as far as possible.
3. Go over panel smoothing out air bubbles and the more persistent faults and folds. This is quite easy since the nylon is surprisingly flexible when soaked with the resin.
4. Apply another coat of WEST. This is best done the next day as too thick a layer of uncured WEST allows the nylon to sag a little in places and form ripples.

The resultant sheath is very hard smooth and yet flexible enough to follow the flexing of the as yet undecked hull when we moved it to a new home last month.

Diagram shows how the nylon panels are positioned giving a gradually increasing thickness from deck to keel.

Diagram shows how the nylon panels are positioned



Yrs etc.

from: Peter and Jenny Green,
5 Valmont Road,
Sherwood,
Nottingham.

Dear Editor,

Having seen ourselves mis-placed, mis-employed and mis-spelt in the last issue of "The Sailor" we thought a few hasty lines would be appropriate (I would rather have had a full length article. — Ed.)

In "SHANIDA" our 40ft. Narai we set off from England in June, 1979. We visited Brittany, North Spain, Portugal, Madeira and the Canaries then decided to pop across to the West Indies for the winter. If any one is planning the same trip do not miss coast-hopping in Spain and Portugal; it's probably the best part.

We crossed from Tenerife to Barbados in 17½ days which is very fast for a cruising boat and they are perhaps the most common class of boat to sail the Atlantic.

On SHANIDA we have many toys including aqualungs, kayaks, malibu and Windsurfer boards. The latter is a wonderful addition as **windsurfing is just superb** in the West Indies. We spent six months enjoying the water and sunshine and returned to England via the Azores in May-June, 1980.

St. Maarten to the Azores took 25 days due to one week of calms in the horse latitudes. Azores to Bristol took 11 days and the finale was a Force 9 on a lee shore near Lundy. The Bristol Channel clobbered us going out and on our return — so much for home waters — exciting though!

Problems — NONE. Wharram cats are stable, seaworthy boats when properly constructed. "Get through Biscay and you've cracked it".

SHANIDA is up for sale. Plans for the next boat, however, are already on the drawing board.

Yrs. etc.

from: Simon and Sandy Beeson,
c/o 51 Mancroft Avenue,
Lawrence Weston,
Bristol.

(Some sailors seem to have more than their share of good weather — Ed.)

Dear Editor,

I am building the only PAHI 31 under way in Canada of which I am aware. I have just completed stringing the first hull and am working full time to try to get ahead of the cold weather, soon to halt progress on the hulls. I have been working on five different sheathing systems.

I hope to spend this winter making the rudders, beams, dagger, tillers etc. and visiting New Zealand.

I spent 1978 in N.Z. and intend to return there permanently when my boat is complete, to settle in the Coromandel and hopefully do some trading and fishing with the boat around the North Island coasts.

Yours etc.

from: Aben Mackenzie,
20A Marls Avenue,
St. Anne of Bellevue,
Quebec H9X2E6, Canada.

NEWS FROM AUSTRIA

Rainer Geiger's Hinemoa was finished in June, trailered to Italy and over to Corfu. From there they had a very pleasant voyage among the Ionian Islands. The boat is spritrigged and they had no problems.

My own Tane and Peter Gross' Tanenui sailed in the Northern Adriatic, part of it together. We went from Portoroz in Istria to Telastica on Dugi Otok and Peter, who had more time as far as Murter. — left his boat in a marina near Novigrad and I trailered mine back to Neusiedlersee. We arrived at Portoroz on Thursday evening and sailed again on Saturday 2 pm in our lake.

Frank Lichtenberg and Werner Spreitzer sold their Hinemoas for AS 127.000 and 130.000 (£4,100 and £4,200) Who said a wellbuilt Wharram-cat cannot get a fair price? Both new owners are very happy with their boats.

Wolfgang Wappl's Tangaroa is nearing completion. He fitted a centreboard under the platform and will give her a cutter rig. The whole boat is built to a very high standard: Epoxy sheathed and 2 can Pu.painted. Unfortunately his shed is too dark to take photographs — I wait for the launching in spring.

Franz Etschmayer's Narai IV is to receive the beam mountings. The crossbeams are finished and the wooden masts ready for painting. He too wants to leave in spring 81.

Richard Zlabinger is on the interior of his Oro. He had his crossbeams professionally made at little above cost of timber by a company specialised in laminated wooden girders. Both hulls had their deckhouses and bulwarks fitted.

Gerhard Ritter started his Areoi. When I saw him on October 4, he had the backbones ready, very well made in sort of WEST using a local brand of Epoxy. Ernst Wolf of Villnachern in Switzerland sent me some very nice photographs of his Hina. He reports to have broken her mast in trying to lift one hull. It was an alloy tube 70 x 110 mm with 2 sets of lower shrouds instead of the baby-stay attached 3 m below the top. Mastlength was 7.30 m and it broke 5 m from top, he replaced it with a 120 x 170 extrusion.

As I bent my mast beyond repair 2 weeks before my holiday going to windward in a force 6, reportedly gusting up to 8 in sheltered water, I think some discussion of mast sizes in alloy would be useful. I had a 75 x 110 rigged almost as the new Hinemoa rig (See Sailorman of June 80) but with diamonds between lower shroud/babystay and foot. Mastlength is 8.90 m and attachment-point is 3 m from top. The bend was backwards with a slight slant to leeward and almost exactly in the middle. Sails carried were main with one reef and jib on what used to be the upper forestay. I now have a 110 x 160 extrusion and a pelicanhook on the babystay which is rigged as lower forestay when the jib is set and as babystay with the genoa. I did not encounter so much wind since but mast vibration is no longer evident. ●

[You can't beat wood - Ed.]

A report from Dr. Gerhard Bobretzky



"Sailboarding is superb anywhere . . ."

Dear Editor,

My son, Seabury Viewing (16) offers a simple grapple for the Sailorman.*Our Tangaroa I is nearing completion; bulwarks, rudders, and iron-work, fittings for the spars. Almost certainly we will sheath the hulls with nylon cloth and resourcinol glue.

Yours sincerely,

K.A. Viewing

*see page 27.

Institute of Mining Research, University of Zimbabwe,
P.O. Box MP. 167 Mount Pleasant, Salisbury, Zimbabwe.



“Drop us a LINE send us
a PICTURE of you and your
boat or your GIRLFRIEND”

Things for Sale

FOR SALE — Six sails for Narai Mk1V — Jeckells, white, brand new — £800.
Port and Stbd Nav Lights — Lucas 200 Series — brand new — £7.50 each.
Pre-stretched terylene warp — 12mm — 100 metres brand new — £56 (will cut)
Tinted polycarb for windows — price on application.

All the above from: Guy Barron

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Newton St. Cyres
Exeter, Devon

Telephone: Newton St. Cyres 321

STOP PRESS—by phone from Venezuela:—
FOR SALE Complete Mast, Rigging &
Nine Sails for Tangaroa Mark IV —
Dennis Schneider
c/o “The Sailorman”

SYMPOSIUM REPORT

What Gordon Morris Had To Say....."

The writer, Gordon Morris also spoke. He defined a way of life as having three contributory factors:

- 1) A habitat: In the case of sea-people, living aboard a vessel might extend to include a catamaran forming an amphibious mobile home capable of hauling up on land.
- 2) A livelihood; (exemplified by a cook-pot): One of the potential sea-resources for this purpose would be his further topic.
- 3) Integration within an environment, which also involves the association of like people.

However, he apologised for confining his attention to one aspect of (2) above, i.e. to seaweed (by request). Even so, this was a large enough topic, difficult to summarise for the meeting. In brief this may be set out as follows:-

Fishing is not the only resource offered by the sea to those who wish to win a livelihood from the waters. In fact, with growing pollution, this is an alarmingly declining factor, and we have to look to the more basic living material of the sea. The vegetable matter of the sea is its self-regulating and self-purifying mechanism. On this the earth's atmosphere largely depends, as well as the continuation of health of the mother-liquid from which all life has sprung. Thus anyone who becomes involved with this is involved with something very basic to the survival of life on earth. Means of aiding the retention of this ecological balance are more likely to be appreciated and developed by people who have learnt to value and use this great resource, which has been described by F.A.O. reports as the greatest under-developed resource of the earth. Seaweeds are cultured and farmed (in Japan and to some extent in Ireland), they have been used down the ages by island and coastal peoples throughout the World. They were probably better known to the original users of our "Owl" symbol than is known today. They were used by the Vikings to avert famine. By the Celts to build soil where none existed before. This use for the fields has been and is more widespread than is generally realised. All seaweeds are to some extent edible, although some varieties are capable of being rendered more acceptable for human consumption than others. From Normandy to Iceland, varieties of domestic animals, particularly ruminates, have been and are conditioned to a seaweed diet to a greater or lesser degree. The uses and details of the 800 varieties of seaweed found round the coasts of this Island cannot be readily summarised, however, all this points to a resource which is worthy of exploring by those who wish to create and develop a lifestyle centred upon the sea, as an alternative to the parallel "back-to the land" movement.

It will be for those who are so interested to try and to prove whether it is best developed as a trade-item between the "sea-people" and the s.s. land communities, or whether those most interested will be crofting-style folk with "one foot on land, one on sea", who use this and other products of the sea to keep their requirement of land to a minimum in this time of high land-prices. Either usage will mean that the people concerned will evolve a way of life very much involved with the sea.

As an addendum to the above, the writer would be very glad to involve the eyes and ears of the "sea-people" to observe and report on the uses of this resource as they may come across it in their travels. Even more, he would be very glad to hear (from anyone interested in joining in the practical development of the ideas he has propounded.

His address is: 8 Cornfield Road, Seaford, E. Sussex, B.N.25.1SW. Telephone Seaford (0323) 893164.



New Zealand News TED BERRY WRITES.....

Polynesian Catamaran Association (N.Z.)

August, 1980

Greetings to all members. To date 46 people have paid their sub for the newsletter. Southern-most member is Rod. Honeywell of Riverton who would like to build a Tangaroa 4, while Bevan Pritchard of New Guinea (in Auckland) is farthest away in the other direction. Bevan is building a Tane-Nui taking advantage of the local cheap klink, ply and the Kwila, a local hard-wood. He reckons his Tane-Nai will cost \$4,000 only in N.Z. it would be nearer \$6,000. Ruth Wharram has sent a message to N.Z. members this month. She's obviously fond of the place.

I hope everyone is getting stuck into winter maintenance. Never build a boat outside - especially in Auckland where bright sunshine can give way to heavy rain in minutes.

Overseas News:

* Ruth has sent me a Wharram pennant - black symbol on a red background  it's very attractive and striking.

* In late May on a trip North I saw Dick Zohrob's big ORO (ex. Bram Breetvett). Dick has recently taken her to Fiji. More details later.

* 'Kiskadee' a Canadian ORO owned by Harold and Wendy Goddard is on the way back to Barbados after a protracted trip out to Australia. This boat has a thru' hull c'board which interferes a fair bit with the accommodation. Apparently a strong seaworthy craft.

* David Omick of New Mexico sailed his Minemob 'Weiji' from San Diego to Hilo (Hawaii) in 23 days, encountering a two-day gale on the way. He averaged 100 miles a day - very good for a boat with a 19' waterline. Anyone who has seen how small and cramped for offshore work Hinemoa is can only admire this remarkable feat. Definitely **not** recommended. By the way, well built local Hinemoas are going on the water for around \$2,000.

* Pahi 31 and 42 plans are selling very well overseas. I now have the furniture plan for Pahi 42 - she has seating for 8 round a table, large galley and chartroom, shower/toilet compartment and 4 double bunks. All this is possible because of the flat keel rocker which allows greater internal accommodation.

* I have subscribed to 'The Woodern Boat' a recent American magazine. Full of beautiful photos/line drawings. Get hold of a copy of your own.

Local News:

* Stephen Crawford 1/9 Kingsway Road, Sandringham, has staked a claim (at age 14) to be N.Z.'s youngest Wharram builder. He's building a Surfcof.

* Gavin Hall Box 3118 Tauranga is building (full time) a Tehini - using Tanikaha. It will take him 2 years full-time to get on the water.

* Keri Down, 175 Wellington Road, Paokakariki is very keen to finish his Tane-Nui (foam) and spend some weeks in the Sounds. Keri works as a fibre-glass laminator.

* Some hard-luck stories from Gary Schellack, our first Pahi 31 builder. Towing his T.S. to a certain buyer, Gary crashed on a hill, badly damaging car, boat (but not himself). Insurance claims are becoming complicated. In addition, Gary's old boat, a Jim Young Cat, capsized and a baby of 13 months was drowned.

* Charles Trenter (P.O. Box 7083 Hamilton) — whose Tane is nearly finished, rang in late May thanking me for the Newsletter — the November 1979 one, that is. It was posted 15/11/79 and reached him 18/5/80. The Post Office had little positive to say about the matter. Charles once bought a Narai hull from Wellington — worked on it then discovered one day that water getting in through a hatch just drained out through the bottom — why? The whole hull was nailed but not glued! Rather than risk his life, Charles hired a chainsaw and . . .

* John Rawsthorn of 96 Milton Road, Napier, is making a very good job of his Raka. He bought the hulls from a Hamilton builder.

* I was pleased to have news and letters from Keith Morcom (R.D.1 Whitianga) owner/builder of a beautiful Norai 4. Last winter Keith put on 6' x 6" skegs and says it makes all the difference on the wind and helps going about a great deal.

* Pete Kerrod (Wilma Road, Surfdale, Waieke) sent me some excellent photos of his ORO and of Ian Toddun's ORO — apparently beautifully finished inside and out.

* 'Brighteyes' — Tangaroa of Mike Twiss — is having a major overhaul in Little Shoal Bay. She has brand new cabins, and is being completely re-done.

Design and Maintenance Section:

Rigs:

James Wharram is angry because several New Zealand builders have gone to Ron Given to get a new sail-plan. I am on Wharram's side in this one, for the following reasons.

a) The sail area/weight ratio of a multihull is a critical safety feature. Wharram deliberately under-canvasses his boats to ensure greater stability. Ron Given's rigs are often bigger, making boats less stable.

b) Given gives the rigs a big mainsail and small headsails. To my way of thinking, and after thousands of miles sailing in Wharrams, this is wrong. The boats need big headsails a) for lightweight performance, especially to windward b) to counter weather helm, especially down wind in a blow. A big main could give them unmanageable weather helm.

