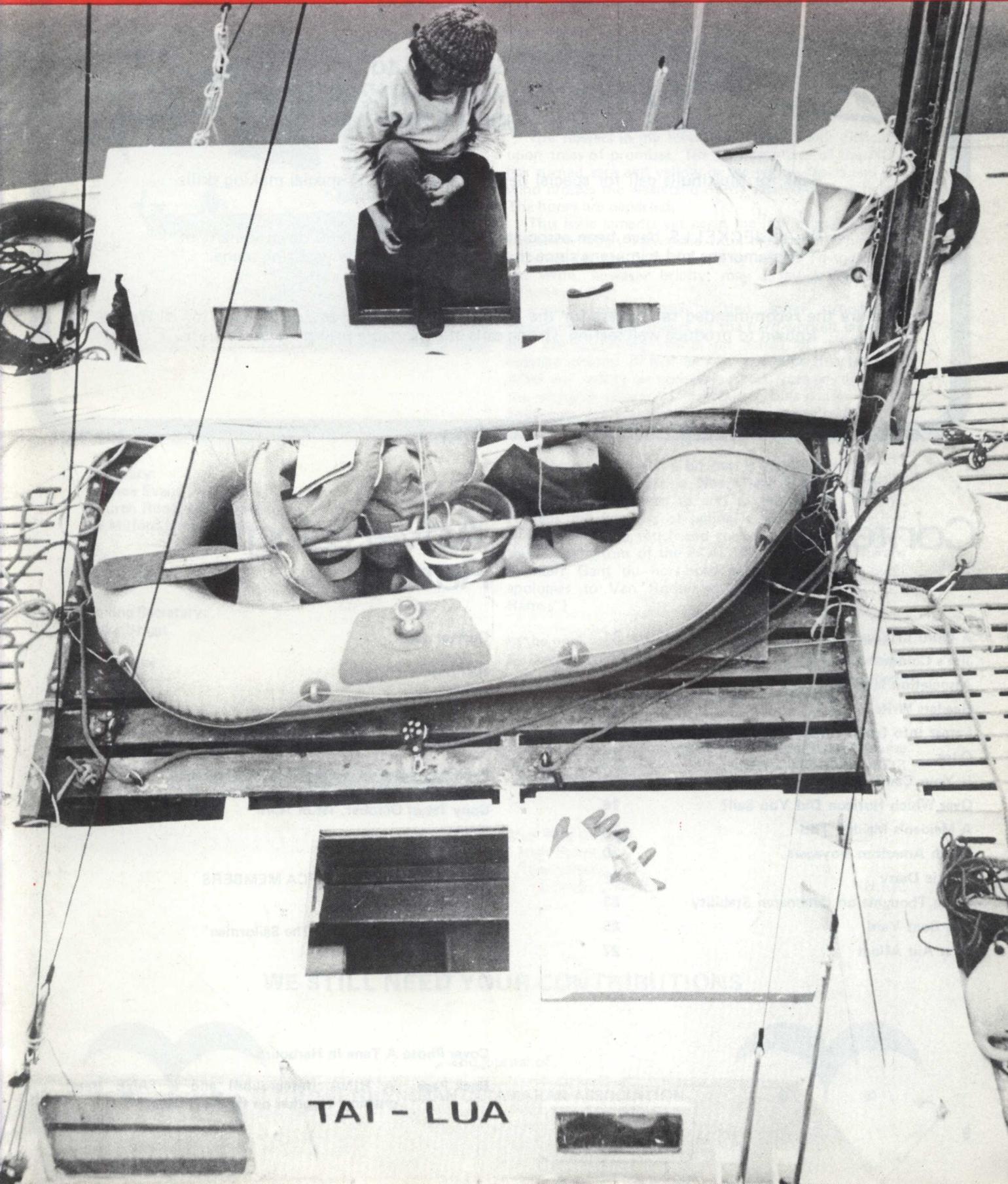


THE

JUNE 1981

# SAILORMAN



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SMALL ADS FREE TO PCA MEMBERS

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Cover Photo A Tane In Harbour

Back Page A HINA (foreground) and a TANE (rear) cruising together on the North Sea.

# THE SAILORMAN



## A word in your ear

Where have all the members gone?  
Long time passing.  
Where are all their promises?  
All faded, every one.  
Where have all the writers gone?  
Gone to into hiding everyone.  
Where have all the artists gone?  
Gone to paint their boats instead.  
When will they ever write?  
When will they ever sketch?

The flowers in my forest are growing with difficulty upon trees of promises. The Euphoria tree of the AGM has turned sere and yellow in the winter frosts and the wind crosses the wasteland of my expectations unheard. The hopes are departed.

This issue laments yet again the lack of major contributions willingly forwarded from members. Perhaps the response for the next one will be better. To those who did write, however briefly, may I say a well-meant "Thankyou".

Robin Fautley has written some strongly-felt comments on the subject of the hard-worked secretary and her unstinting efforts on behalf of the PCA. I heartily endorse all that he says and hope that the next AGM will rectify an omission. Apart from anything else the physical efforts of distributing 500 copies of The Sailorman twice a year and the editing and distribution of the Mini-Sailorman are quite daunting and it is all done by Anthea.

Light relief is again a bit that is clearly missing from this issue of the magazine. Where have all the humourists gone? one is tempted to add to the opening lament. Perhaps the business of sailing is not very compatible with lightness of touch and comic utterance. Where are the Mike Peytons of the PCA? "Où sont les catamarans d'antan? Gant du hors-bord et vrai où âne." (with apologies to Van Rooten's "Mots d'heures: Gousses Rames")

In the next issue "Wei-ji" from New Mexico to Hawaii" by David Omick and "The Construction and Destruction of "Joel 2:25" " by Sam Nelson. Both these excellent and informative articles arrived too late for this issue.

For those of you who might feel tempted to write some thing my address is below. **PLEASE NOTE:- COPY FOR THE NEXT ISSUE BY 1st OCTOBER 1981**

May Tree Cottage,  
High Street,  
Swinderby,  
Lincoln LN6 9LW

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## WE STILL NEED YOUR CONTRIBUTIONS



The journal of

THE POLYNESIAN CATAMARAN ASSOCIATION





## Jim's Column

We are still surviving! - Not just James Wharram Designs, which is making enough to eat, to provide petrol for the car and plywood and glue to build new prototypes - but the P.C.A., as a national and international multihull organisation.