'Brighteyes' is a Tangaroa that is particularly nippy. She is all headsail as, up to now, her mainsail has been pretty well non-existent.

Beams:

* To stop rubbish accumulating under the beams, cut scrappers in the bulwark at the ends of the beams — so that water can be sluiced through here.

* I've put epoxy resin over bolt heads to stop them from rusting, and to ensure a waterproof seal. I've also found that 'sealant' is much easier to apply from a gun — under fittings, window frames etc. — put plenty on so that it squeezes out everywhere.

* Make sure your bow and stern posts are very securely fitted. I heard of a boat recently that pulled off its stern post towing warps running before a heavy sea. And another boat got caught under a bridge and snapped off its bow. 'Brighteyes' has steel straps fitted about deck level.

* The joint between the raised deck section and the deck must be well glassed — it tends to 'work' after a time and hairline cracks could develop and let in water.

* The more I see ply used in boats, the more I think it should be regarded as a core material — to be sandwiched each side with epoxy resin. End-grain of ply is just Weet-bix.

No more room. Please send in ideas, news, voyage accounts, gossip.

A Note from the Past

* 'Tahia' — a Narai (ex. John Budgett) has been sold to Hugh Gladwell. Hugh is an experienced sailor who has skipped Charter Boats in the Med. and in the West Indies. 'Tahia' already looks a different boat under his care.

* Received a charming letter from Anthea Godwin who met the Wharrams in 1956 in Las Palmas. Anthea writes:

"We spent a month in Las Palmas while on passage from England to N.Z. in 'Makora' a stoutly built 48' Yaw I, middle-aged in years, which, my father had bought in Brixham four months previously.

Jim Wharram's Tangaroa was moored nearby, and I know Ruth and Jim will forgive me if I say that, to our eyes, she did not inspire confidence as a sea going vessel. The rig, in particular, looked very frail. We came to know Ruth, Jutta and Jim and enjoyed their stimulating company, and Pepe the sea-dog found a bit more room to stretch his legs on Makora's decks. My father always maintains that Jim used to come over to talk to him when both the girls ganged up on him! But what I remember is the twinkle in his eyes as he described how other yachtsmen assuming quite wrongly that one must be 'spare', tried unsuccessfully to lure away his attractive and highly competent crew. We admired their courage and wished them well, and were delighted to hear of their successful passage to Trinidad and to follow up the building of 'Rongo'."

Anthea (R.O.1 Clevedon) sent me two contemporary photos of the original Tangaroa. I later visited Anthea and looked over her 'Hinemoa' — purchased 7/8th's built from Gary Skilton. A fine-looking boat.

* Peter Lloyd-Parker at Box 350 Whangarei is agent for Norski products and can offer epoxy at a substantial discount.

* Wade Doak has recently visited Hawaii and the States, contacting many Wharram owners there. I'll ask for more details.

* Marty Kempman (Marine Research Lab, Leigh) Surf-cot and Tangaroa owner went to Vila in 'Freedom of Leigh' (a Mono racer).

* Nigel Pain (13 Charlotte St. Nelson) has completed both hulls of his ORO.

Ted Berry,
139 Hinemoa Street,
Birkenhead, AUCKLAND.

News from Tom Jones

Dear Editor,

We are enjoying life ashore and its comforts, including regular receipt and perusal of "The Sailor" again; but we are somewhat embarrassed by the large amount of space devoted to us and VIREO in the July issue. Since we hadn't expected the "Vireo Letters" to be reprinted from "Polycats", we'd appreciate it if you didn't print the article that Tom sent to Richard Bumpus in the Spring. (No problem — it never arrived! Ed.)

We're looking forward to the next issue and more news about the assorted travels of Polynesian catamaran sailors.

Yours etc.

from: Carol and Tom Jones,
3920 Manor Street,
Philadelphia,
Pa. 19128 U.S.A.

Jim's Column

By James Wharram



For me, the greatest event in the Polynesian Catamaran year was the summer weekend/symposium of Sept.20th/21st. I had gone out on a limb, asking my two friends, Dr. Horace Dobbs and John Seymour, to come and talk to the PCA members on their respective subjects: Horace Dobbs on Man-Dolphin communication and John Seymour, the guru of land self-sufficiency, about the possibilities of sea-self-sufficiency. I need not have worried for both speakers were extremely pleased with the enthusiasm, intelligence and practical abilities of the PCA members they met. In turn, the PCA members felt enriched and stimulated beyond their expectations.

The PCA has never been a straight forward 'yacht club'. It was originally founded to protect the interest of what, 12 years ago, was a small group of the boat owning public — the self-builders. Over the years, it has succeeded in this. It has set up standards in seamanship and ocean sailing, and now it has got a firm foot hold in two branches of "beyond-the-normal yachting".

The first one is, that we can play our part in one of the intriguing riddles of the sea, which— as must never be forgotten — covers 75% of the globe:

1) Have Dolphins, the sea mammals, an intelligence equal to, but different from, Man?

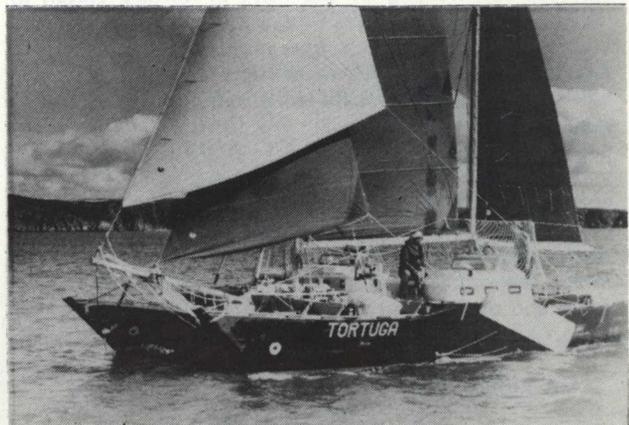
2) Whatever the level of their intelligence—equal to or less than Man — can modern Man communicate with them under open sea conditions as distinct from killing six, in order to capture one and prod it in a laboratory?

Dr. Horace Dobbs is one of the new breed of inter-species communicators. He follows dolphins in the wild, and with swimsuit and flippers goes over the side of the boat into the sea and tries to get to know them. What is already known about dolphins is incredible: their superb body adaptation that enables them to spend the minimum amount of time per day in getting the necessities of life and their abilities that appear to enable them to see other objects in three dimensions in the water, accurately enough to detect heart beats and anxiety syndromes. Dr. Horace Dobbs gave a fascinating two hour lecture/open discussion which ranged in depth from stories for the usual group of PCA children to questions on what cycles and frequencies etc. the dolphin's sonar system works on. In spite of what is known about dolphins, an amazing amount is not known, and each PCA member or yachtsman can join in Horace Dobb's 'Dolphin Watch' to obtain more data.

Since the summer meeting/symposium, Wade Doak of New Zealand, another dolphin communicator who uses his RAKA catamaran to work from, has written to me with reference to his work and the work he is publishing on it:

"Jan and I read the extract you so kindly sent us with delight. The ancient mariners of the Mediterranean had a regard for dolphins which parallels in so many ways what we have been able to learn from Maori friends of their traditional regard for dolphins. Much that they have told us is not in any book (except my manuscript) and was hardly believable until we ourselves experienced it aboard 'INTERLOCK'. The Greek/Maori parallels suggest to us that, when dolphins encountered a consistently benign human culture, the interactions reached a level at present beyond belief. From the feedback we are getting from our "Interlock" newsletter, it seems that, once people approach dolphins with high regard again, the heightened rapport may be re-established. So far, our

communication has been focussed within the New Zealand skin-diving world. When the book comes out, we hope to communicate the feed-back we've had to the yachting world and other sea-oriented people — as more people experience what the Maoris and Greeks once knew, relations may advance globally. We now have 10 detailed sailorly anecdotes in which dolphins have assisted mariners in difficulty. Once published, these tales will release more, and un-heeded warnings may be more accepted."



Jim sailing on Tortuga (with the experimental lee boards)

There is an affinity between our designs and dolphins. I hope we can become one of the leading groups in the world to develop this higher communication/rapport with dolphins.

Horace Dobbs was a hard act to follow on, but John Seymour, the gifted speaker and writer on land self-sufficiency and, unknown to many people, a very experienced open boat sailor, in his section of the symposium, threw-out as many challenges as Horace Dobbs.

The raw material sources of this planet are rapidly "running out" through the appalling waste of our society. We, as members of this society, can either wail like sheep until they run out, expecting some fairy godmother to save us, or we can begin now trying to reduce our dependence on the waste society. We can help to create alternative non-waste possibilities that will enable us to continue the favourable aspects of our society-community. Small sailing boats, cargo and fishing sailing communities, will find an economic viability in the near future. The time to begin this exploration of the project is NOW.

The meeting was then opened to other speakers. Gordon Morris, an engineer employed in coastal erosion projects and very worried about the seabed flora on which all our fish feed, gave a paper on the use of seaweed. In Japan, it is being cultivated and harvested from small shallow draft boats. It can be done in other coastal waters of the world and could provide a cash crop to PCA self-sufficiency groups.

Peter Jezzard gave a paper warning people about the emotional problems that can arise from group living in an unfamiliar environment.

The final, encouraging, note came from Bob Evans, chairman of the PCA and until recently Commander Evans of the Royal Navy. He told us how, after 25 years of job security, job satisfaction and a good salary in the



Royal Navy, he had given it up to find life a challenge again.

"You must be prepared to do any job", he said. "I fish in the winter, sew sail covers, lay moorings, do chartering and teach sailing in the summer. My wife and I, married for 22 years, found the last year, since I became independent, one of the most satisfying and fulfilling of our lives together."

Not all people thought all ideas were practical, but then — many years ago — there were people who did not believe that self-built catamarans were practical. The summer sail/meeting of the PCA in Milford Haven in 1980, was the first event where a group of people had come together to discuss how modern Man can return, not to the land — a well worn subject — but to the sea, and how to communicate with a friendly, welcoming species which is there. ●

Jim is now back in Milford Haven and Tehini is back in Welsh waters. He is working on a great number of new ideas and designs and Ruth writes that they are catching up on a large back log of letters etc.

His address if now The Docks
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Jim Wharram at the helm.

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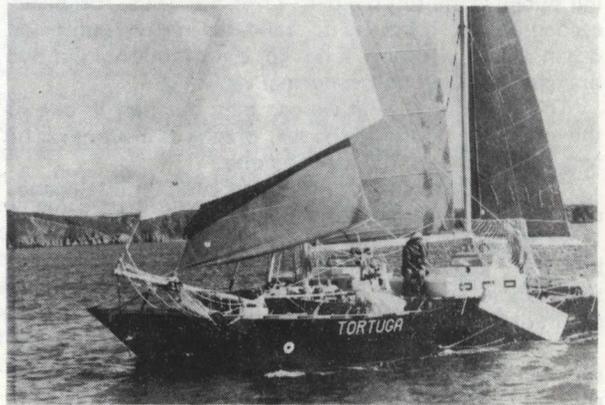
Ruth Wharram writes....

Since TEHINI's return to Sandy Haven, on 28.8.80, Sandy Haven has been full of activity and full of Polynesian Catamarans.

On arrival James and Hanneke were greeted by Hanneke's sister, Lillian, who with her brother-in-law, Ronald de Boer had sailed his NARAI 'TORTUGA' from Holland around Scotland, down the Irish Sea to Sandy Haven.

'TORTUGA' was fitted with leeboards in Dutch tradition, and James was eager to try out the leeboards (Phot. 1). His opinion is — and the owner agrees with it — *that the leeboards gave an advantage only in a limited range of wind-strengths and directions, which made it not worth the effort.*

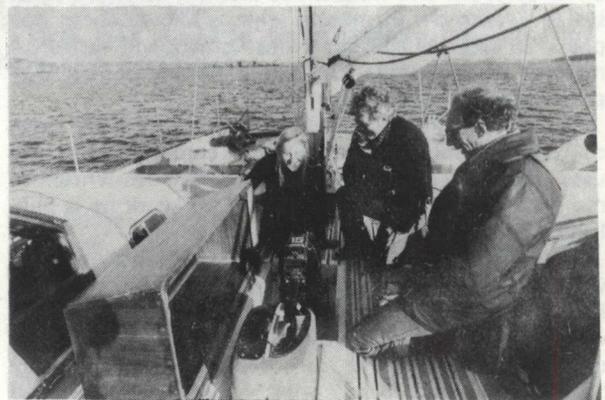
We sailed in the Milford Haven estuary in company of the TANGAROA 'TIKAROA' of Bernie and Kay Parson and Don Melhuish' TANGAROA.



TORTUGA with lee boards.

There are now 7 Polycats in Sandy Haven; there were 9 at times.

Engines and their installation was also discussed with Ronald and Lillian and later on with Sam Nelson, who arrived on his TANGAROA MK. IV ('JOEL') before setting off on his voyage South to the Mediterranean.



Jim discussing engines.



Over which horizon did you sail?

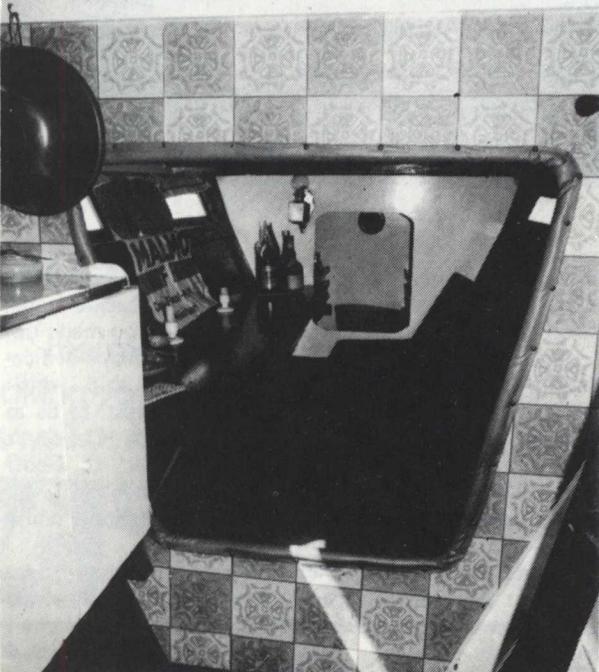
Spinfish to the sun

by Colin and Marylyn Ford

— the voyage begins.

One ton of stores and provisions had put 'Spinfish', our Oro, down on her marks as we quietly slipped our mooring at Cowes on 18 August. Light headwinds dogged our progress down Channel as far as Isle de Batz when it became apparent that the reconditioned battery had proved a bad buy and we decided to make Dartmouth to replace it. Fog, with strong westerly wind, made it an anxious night, but we reached snugly under jib and reefed mizzed. Phosphorescence glowed between the twin hulls as Colin and I abandoned our customary 4-hourly watches and kept each other company in the cockpit. The Walker towing log showed a distance covered of 86 miles in eight hours. These cats certainly move; unfortunate that it was back to England and not towards Spain. We rounded Start Point and anchored off Beesands. A battery was brought out from Kingsbridge and we set sail again.

The next seven days began well with our 11-year old lad, Jacob, catching two mackerel, his first fish. Dolphins were sighted, too. And we were sighted by a submerged submarine which poked up its paraphernalia at us. In freshening SE winds we gave Ushant a good offing and found the outer tanker lane a good navigational check with all ships behaving as gentlemen of the sea should. Once past Ushant the wind freshened further and almost simultaneously Fred's bracket sheered. Fred is the Sea-course autohelm and initially he proved rather temperamental and greedy of electricity but now he has agreed to join the family and we have a happy working relationship.



Bunk - Cabin on an ORO used as saloon

The Bay of Biscay lived up to its vile reputation and threw everything at us: headwinds light and strong, fog with and without wind, thunder, rain, cloud and a nasty swell which put 12-year old Sasha out of action, despite Stugeron pills. It's an eerie feeling being in a flat calm in thick fog, all sensation shut out. Colin's dead reckoning plot was somewhat messy owing to the calms, and cloud ruled out sunsights but with the return of the wind, spirits rose, and so did the height of the waves! I remember thinking, perched on top of a grandad of a wave, 'If I were looking out of my top floor window, the garden would be down there.'

Recalling their previous ordeals, the Anglo-Saxons would say, 'That passed, so may this', and so our passage came to an end with the clear radio beacons of Capes Villano and Finisterre. We were to the west of our dead reckoning, having allowed too much for set into the Bay — no bad error. Several ships well inside the shipping lanes off Cape Finisterre gave us some anxiety but the large fishing fleet lightened our mood as their single white lights looked like fallen stars rocking in the waves.



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Rosy-fingered dawn rose behind Finisterre as we turned to beat up the Ria to Corcubion. We had achieved our first landfall and objective: to round Finisterre by 1st September.

Buenos Dias!

Two brown faces popped out of the hatch, 'Are we in Spain yet?' Tied up alongside the mole in Corcubion, beloved of Eric Hiscock, we were the only yacht and during our stay there we adjusted to the 'muy tranquilo' pace of life in the once fashionable watering place of pre-Civil War Spain. We made friends with the Grocer, a

ing after crowded Southern England. During our few days at Muros we shopped for fresh food at the municipal market and drew water at the fountain. Why Spain is trying to join the Common Market is incomprehensible to me. Where will they sell those enormous mishapen tomatoes? those giant pimentos? the tasty yellow-skinned chickens and the rough, unrefined bread whose crust one can't help nibbling on the way home?

A sparkling run of 45 miles brought us to Bayona, the Cowes of the Costa Verde, but on a smaller scale. The wind suddenly died off Cape Silliero and we had a tricky time avoiding rocks in swell before rounding the mole and dropping the 45lb. Danforth. Here we joined the floating village of foreign yachts bound for the Caribbean and beyond.

We spent twelve days in Bayona anchored beneath the Castillo Monterrey, occasionally visiting the palatial yacht club. We took the bus to the busy city-port of Vigo and found time to beach 'Spinfish' and inspect her bottom. Sasha and Jacob teamed up with a Dutch-Australian brother and sister and we saw little of them.



"These cats certainly move . . ."

most courteous gentleman in hard collar and black waistcoat. He introduced us to the local greenish white wine which we drank at his marble-topped tables. On several occasions, on calling for the bill, we found that our drinks had been paid for by other customers in a gesture of friendship. On our first visit to Spain, some years ago, the Guardia Civil, with their shiney black hats and submachine guns were much in evidence. Corcubion's Guardia Civil had a lower profile (and hat) and carried a holster. His English had been acquired while working for Beaufort liferafts.

The tranquility of Corcubion was slowly left behind as we drifted down the coast to Muros, about 20 miles south. Very still and misty, so we used the Johnson 25 outboard, a gallant but thirsty servant. The Ria de Muros is wide with mountains on either side covered in pine and eucalyptus forests. The sense of space is overwhelm-

Whenever we can, school work is done in the morning, but it was hard on both sets of children to tackle maths when there was so much playing time to be made up.

One untypically wet day we found the plaque dedicated to the 'Pinta', Columbus's consort ship which returned to Bayona. Other boats of interest to us as Wharram builders and owners were Dick Claydon's 'Kaoha Nui' and the Tangaroa 'Foreigner' of Geoff Pack and his wife, Louise. They complimented us on our colour scheme of dark blue bulwarks and white hulls - 'Foreigner' is identical!

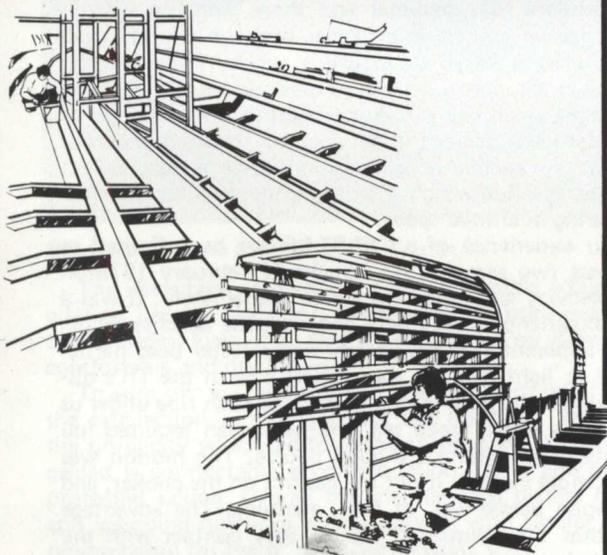
It was in Bayona that we solved the banging rudder problem: a line with a stop knot was led through a hole at the top of the rudder blade and made on to the net beam. Peace. ●

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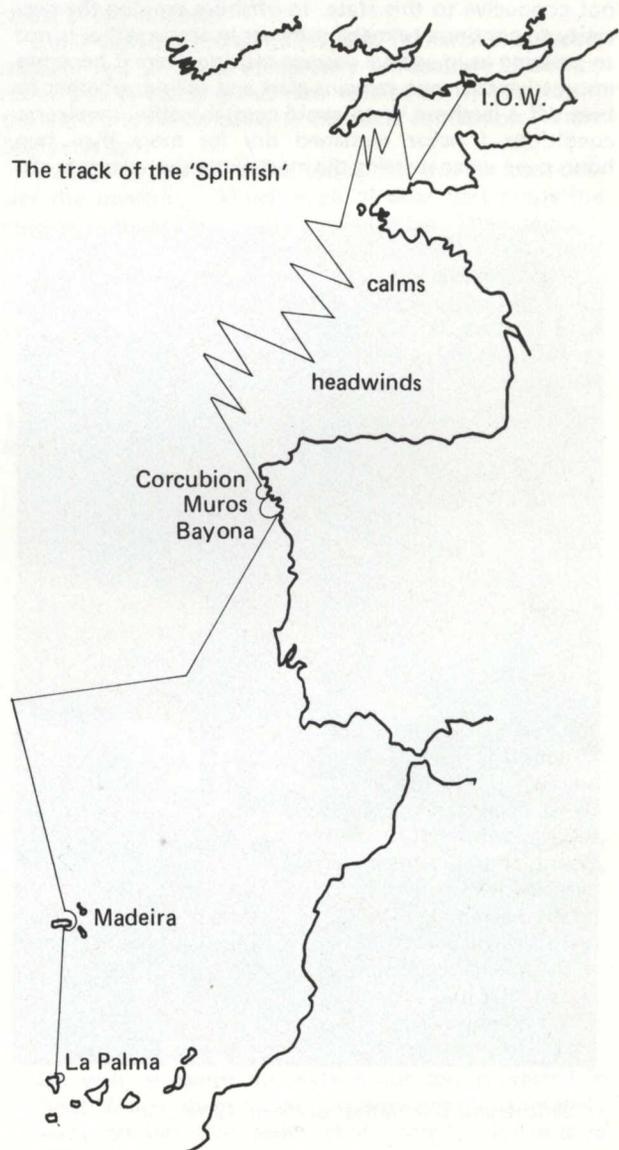
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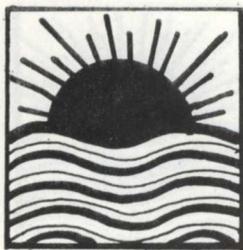


The Beguiling Isle

The 750 mile passage from Bayona to Madeira took a slowish nine days and began well with following winds and warm sun but the Portuguese trades failed to appear and we had a bumpy, wet time with calms and SW headwinds until the 36th parallel when everything came up roses and we spread all 1,100 sq.ft. of sail in a force 3/4 reach. Our sighting of Madeira was spot on and although the wind died three miles off, we drifted in and anchored fore and aft in Funchal Harbour, avoiding a large cruise liner exiting at some speed.

Madeira is about the same size as the I.O.W. but is volcanic (extinct) and mountainous. Its highest peak is 6,000 ft. A wide range of crops is grown on its terraced flanks from bananas and coffee to potatoes and apples — and the wine is £2.15 per 5-litre jar. Funchal is cosmopolitan with pavement cafés, good market and buses to all parts. But the harbour is exposed, with treacherous holding ground, few facilities, and sudden strong winds which sent many of the 50 or so foreign yachts swinging and dragging. However, the island was so beautiful that we spent ten days there before leaving for Santa Cruz on the Canary island of La Palma.





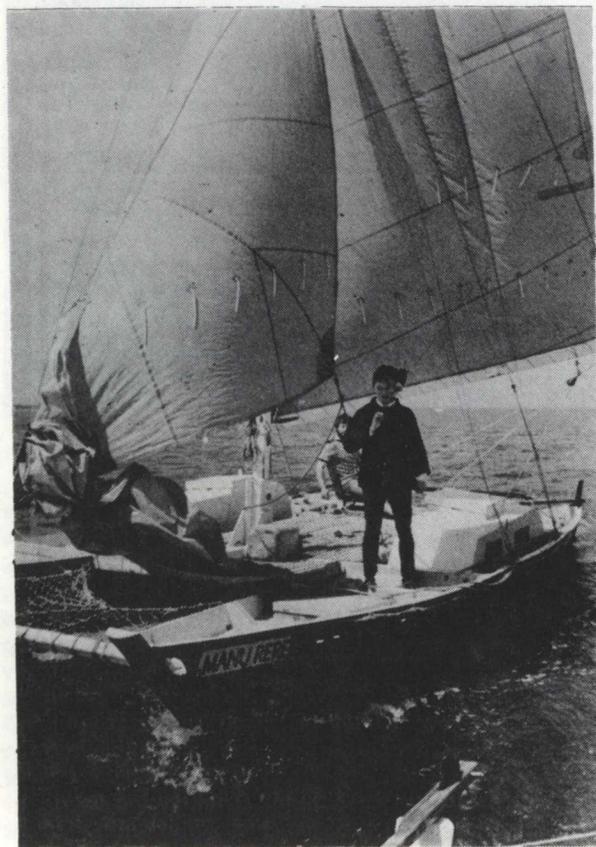
A Family Threesome

by Bill Hather

(A personal comparison between the Wharram Tane and the Telstar 8m within the context of family sailing)

We built our Tane, 'Manu Rere', over a period of two years and launched her in the summer of 1972, subsequently sailing her a distance in excess of 7,000 miles. 'Manu Rere' was sold in 1979 at three times her original building cost; allowing for inflation and hours worked this probably results in a net loss; but for pleasure gained this is a small price to pay.

Buying or building is only the beginning: what is important is the sailing, and here other factors come into play — the most important factor being safety. Wharram designs have a very good safety record and over the six years that we sailed our Tane we had no reason to doubt her ability in this respect. You always felt that provided you were not washed overboard or did not die from exposure you would reach your destination. To be less flip-pant, for boats to be sailed efficiently the crew must be in a state of mental alertness. The exposure on the deck of a Tane going to windward in any wind over Force 6 is not conducive to this state. In offshore cruising the necessity to continue to make progress in any weather is not so pressing as in coastal passage making. Here it becomes imperative that one remains alert and sailing, whether to beat off a leeshore or to avoid coastal traffic. In adverse conditions I never remained dry for more than two hours even when wearing the most expensive waterproofs.



"Sandra and Bill Hather on their Tane".