In the boat-building world, major firms are going bankrupt and out of business, not only in Britain, but in Holland, America, New Zealand and every major yacht-interested country in the world. This has made the world of yachting extremely competitive and the world of multihulls is experiencing the full effects of this competition.

The solid core of off-shore multihull design has always been the stable multihull - designs like those of the Prouts, Bill O'Brien, Tom Lack, Jim Brown, Wharram and several others. These form the majority of multihulls built and sailed. In recent years, people wishing to break into this market have done so, in far too many cases, by taking the basic ideas of one or other of the stable multihull designers already mentioned, making the structures lighter, increasing the sail areas several times to produce a boat that has a shorter structural life and which is prone to capsizing. They can, under certain circumstances, i.e. in smooth water, sail faster, and this ability to sail faster (in smooth water only) has been built up-not only with claims of superior design - but into an implication that it is *the* philosophy behind multihulls. A leading multihull firm, whose designs became increasingly known for capsizing, is one of the bankrupt ones and it would appear that, understandably, the economic pressure is greater on the protagonists of the unstable multihulls. Increasingly, in the next few months, one will be reading in multihull magazines, articles and letters in favour of the unstable multihull concept. It must never be forgotten that behind these letters and articles lies the stark, economic fact of the World recession.

I, personally, will take up cudgels on behalf of the stable multihull, but I should be grateful for the written support of any P.C.A. members. For it appears that the first defence of the unstable design brigade is to initially denigrate the, "stable", designers-*ie.* ourselves. For example, one, "unstable" designer wrote recently in a Swedish multihull magazine that the British multihull designers under-rig their multihulls saying,.....designing a boat with a sail area that you don't reef till it is blowing force 9 doesn't mean security - on the contrary, it seldom blows that much, you get no reefing training and when it really blows that much you just can't cope with the situation, you never learned how to and that's dangerous.' To which my answer is: how can you learn to reef an unstable multihull when it is upsidedown before you have even learned the art?

Not only are firms and designers feeling the economic pinch-so are yacht clubs and yachting associations. I belong to a well-known, traditional, English Yacht Club. Its economic structure is tottering. Likewise, two organisations connected with multihulls in Britain are also in a bad financial way. The important fact presented at the P.C.A. annual general meeting was that the P.C.A. is not only still one of the biggest offshore multihull organisations in Britain - and probably the world - but that its finances are still in a reasonable state. For this, one must thank, to a large extent, Robin Fautley, who, singlehanded, edited and organised the financing of the P.C.A. book; "In the wake of the Sailor". He was supported in this work by an excellent committee.

One of the strengths of the P.C.A. - the same as that of the Royal Yachting Association - is that the Committee members are changed before they become stable and, "dug-in". The informal talk by our present Committee at the last Annual General Meeting conveyed a desire for more people to come forward and give those who have worked so hard on the P.C.A. committee for the last few years a break. The more formal talk was that the editor of, "The Sailor", does not receive sufficient assistance in collecting material. A sailing club can present two faces to the public. One is that of an expensive building with bars and flagstaffs. The other is a vigorous magazine that finds its way into the home of every member. Our public image is, "The Sailor". We must help the editor as much as we can.

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*Articles, stories and photographs of multihull interest are solicited. All editorial communications and submissions should be sent to the attention of the Editors at the above-listed address.*

Piracy is another minus factor to be taken into account when planning a world cruise - along with "What happens if I get ill at sea?", "Will my boat survive a storm?", "Will I run out of money too soon?" etc. However the chances of an attack are probably similar to having your plane hijacked on your next package-deal holiday, a chance that increases if you sail or fly near Cuba S. America or the Middle East. Unfortunately with the ever increasing gulf between the rich yachtsman and the poor the number of pirates is bound to rise, additionally more attacks are likely due to increasing profits obtained from drug smuggling.

**In the next issue "Piracy" by Richard Woods - the hard facts**

# Association News

Dear Editor,

December 1980

As well as being part owner of an ORO, I am a second officer in the merchant navy, and as such am in the position to appreciate the problems of both small and large craft when navigating. I am at present in West Africa and a couple of incidents on our voyage, involving ourselves and yachts have inspired me to write an article on good seamanship.

Heading south from the channel, bound for Dakar, one fairly rough night off Spain we came very close to running down our first yacht which was heading West South West from the coast. We picked up her rather dim green light at an indiscernable distance away to port and it took several minutes to ascertain collision risk by which time it was evident that the yacht was very close indeed. A drastic alteration of course by ourselves saved the situation — there was no sign of crew on deck.

The second incident really brought the message home. One night, 100 miles from the Canaries, a small white light was sighted apparently a good distance off. Suddenly the small white light became a blazing green light, very close — again, hard a starboard.

A number of points can be raised from these incidents:-

Firstly I suspect the occupants of the boats concerned were blissfully unaware of how close they came to being mowed down — both yachts came close enough to see that there was no-one on watch. Both incidents took place in major shipping lanes, so it seems sheer madness not to keep some form of watch, only adding to the bad name yachtsmen have amongst many of the seafarers. It was fortunate we were a British ship run to the highest safety standards, unlike some of the ships run under flags of convenience.

The basic fundamental 'with due regard to the observance of good seamanship' should, in all circumstances, be practised — not keeping an efficient look-out, crossing close ahead of another vessel (less than a mile in the case of ships) and generally getting into unnecessary close quarter situations are not the practices of good seamanship.

Digressing slightly, it would be dangerous to rely on the premise that 'steam gives way to sail'. Probably 90% of the time this is so, but any student of the collision regulations knows this is not always the case — since it doesn't apply in narrow channels, fairways or traffic separation zones. It is worth noting that a ship miles out at sea could be in a narrow channel particularly if it is a deep-draught vessel.

Another important point to be raised regarding the two incidents, concerns navigation lights. A single point of light emanating from one source is not easily seen unless a sharp look-out is kept — even then it is impossible when there is no echo on the radar, to estimate the distance away. The light on the mast head, and its relatively low power bulb contribute to its appearance of being a long way off.