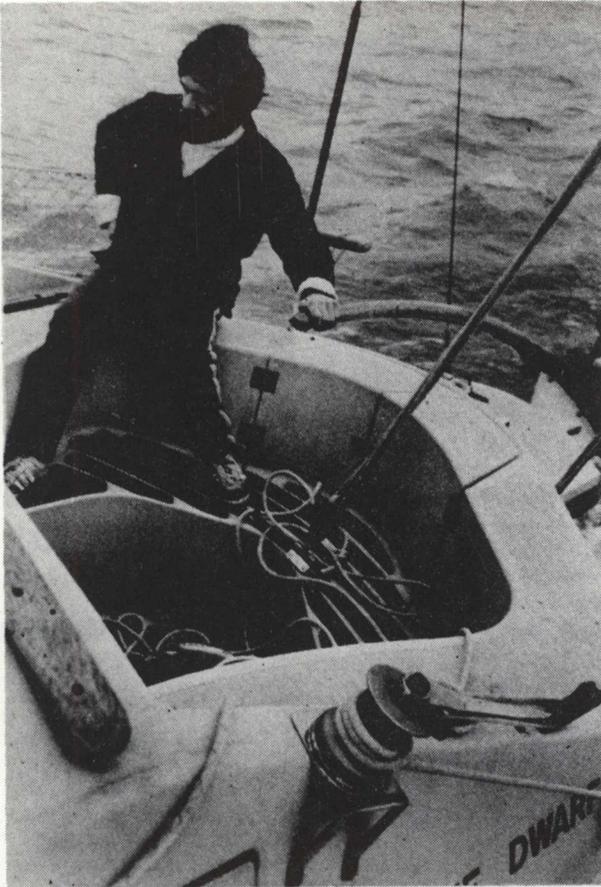
The second great danger on the smaller polycats occurs whilst changing or reefing headsails; there can be few more precarious positions than the netting beam of a Tane in heavy seas. We found our Tane very easy on the helmsman; the motion was always positive and directional stability exceptional. This was a great advantage when running downwind as there was very little tendency to broach. It also made self-steering easy as it was only necessary to lash the tillers and adjust the sails for her to maintain a passable course. The disadvantage was, of course, that at all times the boat had to be sailed round to tack and in any sea the headsail needed to be backed. We never succeeded in tacking when the main-sail was reefed, a gybe always being necessary. The inherent strength and simplicity of the design meant that maintenance was minimal and there were no worries when taking ground in a strange harbour or anchorage.

We always felt that, in winds under Force 4, even with a larger headsail the sail area was insufficient. In very light airs it was difficult to tack through an angle of less than 110 degrees if one wished to avoid excessive leeway. At anchor or on a mooring we almost always rode to the tide which is a very important factor when anchoring in limited space.

Our experience of a TELSTAR has been limited to the past two seasons. We bought in February 1979 on the Medway and sailed her north immediately. It was a new experience to sail with snow on the beaches. It became apparent that we already had a faster boat particularly in light airs. We soon found one of the Tri's disadvantages: beating into a Force 5-6 with tide under us creating a short, steep sea, the helmsman required full attention to maintain a good course. The motion was much more violent: it put the gas out on the cooker, and the noise below was, at first, alarming. The advantage was that the helmsman was in easy contact with the crew below and also had quite good shelter, behind the cabin (from the driving snow). Furthermore, even though we were new to the boat, we had no difficulty in tacking in the confused sea. Since that initial voyage we have sailed a further 3,000 miles and now have a more comprehensive idea of the Telstar's good and bad points. Because of the greater heeling factor we, at first, felt less secure than on the Tane; but now we consider that for the conditions likely to be experienced in normal family cruising the Telstar is adequately safe.

The security on deck with life-lines and pulpit is such that it is rarely necessary to wear a safety harness. Head-sail changing is easy and the extra beam means that spin-aker handling is so simple that it becomes a useful cruising sail. The centre-board giving a draught of 4'8" greatly improves windward performance in light airs. It is however an extra item that needs consideration as the wind increases. Last year on the return journey from Alderney, with only Force 5-6, ours snapped off with rather interesting results. Nor have we learned to relax when taking the ground, as the round bilge seems particularly vulnerable.

A further disadvantage is that, at anchor, we are almost always windrode despite trailing buckets etc. astern. Even worse is the tendency to sail over the anchor chain and generally sheer about.



Bill Hather in the cockpit of his Telstar.

The advantage of spacious, easily accessible accommodation became apparent this summer on our cruise to the Hebrides. Even after several days of rain we were still comfortable and dry below.

To sum up: we miss the aesthetic appeal of our Tane, the satisfaction of sailing a boat one has built. We miss the simplicity which led to relaxed sailing. What we have gained is comfortable accommodation, faster and more protected sailing. Overall the maintenance differs little and we could not have built a Polycat with similar accommodation for the price of our Telstar. ●

H. Goddard asks "Why a Tri?" Bill Hather's answer is "cost and comfort".

I am not running a campaign to convert readers to Tris. I have sailed on Bill Hather's boat and I agree with all he says, though I should not wish to exchange my Tane for a Telstar (despite all that warm, dry, accommodation). I have a great respect for Bill's sailing ability; and his record with his Tane was impressive. What he has to say is based on personal experience and will I am sure be of general interest. I too found the Telstar to be very fast but on a couple of occasions I have been able to give him a good run for his money with my Tane. Ed.

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WHY A TRI?

... H. Goddard

Ever since those far distant days back in 1966 when I first started investigating multihulls, a question has been bumping around in that hollow which my brain would have occupied, had I been so blessed. Over the years it has slowly grown more insistent and has now reached the point where good breeding and manners are no longer able to restrain my asking it out loud — "WHY DO PEOPLE BUILD TRIMARANS FOR CRUISING?" From any practical cruising viewpoint they are rather similar to a monohull. In a monohull you've built too few hulls, while in a Trimaran you've built too many.

Don't get out the lynching rope yet please, anyone will tell you I'm *very* tolerant. Some of my best friends are Trimaraners. But I really do think they've either been misled, or are simply less perceptive than their double hulled brethren — and of course there are masochists in any society!

For a serious cruising sailor, the Trimaran is at best a mistake and at worst completely unnecessary. I do not claim this as some grand new revelation by the way — the old Polynesians came to the same conclusion *quite* a few years ago.

Well on to the promised proof. For this we must answer the question — Which type of boat best meets the requirements of the serious cruising sailor? These requirements are to transport the crew in comfort and safety across, around, and up and down the oceans, sounds, bays, lakes etc. of the world, as inexpensively, and with as little maintenance work as possible. Speed is of little consequence, and generally regarded as a bonus where found. Let's examine each requirement.

1. COMFORT. This can be broken down into the following separate components:

(i) Living Space — for sleeping, eating, cooking, navigation, storage and (very important) solitude and privacy. Here the poor Trimaran finishes a very dismal last (ok, 2nd if you insist!). Length for length you probably get twice the room with a Catamaran. And privacy is simple to arrange, with the two hulls separated by a central cabin.

(ii) Headroom — for cooking and navigation areas — essential. For other areas it's nice to have too, but not essential. Even the smallest Catamaran has standing headroom in each hull. Above about 28' there can even be headroom in the bridgedeck cabin. Trimarans can arrange headroom relatively easily in the mainhull, but I've always felt a wee bit cramped in the floats. Some of their floats are actually airtight and it thus becomes rather impractical even to store anything in there except for the original air. (A hedge against rampant inflation in air prices perhaps?)

(iii) Lack of Heel — Catamarans heel very little. Some of these more recent Trimarans however... Don't throw out your gimbals yet! I believe it's all part of the buoyant versus semi buoyant versus sinkable float controversy.

Oh well, it seems my wife is not too interested in float design theory, and continues to cook merrily away on her level galley stove, totally oblivious to the stormy debate swirling around her.



This article was originally written for publication in a Multihull magazine where Trimarans were predominant.

(iv) Deck Comfort — Here again, the Trimaran comes in dismally last. Try working on that beautiful fine pointed Trimaran bow some dark lumpy night (I did — we had to run off downwind!) There's strictly space for one person only — preferably an emaciated person with tapered toes. The Catamaran cockpit is usually enormous, stretching as it does almost across the full width of the boat. Again, lack of heel is a plus factor, and there's no need to ever go out onto a non, semi or fully buoyant float! Incidentally, it is downright embarrassing to be standing on a submersible float when it does that for which it has been named! My Hush Puppies still haven't forgiven me, and continue to painfully squeeze my toes. Long memories, these Pups!

2. SAFETY. Well, a roomy foredeck is a safer foredeck. So are more horizontal decks. So are *definitely non* submersible floats, and to the best of my knowledge no Catamaran designers are as yet proponents of the semi or fully submersible float theory. (of *course* I realize that there are Trimarans without semi or fully submersible floats! Their designers just aren't up with the times yet!) If a Catamaran's rudder goes — there's always a backup! "Ah!" you mutter from foam-speckled lips — "he's not going to mention capsizing — he's seen those stability curves in all the magazines — they *prove* that Cats turn over more easily!" Well, "Bollux! and Piffle! and furthermore, theoretical Drive 1!", I reply contemptuously. "They" also proved on paper that the bumblebee was incapable of flight! And if those old Polynesians weren't worried about stability curves, well that's good enough for me!

No my friends (ex-friends?), I just don't buy that one. That theory has entered the multihull mythology by the sneaky route of "much repetition." The facts say otherwise. In Europe Catamarans outnumber Trimarans vastly, but the Catamarans certainly don't seem to have turned over a great deal more as one should expect. If anything I'd say they are *definitely under* performing in this area! Just taking the little 26 foot Bobcat, of which about 200 are sailing and have been for years — there have been . . . wait for it . . . *NO* capsizes. Some of the 30' Iroquois designs (racers) have gone over, but not in the quantities some would expect, and usually while racing! No, my personal belief is that in most respects a Cat is *far* safer than a Tri, and in the capsize category is *just* as safe.

3. EXPENSE AND MAINTENANCE. Need I say it? . . . Only *two* hulls to scrape, paint and antifoul, not three. One needs a far smaller boat to get the equivalent Trimaran accommodation, particularly for the non-deep-sea types, so *everything* gets cheaper, both initial cost and maintenance.

Less room is needed at Marinas for Cats since the absolutely staggering beam of the modern Trimaran is absent. ●

Q.E.D.

H. Goddard, when last heard from was owner of a Wharram Catamaran.

POSTSCRIPT

Of course there are masochistic types even among Catamaraners; those willing to do without that palatial central deck cabin for the sake of economy and ultimate deep-sea safety; people more interested in sweeping deck sheer, lovely overhanging bows and slotted decks to shed a boarding sea than living rooms. These are that strange breed — the Wharram people. Still, if you're *really* worried about safety, and don't mind living in a narrow trench; over a thousand boats sailing and "A superb safety record", is something to think about . . . And I'm just the one to tell you a little about *that* story too. "What's that? You don't want to hear any more lies and half truths? — Well so be it, but my initial question stands

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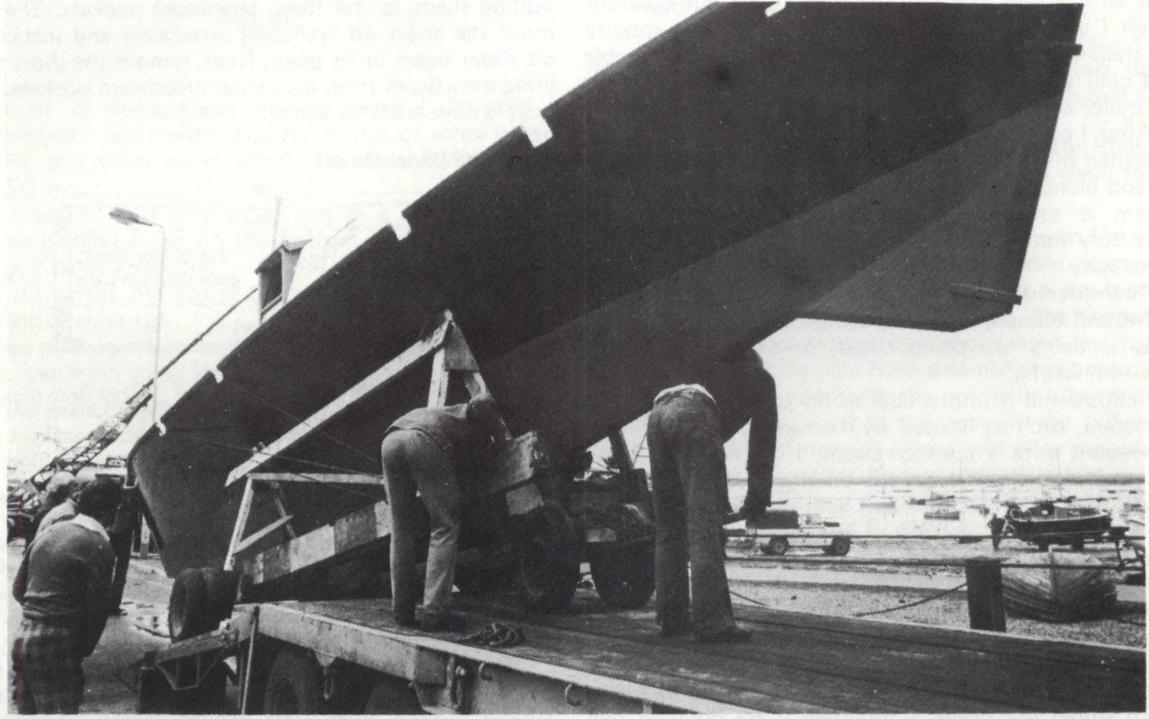
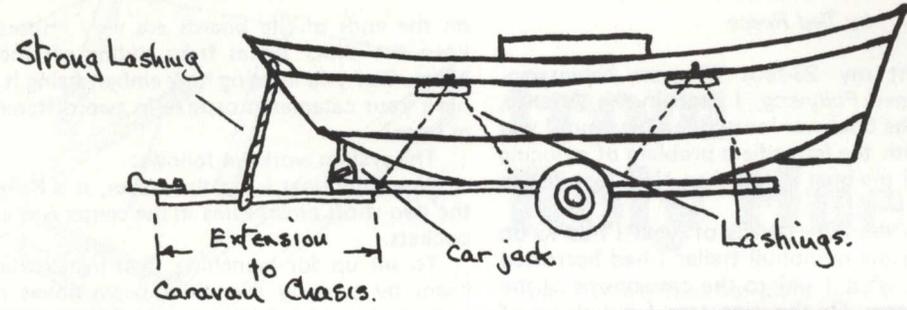
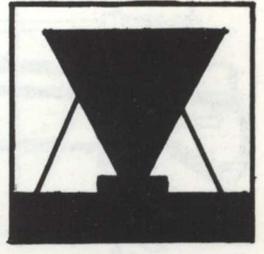
T Shirts Polynesian Catamarans Sail the World

There are still some pure cotton T-shirts left over from the Boat Show. S,M,L and XL sizes in white and yellow at a special price of £2.75 (incl. P & P) £3.00 overseas, (airmail £1.00 extra), and children's sizes (28") in red, white and yellow for £2.25, £2.50 overseas (airmail £1.00 extra). If there is sufficient demand we can order other colours and sizes. However, the cost will then be £3.50 (£3.75 overseas) plus extra airmail, if desired. When ordering, if possible, give second choice.

Also still available are "Eye-symbol" pendants in pottery with leather necklace at a cost of £2.25 (incl. P & P).

Please send your order to: Ruth Wharram, The Docks, Milford Haven, Dyfed SA73 3AU, U.K.

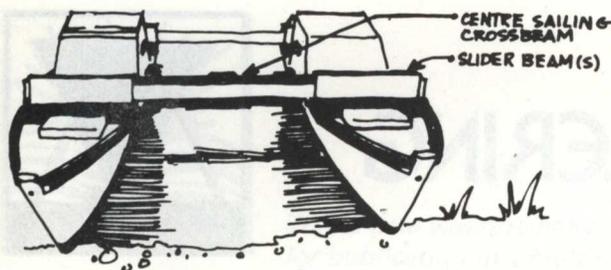
TRAILERS & TRAILERING



Manhandling an Ariki hull off the trailer



Brian Thomas Ariki — put together on the beach



by Ted Reece

THE "POLLYWOG METHOD" OF TRAILERING A WHARRAM CATAMARAN

When I bought my 23-foot Wharram catamaran, which I have named *Pollywog*, I lived in the Atlanta, Georgia area and the boat was located in Maryland. I was therefore faced with the immediate problem of reducing the 11'4" beam of the boat to less than eight feet just to get it home.

I won't go into the gory details of what I had to do with a hacksaw to the monohull trailer I had borrowed from a friend. Or what I did to the crossbeams of the boat with a bow saw. Or the pine tree I cut down of which I used a couple of eight-foot sections to modify the trailer. But finally, after two days of toil and trouble in a cold and constant autumn rain, I had the boat on the trailer and ready to head south.

After I got the boat home and rebuilt the crossbeams, I devoted my attention to developing a workable trailering and launching system. I was determined to keep the system as simple and inexpensive as possible, having been duly impressed with Mr. Newick's Keep it simple philosophy.

I considered several methods, including folding crossbeams and telescoping crossbeams, but I discarded these ideas as being too complicated, or too weak, or too heavy for sailing.

I considered it impractical to try to use a tilting trailer system, such as is used by Tornado and some other catamarans with a ten-foot beam. I didn't care for the side loads that would be put on the boat or the detrimental effect the steeply tilted boat would have on highway handling.

Eventually, I devised a system which would let me launch the boat at its trailering width and then simply push the hulls apart once they were afloat. This eliminated the need for a complicated expanding (read expensive) trailer such as that used by Stiletto.

I was lucky enough to find a used monohull trailer which suited my needs. I modified it by building two sturdy cross rails of 2" x 8" spruce, one forward and one aft, then I installed a twelve-foot long 2" x 8" in a fore and aft direction on each side of the trailer. Since the hulls sit on these fore and aft boards, the attaching bolts are countersunk to avoid damaging the hulls. In use, these boards bend under the weight of the hulls, conforming to the curvature of the hull bottoms. This provides support over a greater length than would be the case if the boards had remained straight. For this reason, it is important that these boards be attached only at two well separated points. With this, the trailer modifications were complete and the trailer was ready to go.

As for the boat itself, one beautiful aspect of the Pollywog Method is that no modifications to the boat are required. What *is* required are three separate sets of crossbeams! This sounds complicated and expensive but it really isn't.

The first set — are the regular sailing crossbeams which are part of the boat in the first place. Additional cost: zero.

The second set — are the trailering crossbeams. These are simply two 6½' long pieces of 4 x 4. If you are any kind of a scrounger, these won't cost you anything either. I used a couple of pieces of the original crossbeams.

The third set of crossbeams are the key to the whole Pollywog Trailering System. As you can see from the drawings and pictures, they are simply two rectangular boxes sliding on a 2" x 6" board. The 1" x 2" cleats

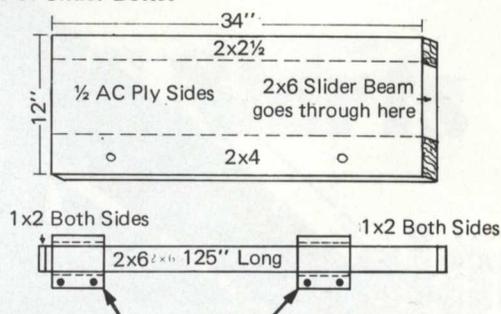
on the ends of the boards are very important, as they keep the slider boxes from sliding off the end of the beam. Can you imagine how embarrassing it would be to have your catamaran capsize in two different directions at once?

The system works as follows:

When the boat is on the trailer, it is held together by the two short crossbeams in the center and aft crossbeam pockets.

To set up for launching, first install the front slider beam by pushing the slider beam boxes together and bolting them to the front crossbeam pockets. Then remove the short aft trailering crossbeam and install the aft slider beam in its place. Next, remove the short trailering crossbeam from the center crossbeam pockets. The boat is now ready to launch.

Details of Slider Boxes



These boxes attach to x-beam pockets on the boat. When the boat is on the trailer, the boxes are slid together and bolted to front and rear x-beam pockets while the boat is held together by a short x-beam in the center x-beam pocket.

The 1x2's on the ends are to stop the slider boxes in the desired position and keep them from sliding off the ends of the slider beams.

When the boat is in the water, it can be pulled clear of the launching ramp and while floating, the hulls are simply pushed apart. The regular center crossbeam is dropped into place and bolted in. The forward slider beam is then removed and the regular sailing crossbeam is installed. This is repeated at the aft crossbeam and the slatted decks are dropped into place. Then all that remains are the rudders, tillers, mast and sails.

The first time we tried the system, it took us about three hours to feel our way through, working out the bugs as we went along. However, with experience, this has been reduced to less than two hours with two people. And it is entirely possible to do the whole operation alone!

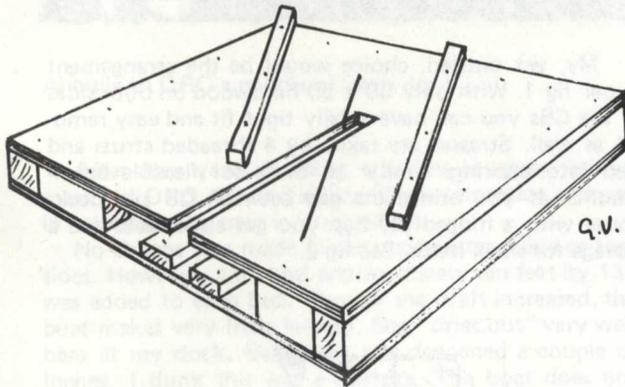
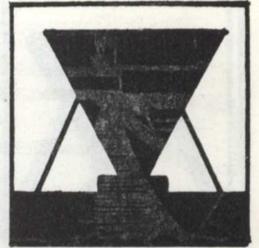
At first I was worried about whether the boat would have enough stability in the water when still at her trailering width, but my fears were quickly dispelled. She has proven to be surprisingly stable during the whole operation.

I was also concerned about the strength of the 2" x 6" slider beam. However, I have found that in use there is very little stress on the slider beam. The 2" x 6" is more than adequate.

This system works! I have proven it with thousands of miles of highway travel. I have spent sailing weekends on mountain lakes and sailing vacations in the Florida Keys.

I think the Pollywog System makes the Wharram catamaran the least expensive trailerable cruising catamaran that I know of.

Scarfe-Box



In order to make scarfe making easier I designed a "scarfe-box" and nailed it together out of some pieces of ply and other scrap wood. Its main features (see sketch) are:

- a slot just wide enough to receive a 1 x 2 on edge;
- two guiding strips on the bottom plate to keep the 1 x 2 strictly vertical;
- a slit across the slot at the angle desired; made by a hand circular saw;
- two guiding strips on the top plate to keep the circular saw from going astray.

Put the ends of a 1 x 2 all the way in the slot, see that it is horizontal and pass the circular saw across it once. Works like a charm.

Ger Vellinga, Aruba N.A.

from Roly Huebsch....

Peter Stewart, who has plans for a Hinemoa writes from the Yukon:

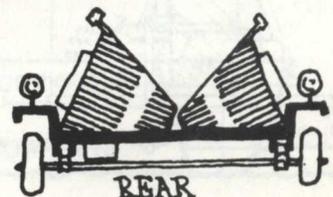
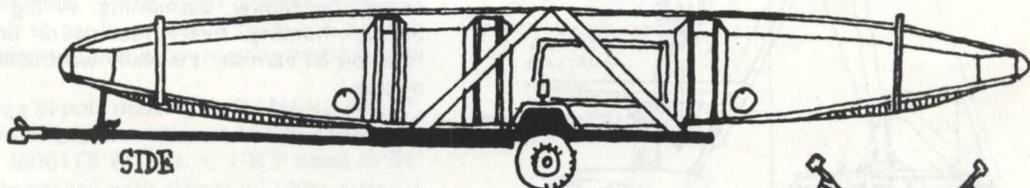
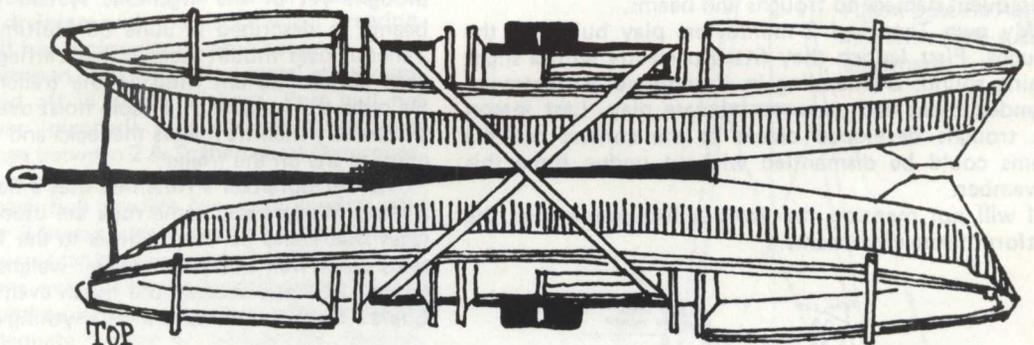
"There are a number of sailboats in the Yukon - from dinghies thru monohulls, one tri (Trailertri) and, hopefully, my cat. Most of them are trailerable so that they can be brought home for the winter.

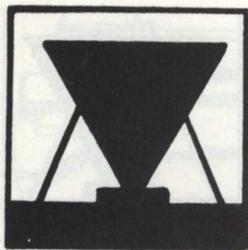
Do you know of anyone who keeps a Hina or Hinemoa at home in the off-season and trails it to the water to sail each season?"

Well now, isn't that a coincidence! Our own Hina has, for the past nine springs, made the five mile journey to Lake Ontario and returned each fall on a six foot by eight foot flat-bed snow-mobile trailer. The tongue of the trailer has been extended to about eight feet with a piece of 3" plumbing pipe from a demolished house. The hulls lie on their sides with the normally inboard sides outermost. This is so that the gaps in the bulwarks, where the platform normally goes, will clear the wheels and fenders of the trailer. Two styrofoam blocks at each end of the trailer keep the hulls from rocking. Four people can lift a hull onto or off the trailer.

Note: I wouldn't recommend this rig for long distance or highway travel unless the tongue were beefed up a bit as the pipe is pretty springy, allowing the trailer to buck around a bit.

Anyone else have any good answers to Hina or Hinemoa transport? ●





wharram

by Gerhard Bobretzky

on wheels

In a landlocked country like Austria, where the lakes freeze to a foot and more, trailering becomes a must. This limits the size of Polynesian Catamarans to Tanenui. Areoi needs a special license per trip with prescribed routes. We now have the experience of 6 owners (Maui, 3 Hinemoas, Tane and Tanenui) in addition to what can be learnt from other vessels with one, two or three hulls.

Cranes tend for monohulls. So only a few can reach far enough to take a multi. Not to mention they charge per lift and you will need 3 of them. Space is a problem as well. It is a rare thing to find a crane that will allow you to assemble or dismantle your boat in its reach. So using slips or a hard beach is the answer. No one tried yet to launch his hulls separately. Everybody assembled the boat on dry land usually without mast, put some sort of wheels underneath and pushed it into the water. Taking her out is just the reverse. For heavy boats like Tanenui a winch or hoist is recommended. Critical points are: stepping and lowering the mast

- dismantling
- loading and unloading from the trailer
- chafe on transport

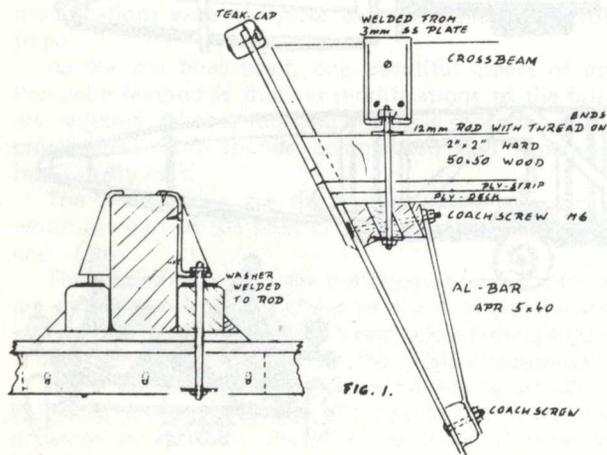
Stepping and laying the mast: Remove the tillerbar, lay the mast on deck put the top if possible on a pier behind. Connect a pair of shrouds and the backstays. Fasten some extra rope to your jib halliard and tie the halliard to the forestay bridle. Let your helpers lift the mast from pier and from your deck and pull the halliard tight. I forgot to mention that the foot of the mast has to be fastened to the maststep. Fasten the forestay as soon as possible and the rest of the stays at leisure.

With the heavy Tanenui-mast we fixed boom and topping lift in front and a tackle between boom and bridle. It worked like a charm but is a lot of work to fix.

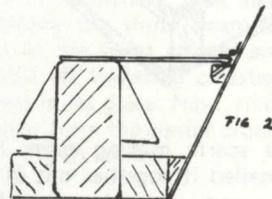
Dismantling: The small designs do not sport flexible beam mounts, but their troughs are tricky. If they are too wide they develop cracks, if they are tight it takes too much brutal force to remove the crossbeams with subsequent damage to troughs and beams.