It is obvious from this that the optional red over green mast lights make safety sense. However, the power consumption required to maintain sidelights and mast lights of sufficient luminous intensity is prohibitive with most yachts. A possible solution, which I intend using myself and would regard as a must for singlehanded yachtsmen, is a combined light at the mast-head, accompanied by a tilley lamp or similar white light somewhere at deck level — this would be sufficiently far away from the mast-head navigation lights so as not to interfere

with its characteristics. I believe this will enhance your chances of being seen in good time and will also give a clearer perspective.

I am sure most of you have read much on this subject before — I only trust I may have reminded some, and 'shed a little light' for others!

You may also be interested to know that we have now moved our boat — an ORO, at present called "Gwojug, Gwojug," from Birkenhead docks to Northwich, Cheshire. I believe we're the first Wharram to make this journey and we caused no end of excitement and curiosity amongst passer-bys, not least of all being the cows as we passed their fields! The voyage is fairly unusual in that it involves traversing the River Mersey the Manchester Ship Canal as far as Runcorn, and hence the River Weaver and includes numerous locks and bridges. Obviously a good engine is required for this — we fitted a two cylinder Lister diesel and a very unusual transmission system which came from various scrap yards and costs less than £50. Although this system proved faultless for two days continous running, we're not sure whether it is suitable as permanent arrangement. Your views would therefore be welcomed. [see next issue — Ed]

Yours faithfully,  
 Mr. C.M. Moss, 2nd Officer,  
 MV Dumbaia,  
 c/o Ocean Fleets Ltd. (crew mail),  
 India Buildings,  
 Liverpool L2 0RB

**Mr Moss does not state whether or not his vessel (MV Dumbaia) was equipped with radar; whether or not it was working and if so, whether or not the yachts in question were picked up on it.**

**The other side of the coin is of course the dreadful disaster that befell Sam Nelson in his Tagorea in December last year. He was run down in broad daylight on the high seas by an oil tanker. His boat sank under him and quite by chance, it seems, he was seen in the water by a crew member on the tanker which then turned round and picked him up. I believe that he has since received a suitable compensation from the shipping company in question though only Sam will know just how much the loss of his boat will mean. (see Editorial) (Ed)**



"Sam Nelson in his Galley"

## Readers Write

Dear Sir,

I have just seen the R.N.L.I. figures for the last year, it made interesting reading, figures were:

Sailing Yachts	-	50,	Lives Lost	-1
Incid— Sailing Multis	-	26,	..	-0
ents Aux Yachts	-	303,	..	-6
Aux Multis	-	19,	..	-2

these figures reflect the types of boats in use as much as their potential danger, but still, the figures are striking.

The figures for powered craft were very much higher, totals being 561 craft assisted and 27 lives lost.

**It would seem that multis are by far the Safest types of Craft afloat around our shores.**

Yours faithfully,  
John Farrimond,  
19 Ash Grove,  
Orrell,  
Nr. Wigan.

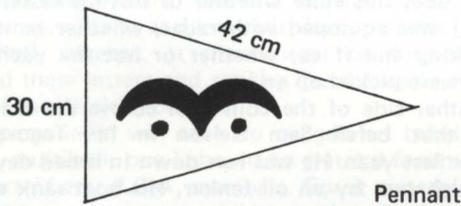
Dear Editor,

I have fully recovered from my Norway trip (see "The Sailor" July '80 issue) and am even making plans to go there again or perhaps even further. To that end I am re-fitting the boat and have designed and made a self-steering gear. I have not yet tested it in really bad weather but it works all right in normal conditions. I've enclosed a drawing in case you might want to put it in the next issue. Nobody seems to have provided detailed drawings for a vane gear yet so these ideas may be useful to someone. My dolphins are hardly seen about the Moray Firth now. I think that increased industrial activity coupled with much sea-bed pile - driving for the construction of oil-related jetties have driven them away. It is very sad.

Yours faithfully,  
Tony Perridge  
Wester Craggach  
Drumchardine  
Kirkhill  
Inverness

Dear Editor,

Can I register the name of my boat with you (By all means but it has no legal standing whatsoever - Ed.) The name I have used to register the boat with the Maritime Services Board of N.S.W. is "TIKI TANE" Please will you supply a sketch of the Polycat Association sail emblem, fully dimensional, so that I can make one for my boat (can some reader help - I do not know the exact dimensions - Ed.) Also the dimensions of the pennant - see sketch.



On receiving the latest worldwide Polycat membership list I was shocked to find that my name was missing. I then discovered that I did not post the letter with my subs. It was still in the glove compartment in the car under a pile of rubbish. I have rectified this and apologise to the Polycat Committee for the error. (Tie a knot in your pennant to jog your memory next time.)

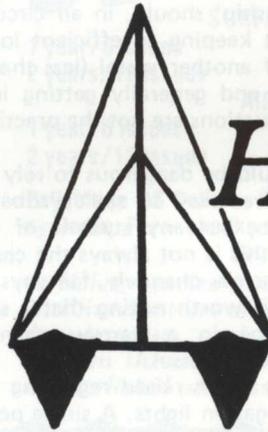
In the latest issue of "The Sailor" I read an article from one of those two small islands, joined together by a power cable (I think he means New Zealand.) which lets face it should be towed to and stuck onto the side of Australia. I shall address the following comments to all Australian Polycat Association members. If a couple of small islands with fewer polycat members than Australia can operate a news letter then Australia can do the same. Why can't we send articles to "The Sailor"? Lets get started with a newsletter NOW!

I am prepared to co-ordinate the info in the beginning if there is any response. My address is below:

Yours faithfully,  
K. Waters,  
Aston Gardens,  
Bellevue Hill,  
New South Wales, 2023  
Tel. 02-3286375

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For details write to:-  
St. Antony,  
Church Road,  
Llanstadwell,  
Nr. Milford Haven, Dyfed.

Dear Editor,

As for doing an article for you, I am not very good at putting into words the things that have happened, been done or intended to do. Well, I can do a run down of the building and alterations that I have carried out on my boat.

I started building my boat in April 1973; first hull turned over in August and fitted out through the winter months. The second hull was started in April 1974 and this time I fitted all the bunk and chart room furniture before plying the hull. It proved an easier method of doing the work, because when you work on a completed hull you have several cuts to make when fitting the bunk etc., whereas, if you fit the bunk etc. before plying you only have to fit for length and mark the curve off the hull stringer and then make one out, fix it (glue) and clean off.

Having virtually completed the boat, less rigging and masts, in the back garden the boat or hulls were transported separated to Cardiff Penarth Y.E. and the boat was assembled on the club lawn (to cries of alarm) and I was given 1 week in which to carry out the assembly and launching and we succeeded with one day to spare.

I then laid the boat up on the shore (until May 1977 when we had our first sail) This period laid-up was used in fitting mast and hull works etc.

I have changed the deck plan several times since launching and I am still not happy. Originally I had a wooden deck section behind the aft beam and also in front of the forward beam. These were found to be very dangerous when wet and very heavy. These decks were removed and full netting sections fitted before and after. I later added the catwalk come chain locker and bow-roller fitting from the front beam to the front netting beam (2½ steam pipe).

In 1978 I decided to re-arrange the steering and made the present steering box (with all its disadvantages) on the starboard side of the Mizzen mast step.

This year I am remaining laid-up and intended to complete the sheathing; because when I was building, I only sheathed to the waterline and I have since found that I should have sheathed all over, including decks. Of course at the time the cost was prohibitive, but has since become a necessity.

I have been sailing since 1961, first in dinghies, then in monohulls and finally two hulls. Now this year I have been cajoled by Bob Evans and Mike Briggs into accepting the job of sailing secretary. If anyone would like to contact me though either Bob Evans or by writing to me personally I will do my best to answer all or most of your queries. Please let me have news of area meetings before and after. Whether I can attend any meetings this year will depend on pressure of work and the weather to allow me work on sheathing my own boat. If I can find time to attend, then I will do so.

Yours faithfully,  
Mal. Jenkins,  
Survival Equipment.  
R.A.F. Brawdy,  
Haverfordwest.  
Dyffed

## Wanted

Experienced crew needed. TANGAROA tour of the Mediterranean and beyond. Starting early summer; finishing never.

Write to D. JEEPE, 148 Lancaster Road., London W11.  
Telephone: 01-940 9026

Dear Editor,

I would like to pass on some information concerning the building of my Tangaroa, number 350. I sent for my plans in '75 and started building in '76. After having most of the hull completed '78 I moved it to where I built the second hull, which is also finished except for the cabin top.

I have used marine grade Douglas Fir ply and timber throughout. The West system has been employed inside and out (glue plus sheathing I am building in a greenhouse now, where it gets quite warm at times (free heating from the sun) and where the sun has been beating upon the decks hairline cracks have sometimes appeared. I have since covered the decks with 10oz fibreglass cloth which has prevented any further cracking. Even when West Epoxy is pigmented the sun deteriorates it at a rather rapid rate so if you are building in exposed sunlit areas, please note. If any one would be interested in seeing the hulls or talking to me, write to the address below or phone (USA 609-451-4159)

Yours faithfully,  
Stephen Veale  
Deleware Ave  
Fortescue NJ  
08321 USA

Letter relating to the Catalac Capsize.....

Dear Mr. Perridge,

I would think that your boat (Tangaroa "Faoileag") would have fared better than the Catalac if you had kept her stern on. However, it is difficult to know what the effect of being swept by a breaking sea would be. A 35mph breaker would strike the stern with enormous force and would be a major danger to the helmsman and even to the low profile cabins of a Wharram design if the wave came on board. The effect on the rudders can be imagined if you look at the equivalent effect of making a stern-board at 20kts plus.

Regarding the possibility of capsizing if hit sideways, you again have a better chance in that there is less tripping effect (though I believe that this is really secondary) and there is much less bridge deck for the water to hit to complete the capsizing from the 45° position. However, the large side-area-to-weight ratio of the Wharram might produce even higher accelerations and there would be great danger of the crew being separated from the boat. (Overboard with a safety harness would be only marginally safer than overboard without one at the 10-15 knots the boat would be moving).

My main lessons are:-

1. Wind against tide is bad news in smallish seas and **Frightening** in big seas. Plan to avoid being in known bad spots (we were at least five miles too close in-shore).
2. Breaking Seas can cause multihull capsizes - not all capsizes are wind induced.

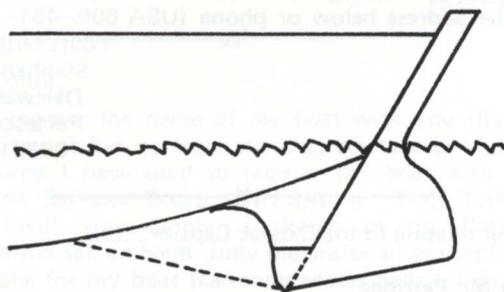
If you want to use any of the information on the capsizing please feel free to do so. If you see us around come aboard for a chat - we hope to be in a red & white Comanche, if the insurance pays up.

Yours sincerely,  
Lionel Mills  
Harbour House  
Pettyeur Road  
Kinghorn - Fife

Dear Editor,

I reported some time back on my modified ORO With a Bi-pole and 1' x 10' low-aspect ratio keels and larger skegs. She made little leeway but was unsatisfactory when tacking.

I reduced the size of each skeg by about  $\frac{3}{4}$  and added a triangular piece on the lower leading edge of each rudder about 6" on each edge. The accompanying sketch gives the idea. The reduction in skeg area greatly improved tacking. The additional on the rudder reduced required rudder leverage. A stainless strip added to the lower leading edge of the skeg deflects lobster pot lines-most of the time. My tiller arms are 5' long but are not normally used as wheel steering moves a yoke on the port rudder stock. This year I expect to use a vertical vane gear on the starboard rudder for minor course corrections when the port rudder is "locked" for a course.



During the winter I have constructed a roller furling spar for my yankee jib (jib topsail) from 43' of 2- $\frac{1}{2}$ " x 1- $\frac{5}{8}$  x 1/8" aluminum spar stock. This will slip over the headstay. The drum is integral to the bottom 6" of the spar. The advantage of this system is: (1) owner built cost is about \$200 U.S. against about \$800 commercial for an ORO unit, (2) existing jibs can be modified reasonably by owner - especially if he sews on sun shield strip, (3) you gain a halliard for spinnaker, etc. Details later when debugged. My Bi-pole main mast still stands acceptably.

This fall "Banana Split" will be travelling to the Lesser Antillies via ICW and Bahamas.

Yours faithfully,  
Al Sunderland Jr.  
96 Westview Ave, Swansea,  
Ma. 02777 USA.