My own Tane had 2 millimeters play built into the troughs. First launch they fitted perfectly with a slight hissing sound. Dismantling in autumn was a nightmare. I sanded them each year to increase play. Last season the troughs developed cracks at the corners but the beams could be dismantled without undue force this November.

I will not mention the obvious like not to nail the platform to the crossbeams.



My, yet untried, choice would be the arrangement as per fig 1. With only 50 x 50 hardwood on both sides of the CBs you can have a fairly tight fit and easy removal as well. Stresses are taken by 4 threaded struts and lead into packings similar to those for flexible beam-mounts. If you bridge the gap between CB and deck-house with a hinged ply-flap you get a nice seat and a storage for small items. See fig 2.



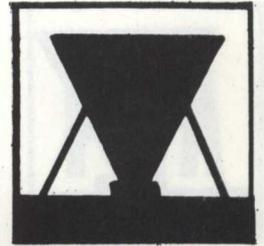
Loading: My own trailer consists of a triangular girder made of 50 mm ϕ tubes set on a standard axle of 2 m width. There is a pad for the keel over the axle and two removable brackets on the outer posts on each side. When loading the front brackets are removed the hull is wheeled to the side of the trailer, skag just in front of the wheel. Then a trolley that runs the length of the girder is hung to it and the keel is hooked to the trolley. The hull is then pushed along the trailer until the keel touches the pad. Then the bow is raised with one of those Taiwan hydraulic jacks on wheels and pushed further. Take a piece of chipboard unless you have a perfect hard floor where you assemble and dismantle your boat. When the right position is reached the keel is lowered to its pad, the trolley removed, the bracket fixed and the hull tied to the girder. I tried short beams but they were too much trouble.

This year 2 different systems became functional. Both use short CBs to fix the hulls together, carriages under the keels and load both hulls at once. No one thought yet of the ingenious system of sliding crossbeams as described in June 80 Multihull. Peter Gross' Tanenui uses inbuilt jacks in her carriages and 4 U-rails each approx 20 cm wide on the trailer are removable. He pulls the hulls with a cable hoist over the ramp onto the trailer, then he lowers the jacks and the frame of the carriage sits on the trailer.

Werner Spreitzer's Hinemoa uses a flattop-Trailer and a ramp. Wedges and some rope are used to fix the carriages that stand on their wheels to the Trailer. Both systems work well but Peters trailer weighs more than 600 kg and 2.3 tons became too much even for a big Volvo. Chafe: Never let wood rub on anything but wall-to-wall-

carpet or similar cushioning. A big nuisance is the bulwark-framing. Every loading or unloading costs a little bit of varnish, it is really worthwhile to make them of teak.

Al Sunderland Jnr



Al built an ORO a couple of years ago . . .

After four years building, it's time to report on my modified ORO 46' now sailing. Some important changes in layout and rig may interest others.

No change was made in the underwater shape or top-sides. However, a fin keel approximately ten feet by 13" was added to each hull. Though the draft increased, the boat makes very little leeway. She "dries out" very well here at my dock. Each skeg was deepened a couple of inches. I think this was a mistake. The boat does not tack quickly enough, especially in rough water. I hope removing 1/2 of each skeg will rectify this. If not, inboard semi-balanced spade rudders (similar to new designs) will be the next step.

The major changes were in deck and cabin. First, the fore and aft deck levels were raised to the sheer line of the central area (about 7 1/2"). The cross arms are below deck level in watertight tunnels, each about 15" wide by 12" deep. Cross arms are timber boxed: top and bottom 1-3/4" by 9-1/2"; these are separated by 2 pieces 1-1/2" x 3-1/2". Boxes are sheathed with 3/8" ply on sides and 1/4" on top and bottom. These are epoxied and over-strong. Arms are suspended in tunnels by 3/4" hot rolled rod bushed by 1/2" wall heavy duty hose thru reinforced bulkheads and X-arms. Thus far this has worked well. Raising the deck level made possible a trunk cabin on each hull from the front cross arm back to X-arm #3. There is a major change in the aft bunk cabin: each extends inboard from each hull enough to provide a 54" double berth with sitting headroom. That portion of bunk bottom (1/2" ply) which is inboard between hulls is 30" above load water line. These two bunks are much admired. Thus far wave action has been insignificant. The space between the two bunk cabins had made a wonderful cockpit-steering station. The bunk cabin sides are sloped 30° and make fine seat backs. The cockpit is self draining with pedestal wheel steering.

Starboard hull has dining-sitting area between X-arm 1 & 2; galley between 2 & 3; then owners' stateroom. Stowage fore and aft in points of boat. Port hull has head with shower (planned) plus navigation area between 1 & 2; lounge between 2 & 3; then guest stateroom. Again stowage in points of hulls. A self-draining well fore and aft in each hull provide for ropes, fenders, etc. Propane tank for 3 burner stove is aft of main cabin on deck. 30 gallon water tank is under rear hatch.

Three problems exist with accommodations. First, I have not yet found a convenient location with sufficient space for an adequate icebox or refrigerator. Second, there is awkwardness for persons passing each other inside the narrow hulls. Third, older persons find it a considerable climb to get in or out of hulls and there is a need to remember to duck when moving under X-arm tunnels.

I have installed a bi-pole mast rig on BANANA SPLIT, currently a cutter sloop; next season a ketch. The round aluminum tubes (6061T6 6" o.d. x 1/8") came in 24' lengths. These are spliced with sleeves of same material to make 2-48' lengths. They are set 10' apart on cabin roofs over X-arm #2; the tops are joined by aluminum plate and angles with centers 12" apart. There are two wooden struts between tubes 10' and 20' below the top. Inner stay for staysail is bridled at upper strut. From each tube at that point a backstay runs aft about 10'

outboard side of each hull. A fore headstay from top is balanced by a backstay which splits about 10' above deck; twin chainplates for these are about 3-1/2' aft of X-arm #4. Mainsail is raised on a jackstay amidships fastened to aft side of X-arm #2 on jib snaps. Main has a boom with gooseneck adapted to slide on the wire.

Power is an 18 hp shortshaft outboard mounted in a box. This hinges about 6' forward on long 2 x 6 beams. It is raised by block and tackle. When raised engine box is locked to rear X-arm. With additional leg on engine, this seems a good installation for nearly all cruising.

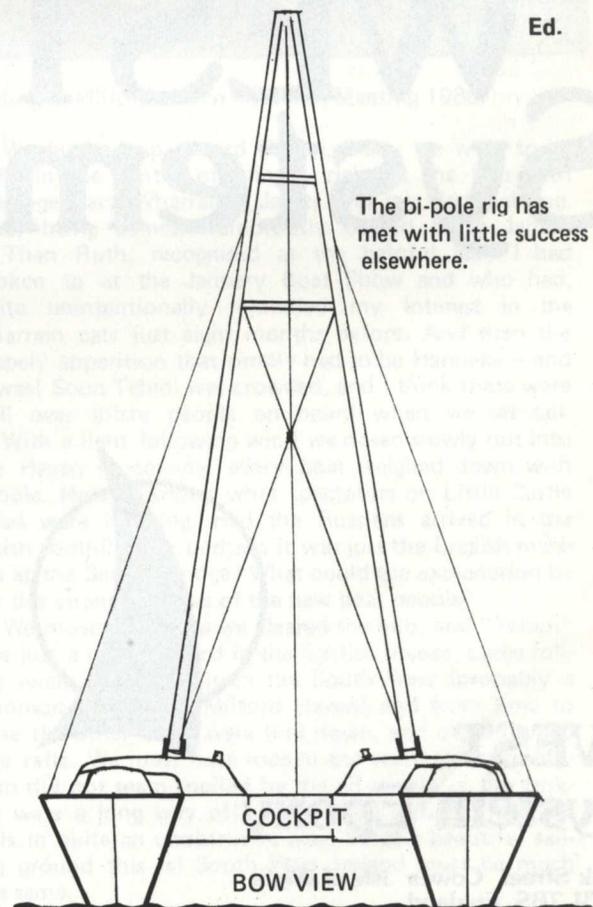
The bi-pole rig is intended to reduce rigging as well as mast loads on cross arms. Some serious problems developed. First, the lower back stays had to be installed promptly. Second, when at anchor we discovered both tubes swayed athwartships, especially 25-30' up. Therefore, 3/16" wire cross stays were added from lower strut to the base of the opposite tube. The sway was cured. Next season each tube will get two more shrouds fastened to tube at lower strut so as to stop fore and aft movement as rig works when boat goes over or thru waves. Each tube is filled with foam. By my calculations, a fairly small amount of flotation at masthead would prevent a total capsize, provided the masts hold!

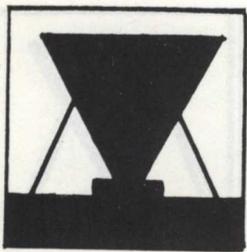
There is lots of stowage space yet to be developed. BANANA SPLIT promises years of extensive cruising once the bugs are removed.

Al,
What about an update on that bi-pole rig. Did it work?
Are you still using it? What about some photos?

Ed.

The bi-pole rig has met with little success elsewhere.





Some More on Sheathing Materials

Glenn Foster of Lomond Alberta is planning to build a Narai MkIV. He has, in fact, already built the rudders. He has been investigating some of the products of the Korzite Co of Guelph Ontario (manufacturers of Industrial, Architectural and Protective Coatings) as possible sheathing materials. He has written us a couple of letters on the subject that will be of interest to other builders.

Korzite urethane #455 (clear) wholesales for approximately \$155.00 per 5 gallon pail in Calgary (1979). Although called a paint, it is actually a liquid plastic. The reason it may work well as a glue as well as a sealer is that it is absorbed right into the surface of the wood. Since this product is quite thin (the reason it is absorbed by the wood), care must be taken to be sure there are no lean spots. In my strength tests, using it as an adhesive, I found that it was the wood that failed before the bond. However, being inexperienced as far as glues go, I can't say whether it is superior to say, an epoxy. It is reportedly being used in this area by a powerboat manufacturer as an adhesive. One fellow claimed that its bonding strength is superior to an epoxy, but that fellow is around no longer, and when I was in touch with the manufacturer in Guelph, they would make no claims.

I am going to play around with it a bit more, but not being a particularly pioneering type, I think I will end up using it for what it was intended, a very excellent sealer. It is easy to use (right out of the can), dries to a tough mar resistant finish and has a relatively low toxicity. However, on the minus side, there is no solvent for it (expensive on brushes) and it is susceptible to ultra-violet damage. This is a shame as otherwise it would be great for brightwork. It must therefore be painted or perhaps used for interiors. Since it was intended to be used on wood, concrete, steel and a variety of other materials, I am hoping it will be affective on my galvanized fittings, with a suitable coat of paint over all. Another product manufactured by Korzite which I am considering is their Cascover #9200 (no apparent connection with the British product of the same name). It is a poly-esterepoxy used for coating wood, steel, concrete etc. It has supposedly been used locally to coat several small boats. I have't had an opportunity to try it yet, but it seems a good substitute for sheathing. It's very hard, comes in a variety of colors and should be thick enough to work with a fibreglass cloth, or some other fabric. The coats must be timed so that you get a good bond. Too soon and it will run like one big coat; too late (approx. 4 hours) and nothing will bond to the dry coat. Unless you like sanding. However, at \$50.00/gal wholesale it is not cheap.

In a later letter Glenn continues:

When I built my rudders I used the Korzite #455 as the adhesive as well as the sealer, and I think that as far as something as rigid as a rudder is concerned, this will work as well as anything since it is only it's flexibility that I really doubt.

I also covered my rudders with a layer of woven rovins and #455 which made a tough coating, though even with two coats of #455 (being thin) a strong pattern still showed through. Therefore over this I used Korzite #9200. I was told it dries to a hard ceramic like finish. It does, but it seems to take 2-4 weeks to reach it's ultimate hardness.

It is much thicker than #455, is a two part system like epoxy, shows some adhesive qualities can be had in a variety of colors (mine is white) and seems to fill up the texture of the weave with two heavy coats.

Ultimately I would like to sheath my hulls first with a coat or two of #455 to seal and harden the wood, then a layer of cloth saturated in #9200 with a second or third coat of #9200 as needed for a proper finish. It is probably very similar both in cost and actual chemical make-up to straight epoxy. Another problem I have is obtaining the right cloth. I think the fibreglass is much less elastic than the #9200 and a nylon or polypropylene would much better match its characteristics. ●

Reproduced by courtesy of 'Polycats' - Canada

WEST System™



WEST System Epoxy

York Street Cowes Isle of Wight
PO31 7BS, England

The Milford Haven Sailing Week-End

PCA

By John H.B. Hornby

ONE MAN'S VIEW

This year the theme was to be "Self-sufficiency at Sea", and the week-end was billed as "probably the first conference in the world" on this theme. For me at any rate the event turned out to be more of a splendid gathering of polycat types with self-sufficiency there all right, as the main thread, but perhaps not constantly visible in the garment as a whole.

Pembrokeshire is certainly out on a limb – literally I suppose the lower limb of Wales and perhaps because it is rather out of the way it was surprising to me and doubtless gratifying to the organisers to find that about seventy people came. We drove from Wiltshire on the Saturday morning, and arrived at Sandy Haven eager to look out and see what boats were there. We arrived in fact somewhat saddened by what we had seen of poor sad Wales. Idle factories, and the semi-derelict once thriving areas had cast their gloom on us, and we were glad to see five polycats in the Haven to brighten us up quite quickly. As a South Coast yachtsman, Sandy Haven immediately struck me as paradise found. Such a superb creek (so nicely painted by the way in last month's "Esso Magazine", in a complete and fascinating article on Milford in general) and so empty! Just one boat visible besides the cats. What plague, we thought, bedevils the place? But this was Wales, not the Solent, and a quiet creek is obviously one of the joys for those who live there.

It wasn't long before the place was thick with polycat peerers! How the patience of the owners must have been tried, and how accommodating they were! It all turned out, on that warm and sunny morning, to be something of a polycat boat show, with admiration, questions, hospitality, comment, amazement, suggestions, all flowing back and forth. After an hour or two of this enjoyable informality the word got round that we were to assemble on the beach before the tide came in and we would then be allocated boats for the afternoon sail. So this we did. Reminiscent then of waiting for a job at the circus, we hung about, waited for the call and were rowed out to the boats. And none fell by the wayside or were forgotten.