Dear Editor Nick Armstrong,

The first meeting between Polycat friends in Scandinavia in Norway on the 22th of November was a very interesting happening.

We were ten persons together representing a Tehini, an Oro, an Areoi, a Hina, a Maui and a Tangaroa.

Polycat friends came from Kristiansand, Stavanger, Bergen, Moss, Uppsala in Sweden and from Oslo.

We saw slides and photographs of the different boats under construction and also from sailing on a Narai. Also interesting things from old boat traditions still alive along the west and south coast of Norway, —here to mention "femboring" sail to the marketday in Bergen.

We talked and ate and planned to meet again, — hopefully at the multihull meeting outside Stavern next summer.

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

Dear Editor.

As per our telephone conversation yesterday I am sending you the particulars of the rig of our Tangaroa MK IV, hoping that you might have found a little space to include a few words about it — but if this wasn't possible I understand, since it is really very short notice.

The reason we are wanting to sell our complete rig is that we are going to lengthen the boat by 6 to 7 feet, and must make provision for a proportionately bigger rig. Our equipment and sails are under 2 years old and have given us no trouble. Anyone seriously interested in buying the lot would receive some photos from us to help appraise what I claim. If you would be so kind as collect any such inquiries for us I will phone you once a month beginning in the middle of January 1981, as it is very difficult getting reliable mail service almost anywhere in the Caribbean area.

The details on the rig are follows: aluminium masts, non-magnetic stainless steel stays and shrouds, Norseman terminals everywhere, stainless steel welded fitting for all requirements, running rigging: braided terylene special non-stretch. (FSE). Both booms are of Sitka Spruce. All sails are from Jeckells, and are inventoried; aside from the usual MK IV sail plan of *Yankee and Stay sail, Main and Mizzen* also

*Medium Genoa* (23 sq. meters)

*Big Genoa* (33 sq. meters)

special *Twin* for *trade wind running* (23 sq. meters)

*Storm sail and Mizzen Stay sail*

All sails made by Jeckells and in good condition.

There are also two aluminium spinnaker poles with fittings.

My asking price is half of my costs, not counting labour= £1250 (British pounds). We will deliver the complete rig anywhere to the U.S.A, Caribbean, or Europe during the Summer of 1981.

Thanks very much for any nuisance I might be making of myself.

Yours faithfully,  
Dennis Schneider,  
Polycat: TEVAKE,  
Islas Margarita,  
Venezuela.

## NEWS FROM SW AREA by Secretary — Guy Barron

What can we do to boost our spirits? If everybody looks forward to that link with civilisation — 'The Sailorman' — as much as I do, then I am sure that a local newsletter, to fill the gap before July, might be appreciated. Any contributions — short and sweet (or sour), ideas, problems, wants or just news could be beneficial. Send whatever you like in and I'll see what I can do with it. The success of our boat building and sailing project will depend ultimately on how the project affects those around us, especially wives. Without their support and understanding, the project can be twice as difficult. So how about some ideas and thoughts (or complaints!) from the ladies.

## MONEY SAVING: TIME SAVING:

Recently four of us have got together to buy rope and by working together will probably be able to buy it for manufacturer's cost + 5%, (yes, five). Contact me if you are interested.

Masts of Sitka spruce can be bought — now before the sap starts to rise — from the Forestry Commission, Kernow Forest, Bodmin, Cornwall (Mr David Pedlar). The cost is about £60 for a 40' and a 30' stick and Rowlands of Colyton will cut them to size for around £50 and you will get at least 160' of 6" x 1" planking as well, instead of a pile of chippings if you did it yourself with adze and power plane.



I have also found two sources recently getting 40% off stainless steel screws, bolts and probably a competitive price on gripfast.

There is also a chance that I can get any chandlery at cost + a small percentage through another contact I am cultivating. Tell me what you are after and I'll see what I can do — but I make no promises at this stage.

Anybody who hasn't started building yet may be interested in a few notes I made with the intention of building more than one craft. I am sure that most builders forget about the many minor problems they had in the early stages that cost them a lot of time and restless nights.

Has anyone fitted a paddle wheel log and with what success? or has anyone any experience of WASP logs?

**PEOPLE: PEOPLE:**

You may have noticed that the name TAHIA cropping up in "The Sailor" over the past years in the New Zealand newsletters. Its builder, Jim Kings, is much closer to us. He flew back to the UK and brought a Maurice Griffiths sloop on the east coast. From there he sailed again for the sun. However, the motion was so lousy compared with a Wharram that he only got as far as Dartmouth before his better half insisted on calling it a day. He is now waiting to get another Wharram. A lesson could be learnt from the reasons he sold TAHIA. The GRP sheathing split on the keel and the keel planks started swelling causing nasty cracking sounds. He now admits he sold in haste but was encouraged by a lack of money. Have any of you builders ever soaked your wastage pieces before putting them on to allow for expansion?

Sid and Sonya Sury-Gent are building a MKIV Narai in Bladdons Boatyard in Plymouth. Sid is a master carpenter with a lot of experience in glueing — he hopes to be able to turn the hulls over soon — he may need a hand — he also has a good line in plough anchors at £45 for a 40lb.

Tony Arden hopes to get his Tane Nui on the water this summer — he is a coastguard at Mevagissey, so be nice to him — you may need him someday!

'Shanida' has been bought by John and David Goss of Exmouth who intend travelling to the Pacific in 1982. David Goss and Sargeant Peter Phillips are organizing a MOCRA race dropped by Cowes week. It is to run on the 1 May and I think it is to The Lizard and back. Anybody interested?

What news from the rest of you.....?

**AND FINALLY THREE POINTS FROM THE AGM**

- 1 Don't go to France without the right documents.
- 2 Articles and photos for The Sailor are desperately needed. You could build a Surfcat in the time it takes to produce one copy, so please do support the Editor.
- 3 And this is probably the most important part of this letter — the committee wants to organize a different type of meeting. One suggestion was a cruise from wherever we usually keep our boats to the Channel Islands. As the Channel Islands are the same distance from Falmouth and the Isle of Wight it should attract quite a few people along the South Coasts. Arrangements could be made for some people to go in convoy and for others to hitch a lift off a boat and perhaps contribute towards costs.

**QUICK MEAL**

after a hard sail (Francis Herreshoff): open a can of sardines into a pan on the stove . . . Within minutes it will be hot enough to break in an egg or two. The oil from the sardines does the job. Mix together with a fork and in a minute or two you have a hot high protein meal. No washing up as the pan can be wiped out with bread. Naturally you ate from the pan so your fork, licked clean, is the only thing to wash! . . .

Please write if you are interested stating whether you need a lift, have your own boat, wish to go in convoy etc; and state what dates appeal most. With enough interest and the right weather it should be an enjoyable experience.

Hoping to hear from you,

Guy Barron,  
Court Barton,  
Newton St. Cyres,  
Exeter, Devon

PS If you write and want a reply, please enclose a SAE.

Dear Editor,

**CARIAD II**

Cariad II is now in Florida with the crew having a mixed bag of weather; sun, rain high winds, one hail storm, and thunder and lightning.

The trip from Toronto was an interesting one. After a good send off on October 4th — by Polycat members, family members, and some of Ernie's work colleagues - we crossed the Outer Harbour to the lagoon where we had a quiet night.

About 8. a.m. the following day we left for Youngstown, New York, our first call in the U.S.A. We arrived there about 12.30 p.m. A call to customs at Niagara Falls to report our arrival and a second one to arrange our Cruising Permit, were soon done. Then we settled down to await the arrival of friends from Buffalo.

After spending a few hours together and dining at Youngstown Yacht Club they left for their home.

The 107 nautical mile run down Lake Ontario to Oswego took us 22 hours. For anyone wanting to take down their own masts, turn right having passed the breakwater and tie up at the Old Yacht Club dock. This is no longer in use. Alternatively the Marina charges around 40-45 dollars to do this. We passed through 38 locks on the Erie Barge Canal. We had more problems with these - especially the lock raising us - than those of the St. Lawrence Seaway when we sailed with John Bellenger on Pyxis. We used John's idea with the haybag fenders, and we still use them when tying up at docks.

It was monotonous having to motor about 300 miles during the next eight days. We were able to put the masts back up at a Yacht Club at Castleton-on-Hudson. The charge is 15 dollars for one mast and 25 dollars for two masts. Hospitality at the Club was excellent, draught beer at 35 cents and liquor at 65 cents.

The scenery along the Canal and the Hudson River was changing constantly, sometimes beautiful, other times quite monotonous. We also had our share of very cold weather and Ernie was glad he had been persuaded not to leave his parka in Canada. During part of this section we travelled with Angelo and Carol (last name unknown) and their dog Tex in a Bayfield 30 called "Humming Bird". I think they sail out of Port Credit. Their home is on St. Clair Ave West in Toronto.

Our arrival at Atlantic Highlands was on October 18th. We did not have to wait long for a favourable wind to take us to Little Egg Harbour Inlet and we set off again the following day at 5.30 p.m., sailing overnight. We were making for Tuckahoe, New Jersey to visit Tom and Carol Jones, and were tying up at a dock at the Yank Boat Works at 4.00 p.m., October 20th. The yard owner declined any payment at all for the use of his dock. We had a wonderful welcome from Carol and Tom



and next day we visited "Vireo" at the Yank Boat Works, Carol having a day off in honour of our visit. What a beautiful boat; many of Tom's innovations were of great interest to us. It was hard to think that only a few months previously "Vireo" had been out on the high seas.

That evening Stephen Veale visited and together we had a great evening, catching up on news of Steve's progress on his Tangaroa. We did not see his wife Sherry, for a while nobody could find her!! We were able to have a talk with her on the phone a few days later.

We have attempted a few outside sails but as always seems to be our luck, the winds usually drop and we've had to fire up the Evinrude to take us back to the Intra Coastal Waterway. Travelling this way we have met many people, some being old hands at the cruise, others first timers as we are, so we especially have been comparing notes. One couple are Linda and Warren Buck sailing the trimaran "Shadow Fax" originally built by Chris White, an associate of John Marples. They sailed part of the way with a Toronto couple whom we have met a few times on the way. They are Linda and Philip Hildebrand aboard "Shianne II". There may be some polycat members who know them. I believe they sail out of Frenchman's Bay.

Linda and Phil have been waiting for favourable winds to take them to the Islands. They attempted the crossing ten days ago but the weather deteriorated and they and the accompanying boat returned. They are still waiting.

Of late winds have been very strong. Recently we had an easterly blow lasting five days. That was rather unpleasant with winds gusting to 35 knots at times.

At the time of writing we are not too sure of our next move but will keep in touch.

Yours faithfully,  
Margaret and Sian Heard  
West Palm Beach  
Florida

## Star Letter

"What is your Secretary worth?"

Dear Editor,

January 1981

For those who attended this year's A.G.M. in London, I feel that I ought to give a word of explanation. I proposed that we should give our hard-working Secretary the sum of £100 out of the PCA funds in recognition of her work during the past two years. Unfortunately I was not able to stay on at the meeting due to having to move on to another meeting in Camberley the same night. I have been advised of the results of the proposal and the reasons for the rejection by a majority voting at the meeting. It seems that the main reason for rejection was based on a belief that the P.C.A. was not able to make such a payment. This is totally untrue. I quote from the minutes of the 1979 AGM (reproduced in the March 1979 Sailorman on page 9):-

'The Secretary to be voted an honorarium to reflect the amount of work that is now necessary to administer the day-to-day running of the Association. *Carried in Principle.*

The only reason for not making the payment at the end of 1979 was that funds were limited following the necessary repayment of all the loans supporting the book 'In The Wake of the Sailorman'. The rate of £1 per new member and 50p per renewal was to be recommended to the next A.G.M. The sum of £100 is therefore only a small part of this recommendation. I am, therefore, most disappointed that my proposal was rejected based on incorrect information. I do, however, understand the members who have always felt that no payment should be made on principle, but there is no need for a small minority to mislead the new members attending at their first PCA meeting.

The result of the rejection is likely to be the disillusionment of our present excellent and most able Secretary, feeling that members are not even willing to show a small gesture of their appreciation for the extra time put in, especially where that time saves much money. It is no accident that Anthea was able to save over £50 on one item last year by putting in additional hours instead of accepting the nearest and easiest option. We cannot afford to lose such an able Secretary but it is now likely that we will have to find another for 1982.