Sailing in Milford Haven, Autumn Meeting 1980.



Autumn Meeting 1980, over 50 people attended.

The tide was out – ideally arranged (probably by Bob Evans) so that we could all walk out on the firm sand and look the boats over. Pride of place was occupied by the original "Tehini", outstanding in her size and power. Next the Narai 'Frygga of Cymru' of Bob and Anthea Evans, which must be the most seamanlike Narai around. Then two Tangaroas, the beautiful new 'Tikiroa' of Bernie Parsons and Kay (as good an example you'll get of a husband/wife effort) and that of Don Melhuish, a boat so full of innovation from the anti-squash timbers on her sides to the lowering ramp aft. Down Haven, waiting for the tide, was Mal Jenkins' Tangaroa, with unusual round portholes in the hulls. Also at anchor in the creek was a fine South African 'Oro' and an unusual 'Rongo' with the beams projecting out beyond the hulls as originally designed.

We fetched up aboard Tehini, lucky we were to be right in the centre of things – right at the hub with the legendary Wharrams. James was my first sighting, who, being James, humorously denied being James.

Then Ruth, recognised as the helpful lady I had spoken to at the January Boat Show and who had, quite unintentionally rekindled my interest in the Wharram cats just eight months before. And then the shapely apparition that simply had to be Hanneke – and it was! Soon Tehini was crowded, and I think there were well over thirty people on board when we set sail.

With a light following wind we nosed slowly out into the Haven in convoy, every boat weighed down with people. Heaven knows what spectators on Little Castle Head were thinking. Had the Russians arrived in the Welsh foothills? Or perhaps it was just the English massing at the Severn Bridge? What could the explanation be for this strange exodus of the new boat people?

We moved faster as we cleared the hills, and "Tehini" was just a graceful bird in the lightish breeze. Large rolling swells moved in from the South West (probably a common feature of Milford Haven) and from time to time the other boats were hull down, and often looked like rafts. We must have looked the same to them. Milford did not seem spoiled by the oil terminals, the tankers were a long way off, and seemed to blend into the hills in quite an unobtrusive way. What a beautiful sailing ground this is! South West Ireland must be much the same.

It was grand for me to sit aboard this magnificent boat and not to have to sail her. That was the prerogative of James and his willing helpers. His calmness and patience with everyone, especially the children, were noticeable to all; and Ruth and Hanneke – and others whose role and names I shamefully forget – dealt with many questions of building and handling, seeming to come at times from all directions at once. On design and construction Hanneke's knowledge must be second to none; and Ruth must be the queen on the boats' sailing characteristics (on the oceans of the world). We, as newcomers to this strange new twin-hulled world, were quite humbled by it all.

So we had our sail. The wind stayed light, and the swell rolled in. The girls made endless cups of tea and coffee and we all looked Tehini over.

The Saturday evening at Gellyswick was perhaps the real highlight for most of us. Dr. Horace Dobbs turned out to be one of the most outstanding personalities and speakers I had heard for some time – and I hear many. Young and old alike, perhaps the young especially, held us all enthralled with his film and story of his remarkable relationship with a dolphin. He must be onto something. What is the affinity between man and dolphin? We don't know, but scoff not – there is a powerful kinship somewhere between man and this particular creature.

John Seymour – remembered more among yachtsmen for his adventures with his coble "Willy Nilly" was also a star turn, but in a different way. His vast experiences of self-sufficiency on land, all down the years, was enough to whet all our appetites for a very different lifestyle. No theorist this man – just read his many books – just a splendid, thoughtful country fellow, who had proved to all who cared to look that self-sufficiency really does work.

Then we had some time from the sea-weed man. How that name stuck I do not know, he was in fact G.R. Morris and he illustrated to us all that there is more to seaweed than is known in Welsh kitchens!

Sunday was 'gather round folks and chat' morning. As it turned out there wasn't much else we could do, apart, that is, from making the occasional foray to the bar. The day was grey, the windows steaming up inside and the wind was moaning and rising all the time outside. Bob Evans kept dashing off to the phone to talk to the local Met Office, then to confer with his clutch of skippers. Was there to be a sail in the afternoon or not? There was no sure answer till mid-day by which time it was becoming clearer and clearer that we were in for wild weather from the South West. And that's what we got – Gales in Wales, as they say.

More than just that, it turned out to be an afternoon of anxiety and oilskins for all the boat owners, laying out extra anchors and warps, and battening down for what was still to come. We didn't see much of the skippers in the comfort of the club room that day.

Instead of the sail we had a useful free for all discussion about anything and everything. Self-sufficiency was talked about; (all three speakers stayed on), design, handling, performance at sea, liferafts, things for sale, even pirates of all things. James, at lunch-time, organised a 'Pahi' builders get-together – which must have been worth a mint to those concerned and was typical of James's willingness to do that little 'extra' all the time.

The terrible weather turned our thoughts prematurely homeward, and we left at four, but not before striding the hill in the wind and rain for a last look at Sandy Haven, now so different with the boats riding to long warps, breasting out the racing white horses. If we had any doubts before, we knew then that decision to stay put was a wise one.

Was it worth the trip? Well I can only speak for my sons and me. It was great, it was **different**, it was friendly, it was informal. We talked about it for days afterwards, and regretted not taking other members of the family.

So go to the next one if you can – it has got to be a must for anyone who is building or intending to build.

Like all these events, there is much work behind the scenes for which we should be thankful. I suspect that Bob Evans and Anthea were the prime movers, but there are surely others. Between them they seemed to strike exactly the right note, and if this were a formal vote of thanks, it would surely be followed by a standing ovation.

Here's to the next time!

“How to feel a bit crazy in Norway”

Kolbotn 3/11 1980

Dear Editor Nick Armstrong,
We have for awhile been trying to organize a local club here in Scandinavia for Wharram builders/sailors. Our first meeting will be held on the 22th of November in Oslo. Indoors of course due to the bad weather conditions we are having at this time of the year. We don't know for sure how many will attend the meeting yet, but we know that some will come from Sweden and from far distances in Norway. We look so much forward to meet everybody.

How many Polycats sailing in Scandinavia is difficult to say, but several boats are under construction (enclosed is a copy of a letter I sent to Anthea Evans with some news of our builders). Being a Wharram builder/sailor in Norway is not very easy. The lack of interest from the yacht magazines and the boatclubs is making people who have chosen a Wharram boat to feel a bit crazy. We hope that we can help those who have found out how stable and solid the Wharram designs are by forming a group and that we can be of inspiration to each other.

The Norwegian Multihull Club consist of about 100 members, but only 2 of the members have Polycats, this is also something we hope to change in the future.

The International Multihull Meeting to be held in Norway next year, on the 26th–28th of July, outside Stavern, will draw many Polycats from Scandinavia and from other places in Europe we hope. Also that people sailing to Norway will contact us, we might be able to find contacts with PCA members in the area they are sailing.

Building expenses are high in Norway like most other countries. Helge Nedrebø's Areoi expects to have a total cost of Norwegian Kroners 37 000.

Please print that if there are any members of PCA in Scandinavia that have not heard from us yet to get in contact with us because we want everybody to join us.

I shall write you after our meeting on the 22th of November, I hope I can give you some good news from us up here North.

From Laila and Tore Tunheim,
Skiveien 33b, N-1410 Kolbotn, Norge.
Tel. 02/808256

Kolbotn 20/10 1980

Dear Anthea Evans,

In my letter to you in September I said that I should send some news from Norway for the next issue of 'The Sailorman'.

I think the sailing season is over in our area because it is already snowing and it is getting rather cold, but the "building season" has started again and several boats are under construction and will probably be ready for the big international multihull meeting to be held in Norway next year.

Some got ready this summer and one of them was Nick Romeril and his family of Kristiansand. They launched a beautiful Hina and named her "Beau Seste". His only problem was to keep the onlookers at bay.

In the same area an Oro is under construction and we hope to see her at the multihull meeting next year.

The first Areoi to be built in Norway is coming along beautifully. Elisabeth Dahl and Helge Nødrebø are working really hard on the finish of the boat and so far there are no gluespots to observe. They hope to sail her to the multihull meeting next year.

In Namsos Jan Otto Børstad and his family are working on their Narai, they have sailed a Hina for four years and are very pleased but need a bigger boat as the kids are growing.

In Bergen a Tehini is under construction by Jon Hovemoen and Jarle Hauge and another man, (I cannot find his name at the moment of writing).

From Sweden we can tell that Mr. S. Bergh has sailed his Hina more than 10 000 nautical miles in ten years. This is very impressive because Mr. Bergh is a strongly handicapped man, and he says that his Hina has helped him over many difficult years. We wish him many good sailing years in the future.

The first Areoi in Sweden is also under construction, and we hope to get many of the builders/sailors together on the big international multihull meeting next summer in Norway. We are sort of trying to get organized and we need all the good advice and ideas we can get.

All the best from Laila and Tore Tunheim

PCA

A.G.M.

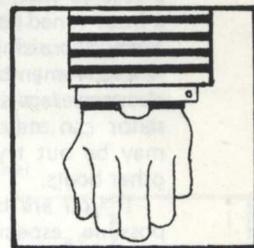
(Please note change of venue)

The A.G.M. will be held on Saturday, 10th January, 1981, at the LONDON CORINTHIAN SAILING CLUB, HAMMERSMITH, W.6. The Meeting will be held in the Conference Room at 5.00 p.m. sharp. After the Meeting, Members can adjourn to the bar. Food can be obtained and the Club is open all day on Saturdays.

Please see Agenda and Route in the Membership List.

Address: Linden House,
Upper Mall,
Hammersmith, W.6. (01-748-3280)

(In walkable distance from Hammersmith Tube Station)



Master Before God

by Bob Evans

This was the old expression used to describe the Master of a sailing vessel in the days gone by. The definition of Master is the person having control and, in the nautical sense, is the captain. To Master also means to acquire complete knowledge of a subject and at sea that is vast. "Before God" describes the Master's limits. These were and still are almost boundless when on the watery wastes. This sounds impressive but when considered a little deeper, means that it entails an awful responsibility. At sea for the Master there is no one to seek advice from and all one can do is make a decision, hope it is the correct one and tug one's forlock to God, for he is the one to whom you finally have to give your account.

The Master is the decision maker. I found myself one night half way across a busy shipping lane with the visibility dropping in fine drizzle; typical warm sector conditions. I could see the white masthead lights of merchant vessels coming up from the Port side but only as a white glow, not the separate lights which would have given me an idea of the vessel's direction. When the Port or Starboard, or both, lights could be seen, it was only thirty seconds to when we would have been abeam of the other vessel. The decision to "stand on" or wear round had to be made quickly and be correct. I could not be certain that I had been seen on the other vessel's radar or that it would alter course to keep clear. I was frightened.

Knowledge:

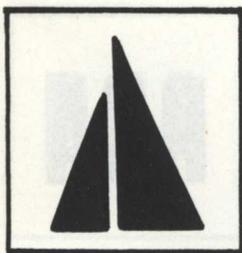
As the Master carries the can for everything that goes on in his vessel, he has to be a Jack of All Trades

and master of all. He has to have a good knowledge of how his vessel is put together and works. He has to be a mixture of Shipwright, Rigger, Sailmaker, Engineer, Electrician, Navigator, Met.Man, Bosun, Cook, Doctor, and even Dan Dan the Lavatory Man! At one time or another, he will have to be able to turn his hand to any of these skills. If he falls short, then his vessel and probably his crew may have to face the consequences.

Crew:

The Master has to be able to pull a crew together. Crews can be even harder to get to know than boats. People all have their "off days" and when one crew member is down, he can quickly pull the rest down with him. It is then up to the Master to try and get the "down man" back up and "jolly" him along. Not so easy when you try to do it; even harder when you get your head chewed off as well. What happens when the Master has an "off" day, who picks him up? People do not sparkle at 0200 in the morning, least of all me. I find that my eyes feel full of sand and do not focus as well as they did at noon, (middle age) and I am probably short of sleep and worried as the navigation or weather were not what I had expected. In these circumstances, it is all too easy to let the sense of worry spread to the rest of the crew. The poor, old Master must not let this happen. He still has to exude confidence and appear to be totally in command of the situation and that is hard.

So what is the Master of a vessel? He must be a bit of a miracle and yet human; a mixture between an expert in so many things and yet able to do anything from being a bit of a conman to being the lavatory attendant ●



RACING A CRUISING MULTIHULL

By Richard Woods

This article has been written with the hope that it will encourage more cruising multihull owners to enter O.R.-C.A. races and other events, and possibly to do better in them than other people might expect. It has been inspired by the Wharram Pahi prototype *Areoi's* performance at Brighton Marina Regatta Week, in 1979 which consisted of 5 round-the buoys races, each 20-40 miles long.

The permanent crew were Ruth Wharram, Maggie Oliver, and myself; the rest of the crew being made up of other Polycat owners each day. It was Maggie's and Ruth's first experience of day-racing; while *Areoi* was 20 ft. longer than any boat I'd raced before. Ruth was the most experienced multihull sailor at Brighton and I was probably the least experienced.

There were 13 boats entered; racers like *Runaround*, *Gazelle* and *Comanche*, while the rest were cruising cats and tris. Although we had only sailed the boat 150 miles, (all downwind), to Brighton from Plymouth, *Areoi* finished with two second, two third and a sixth placings. Had we won a race we would have won overall.

The following ideas and tips apply equally well to racing or cruising, as a faster cruiser has time for more places to visit, or less time feeling seasick en route. Also, a boat tuned for racing is usually easier to sail than the average cruising boat. However, before contemplating racing, remember that it is hard work and will require above average seamanship. For example, while a cruising sailor can stay in harbor during a gale, a racing sailor may be out trying to sail to windward in it faster than other boats.

If you are building a boat, try to keep it as light as possible, especially above the deck line, and keep the weight out of the ends. This should increase speed and decrease pitching. A good motto to remember is: "Look after the ounces and seconds, and the pounds and minutes will look after themselves." Try to reduce the turbulence around rudders and skegs by fitting packing pieces or rubber flaps. The leading edges of rudders and centerboards should be carefully rounded — not pointed — and the maximum thickness should be one third of the chord back from the leading edge. Pay more attention to the smoothness of the rudders and boards than to the rest of the hull.