One of the objectors has recently used the PCA selling register and saved over £200 in brokerage fees. I hope that fair play will prick the conscience of this member and the token of recognition of services be made personally.

Yours faithfully,  
Robin G. Fautley, F.C.A.  
11 Park Street  
Southend-on-Sea  
Essex SS0 7PA



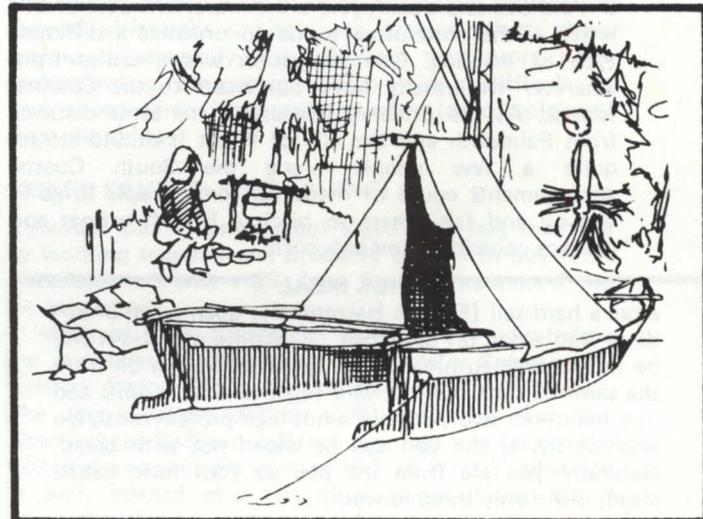
Dear Nick,

26th March, 1981

I gather that Robin has sent a piece about the proposed honorarium for the Secretary, which was not approved at the A.G.M.

It may be helpful if I say that we could have afforded £100 in 1980, and that I can see no reason why we should not be able to afford it in 1981.

Yours sincerely,  
Michael Higham  
The Treasurer, PCA  
Freemasons' Hall  
Great Queen Street,  
London, WC2B 5AZ



# The Secretary's Slot

## LATEST INFO FROM ANTHEA

### AUTUMN MEETING AT MILFORD HAVEN

We have decided on the weekend of September 18th/21st for the Milford Haven meeting. However, no details have been decided, so those interested must write into me nearer the time. We will try and arrange a speaker but nothing has been definitely decided yet.

### SAIL TO ALDERNEY

Mal Jenkins, the new Sailing Secretary will try and organise the "sail to Alderney" as soon as he knows who wants to come and what dates are suitable. This has been mentioned in the March Mini-Sailorman, so I hope members will respond.

### MUNCHIES

**QUICK BISQUE**— This is a filling soup and good for the crew on damp and nasty days.

1 can tomato soup	1 cup canned crabmeat,
1 can pea soup	lobster or shrimp
2 cans beef consomme	3 tablespoons sherry
	Chopped freeze-dried chives

Put all soups in a pot and mix well (with a rotary beater if possible). Warm slowly. Add the seafood and heat thoroughly. Just before serving add the sherry and chopped chives. Serve with a loaf of fresh bread. It is even more delicious if fresh seafood is available.

Dear Editor,

—'Tutoko' the Invercargill 'Tehini' which sailed here from U.K. is now on her way up to Auckland where she will be based.

— I've finally seen Dave Sandiford's 'Tangaroa' nearing completion at Rothesay Bay. It's well built with good timbers. Tangaroa 1 has now been replaced by Pahi 31'.

— Had a visit from John Stephenson recently. He sailed in 'Piggy' an Ariki (45'6") from Brisbane to the West Indies in the course of her circumnavigation. 'Piggy' averaged 160 m.p.d and often did 260 m.p.d. John kindly gave me photoes of Piggy - a simple, beautiful, fast cruiser.

— My article in 'Given' rigs for Wharrams brought some responses. Ian Toddun says he's quite happy with his Given rig, as is Leigh Duncan who says it gives his boat more life. I will write more about Leith and his 'Tane' next issue.

I wouldn't consider putting more sail on my 'Ariki', and am happy with her as she is now. And Capt Bergh writes "I agree wholeheartedly with you about your remarks on rigs. I wouldn't change a Thing. I may put struts up the mast — also a proper mast-shoe together with the tabernacle."

— Wade Doak (Box20 Whangarei) wrote a long letter. Here are some extracts.

'Jim Hudnall in Hawaii who is the world's most successful whale cameraman and researcher, is sold on using a Wharram cat for his work with humpback and grey whales after seeing our film 'The First Move' which features the Raka and Dolphin research....'

'.....the Wharram cat is such an unorthodox craft to the western mind that it takes something like a day at sea on one or a film of one in action to jolt the mind awake to its potential.....'

'.....Harold Ward (Box 94 Russell) builds 'Soma' windmills. It's incredible to see how well (and easy) the windmill functions in a yacht's rigging. I'd thought it would be a hassle with pipe everywhere but the machine is mounted on a plank and simply hoisted like a flag in the shrouds. We've had one running on the land supply all our lighting and 24 volt power for 2 years now. It would be a blessing on a Wharram cat — it's not just a trickle charger like some yacht installations." (can we have more information on these please? — Ed)

### DESIGN AND MAINTENANCE

— Wharrams need some deadwood to protect the bottom of the hulls when beached. I've put on 5" of laminated timber 7'x6", shaped as an aerofoil. The two top layers are epoxied together, the bottom one can be unscrewed and replaced when it wears out. Already it is better, as the little fins stop the glass and antifouling from being rubbed off.

— Both Mike Twiss of 'Brighteyes' and I have put in cockpits this year. Mine is between beams 3 and 4, his is quite ingenious. It can be slid off and used as a lifecraft. 4x1" pins hold it in place and when needed it can be slid off.

— Mike has put ¼" steel plate in the middle of his beams to give them extra beef. His should *never* break.

— rudders must be faired into the hull as any gap left creates a lot of turbulence. Also, a metal strap on the bottom of the skeg and extending under the rudder stops wear and prevents ropes getting caught between rudder and skeg.