Do not skimp on your sails or deck equipment. For example, 2 sheet winches instead of one central winch can save approximately 10 seconds each tack. That does

not sound long, but one can tack 20 times in a race — and races are won and lost by a matter of minutes.

Most cruising multihulls will need light weather racing sails, and a spinnaker is essential. On *Areoi* we had no spinnaker and instead used a big drifter, which we set flying for easy hoisting, (but it meant we could not use it to windward). On a close reach in light winds we were the fastest boat, except possibly for *Runaround*, (ex- "3 Legs of Man"), who sailed with the crew perched on the windward float.

Without a spinnaker everyone we overtook on the reaches, overtook us on the runs. Spinnakers must be easy to hoist and easier still to lower. Although Spisqeezers work well when lowering the sail, they seem to take a long time to set up ready for hoisting. Probably the ideal combination of sails is a drifter for reaching and a big downwind spinnaker. We also discovered that a big windward genoa is essential for winds under 15 knots, as once we had learned how to sail the boat, we did not need to reef until there was a 25-knot apparent wind.

Wool tufts on the foresails and mainsail are the quickest and cheapest way of obtaining greater boat speed. Using them also results in easier sailing as less concentration is required when sailing to windward.

From all that I have read, and from all that I know, I have come to a few conclusions. It is a matter of decision, knowing deep down that the wonderful fantasy can be a reality. Be a manager! Make lists, don't skimp on quality. Go for top design and proven systems, keep the boat and its operation simple. "If in doubt — check it out." Sit in the cockpit, tied up at the dock, imagine yourself in a situation at sea — think out your actions — take your time, be practical, and if something fails, swear — loudly! Sail every chance you can, alone. It's an adventure. You and your boat against him and his boat.

About 6" back from the luff of foresails (12" on mainsails), sew a length of black wool through the sail so that 4" hangs down each side. Knot them so they will not slip. Fit one about 3" from tack, one 3" from head, and one inbetween. In use, first adjust the sheet lead fore or aft so that all 3 tufts move together. This gives the optimum sheeting position. When sailing, always keep the tufts horizontal. If the windward one lifts, then the boat is too close to the wind, or the sail is oversheeted. If the lee one lifts the boat can luff, or the sheets be eased.

A wind-speed measuring device, coupled with the safe stability limits of your boat, (i.e. an 80⁰ safety factor



Tane cruiser-racer

over the normal figure), helps drive the boat safely at its maximum speed. Wind speed can be recorded on a hand-held meter, an electrical meter, or an electronic one, which is the most expensive type. The cheaper ones are less accurate, but more reliable. An electronic wind direction indicator is an unnecessary expense; better to use wool tufts on the sails and tell-tales in the rigging — have one on the backstay for sailing downwind. A mast-head vane could be useful.

Get a kicking strap or full width mainsheet track. This will control mainsail twist on the reaches and runs, and so speed will increase considerably. It need be no more than a wire strop and a 3:1 purchase, although a greater leverage gives more control. It is also possible to combine the kicking strap with a topping lift, if a solid bar instead of wire, is used.

The ideal racing crew should consist of:

1. a helmsman who does nothing but steer,
2. a sheet trimmer who constantly adjusts all the sheets for optimum drive. (On the top racing boats no sheets are ever cleated, and the sails are adjusted without the helmsman having to order the change);
3. a tactician who tells the helmsman where to steer what other boats are doing, etc., and,
4. a navigator who keeps a constant check on the boat's position.

Although the first three jobs can be combined without much loss in performance, a full time navigator is essential. By telling us exactly where to go, when to tack and in which direction the buoys lay, Ruth saved us several miles sailing each race, and we always sailed the right course — unlike several very experienced racing multihull sailors!

Obviously, in addition to the four main crew members mentioned above, a couple of *gorillas* are useful to wind the sheet winches and hoist sails. However, they can be picked up from the beach just before the race, and need not have sailed the boat before.

Whatever happens during a race, never give up, and always try your hardest all the time. Remember a race

is not over until you have finished.

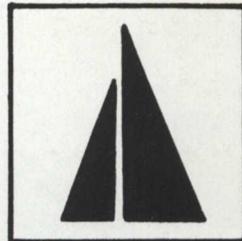
At Brighton, we were amazed to learn that some boats had crews who not only had lunch during the day-long races, but also went off watch, below! It was not surprising, therefore, that Areoi beat those boats, even though they were larger and potentially faster.

Finally, it is impossible to sail a boat to its full potential unless you can "wear" it. This is a difficult state of mind to describe, but it is an obvious sensation once you have achieved it. It means that you know instinctively how the boat will behave in any condition, and when it feels *in the groove* — in fact, you become a part of the boat, the most important part, i.e. the *nut* on the end of the tiller. This feeling is unlikely to come in less than 1,000 hours of sailing, so do not expect instant success with a new boat.

Many top dinghy sailors speed the process of "wearing" a boat by going for practice sails and races blindfolded — and it is surprising how many people they can still beat. They are training their other senses to sail the boat; the wind on their faces, the noise of the bow wave, the feel of the tiller, etc... Thus they can leave their eyes free for spotting windshifts, marks, other boats, etc... without impairing their boat speed. The very keen multihull owner could possibly practice this technique; if nothing else, it will improve his night sailing.

Racing, besides occasionally being great fun, definitely improves the breed and so possibly cruising multihulls are losing a great deal by not joining official races, or organizing their own races to/at cruising rallies. ●

Reproduced by courtesy of "Multihulls" magazine)

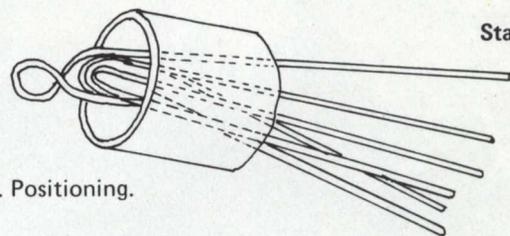
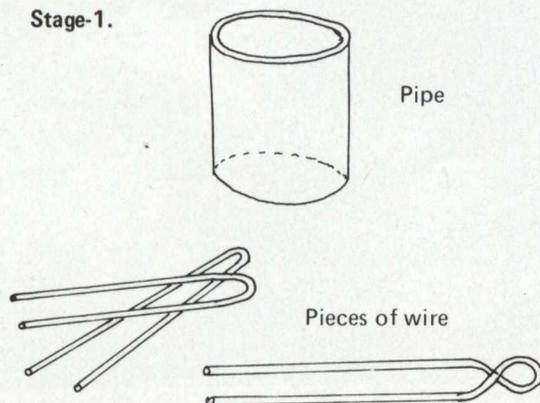


A simple Wire Grapnel for dragging up Anchor-Chains etc.

This useful object is relatively simple to construct. It consists of a short section of steel pipe; approximately 2½ to 3 inches long with a diameter of 1½ inches. 3 pieces of thick fencing-wire 1 ft. in length.

These pieces are then arranged into the pipe, so that one length is bent to a sufficient loop-hole for a rope attachment.

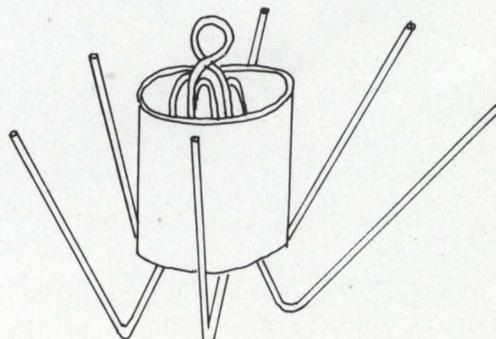
Stage-1.



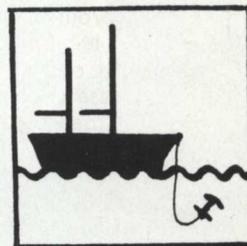
Stage-2.

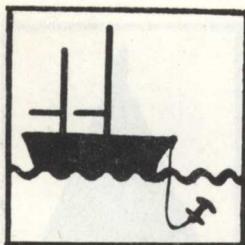
1st. Positioning.

Positioning of the wires.



2nd Positioning.

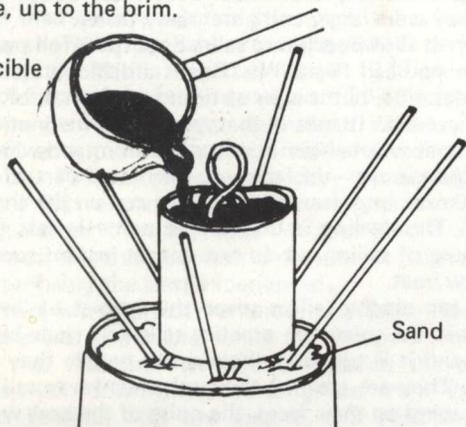




Stage-3.

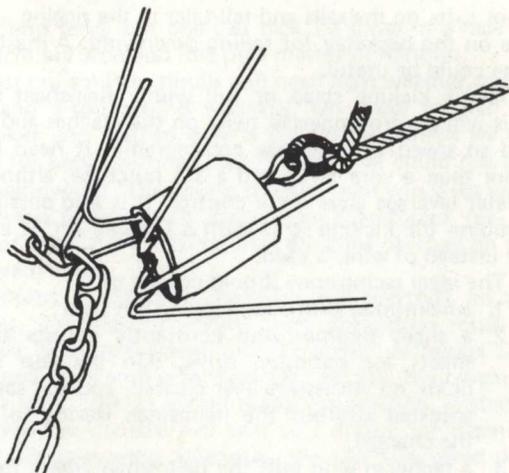
When the wire is in position, the grapnel is then placed the right way up on a bed of **Dry sand**; preferably in a tin. Molten Lead is introduced into the centre of the tube, up to the brim.

Lead Crucible



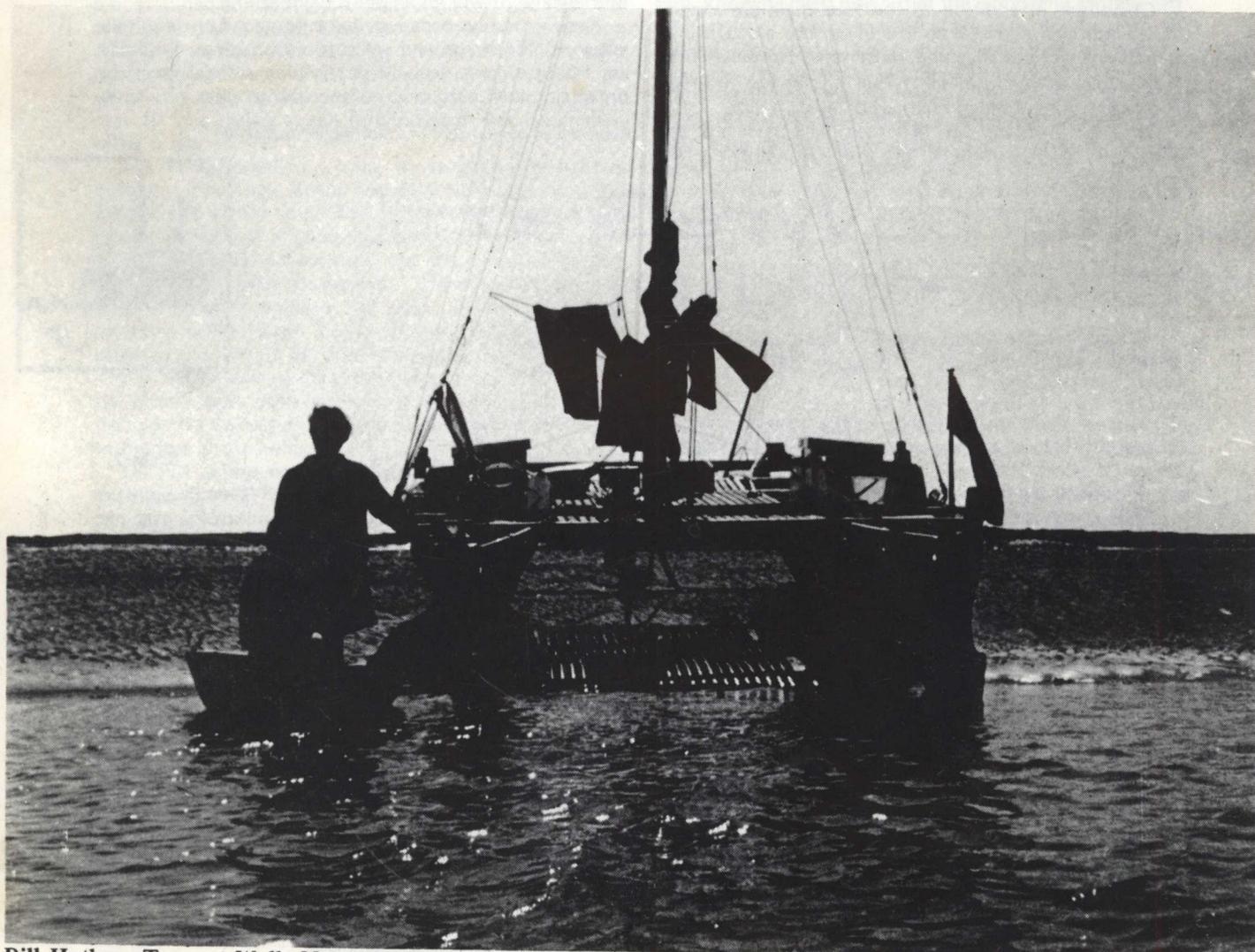
Sand

N.B. Very important that the sand is absolutely dry and that a blow lamp should be used as otherwise there is a risk of molten lead being blown back. Also the pourer should wear goggles.



Example of the Grapnel's Function

The Main advantage of This grapnel is the fact that if it snags on something large, for example, an impenetrable mass of weed, or a log, the wire hooks bend and, therefore, release their hold on the object. The hook can be bent back to its original position. ●



Bill Hathers Tane at Wells Next the Sea, one of the brighter spots around the Wash. Bill has since sold his Tane and gone over to tri marans. He now sails a Telstar.