### NEWS FROM CANADA

(Report from Roly Huebsch)

Two of the larger Polycats were launched in Southern Ontario last summer. In med June Ernie and Margaret Heard launched their Tangaroa "Cariad II" in Toronto's outer harbour. She is Bermudian ketch rigged and finished in dark green with white trim. Two weeks later more champagne was spilled, this time on Lake Huron as Bob Burdett and Shirley Bailey launched their Narai MkIV "NIGHT CLOUD" near Kincardine. The launch involved a crane lift over a tree and attracted quite a crowd. "NIGHT CLOUD" is cutter rigged and for auxilliary power she has a Fiat Nautica outboard. She looks beautiful in her dark blue and white finish. About a month after the launch Bob and Shirley took her on a very successful shakedown cruise through the scenic North Channel area of Lake Huron.

In mid August the fourth annual Lake Ontario Sail-In was held in Toronto and again attracted seven Polycats: John Bellenger's Oro "PYXIS X" "CARIAD II", Harry Ellis' Raka "LANAO", Alf Hickson's Hinemoa "MANUHIKI", the Hina "CARIAD" - this is Ernie Heard's former boat now owned by Robert Bender and sailed on this occasion by Jonathan Huebsch and Debbie Heard - our own Hina "HUAHEINE", and Doug Gies' Maui "NANEA". On the first day of the week-end most of the boats took part in a cruise in company around Toronto Island, carrying between them about

sixty guests. On the second day with fewer people we all went out in the three big boats. Lake Ontario was unusually rough for the time of year and we had quite a lively sail. It is fascinating to sail in company in these conditions and watch the other boats plugging into the troughs and soaring over the crests.

In early September we bid goodbye to an old friend - "PYXIS X" - as John Bellenger and Diane McCann left on the first leg of a trip that will eventually take them to Australia. "PYXIS" has been the show piece of our Sail-Ins (Sails-In?) since they started four years ago, and since then John and Diane have patiently welcomed hundreds of visitors aboard. We shall miss her. John's intention was to sail to Nova Scotia and haul "PYXIS" there for the winter while he and Diane returned to jobs in Toronto until the spring. The trip down Lake Ontario and the St. Lawrence River went well with a succession of PCA crew members from Ontario and Quebec. However in the Gulf of St. Lawrence they were hit by two severe gales in succession with temperatures at the freezing mark so they decided to put in to the Magdalen Islands and "PYXIS" has now been hauled there for the winter.

Three weeks after "PYXIS" departure it was the turn of "CARIAD II" as she left for Florida and the Carribean via the American east coast Intracoastal Waterway with Ernie, Margaret and their youngest daughter Sian aboard. In late October they visited PCA members Tom and Carol Jones and Steve and Sherry Veale in New Jersey. At the time of writing (mid November) they are somewhere south of Norfolk Virginia. As the first snows fall here and the temperature drops below zero our thoughts are with them . . . . .

It is going to be necessary for some of the local builders (ourselves included) to get cracking if we are to have any big boats at the Sail-In next Summer.

With reference to the photograph on page 23 of the July '80 'Sailorman' of John Bellenger's Oro, the stove is a Fatsco and I highly recommend them. We have two for our Narai. They are well built and come in four basic sizes. The two smaller ones still sell for under \$ 50.00 although fiddles, stove pipe etc are extras. They are available from Fatsco,

251 North Fair Ave  
Benton Harbour  
Michigan  
USA 49022



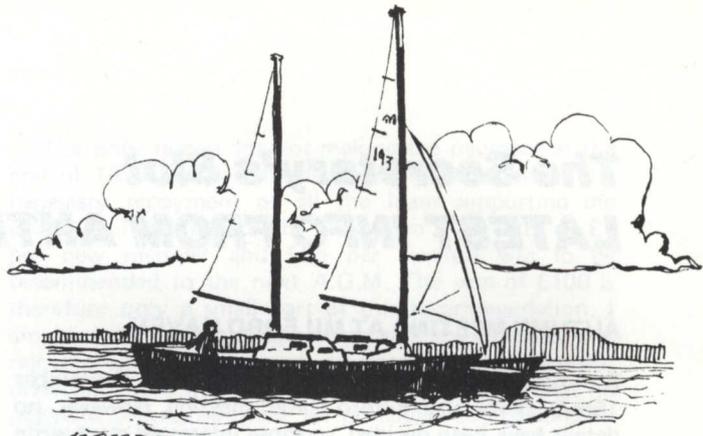
## LAUNCHING

Mike Winkler of Traverse City, Michigan has dropped us a line to tell us that he has launched his bermudian rigged Hinemoa:

We launched 'Caper' on Sept 2nd, only a day after my planned launch date. Labor Day Weekend was one spent scrambling around to just get it in the water.

It looks beautiful.....better than I had ever dreamed, in fact.

Our vacation didn't start until the following Sunday evening. The mast I used (from a Shearwater) was defective and I and my sister dismasted it in Bowers Harbor Bay two days after launching. We were abusing it on purpose and the twenty year old mast



CARIAD II

snapped where a spreader tube intersected the spar thus failing the stress test. It was an emotional blow, though I happened to have two more masts in stock: one identical to the failed member and one of aluminium. The latter switched over readily and final preparations were completed.

'Caper' sails well, self-steers on almost every tack and handles with a light touch. It of course makes much leeway in light air, doesn't point well and is *very* tricky to come about with (any hints here will be appreciated)

Future improvements will include a larger headsail, tiller bar extender similar to racing cats and possibly a taller aspect mainsail with shorter foot to give better performance to windward.

Mike has recently moved, though still in the Traverse City area; his new address is:

2279 Tonawanda Lake Road, Grawn, Michigan, 49637 U.S.A.

## LIGHTNING

Those of you who attended the Lake Ontario Sail-in last year may have noticed the marks along the water-line of Hal Glover's (monohull) boat caused by an earlier lightning strike. Hal has just finished painting over the repairs and says:

I would suggest that all boats owners, especially if their boats are left on a mooring, look into the many ways to ensure that their boats are well grounded. Since Polycats don't have keels a copper plate should be glued to the bottoms of the hulls and a good solid wire attached to it. The copper can be of very thin stuff but it requires a very strong bonding material such as epoxy glue. The copper should be at least ten square feet and left bare to the water. My boat was struck twice in one storm and although the damage didn't look like much, it came to £1200.00 and that worked out to £100.00 a hole!

Polycat Burgees are available from James Wharram Associates Ltd, The Docks, Milford Haven, size 1'x1'4x1'4 at a cost of £3.45

## NEWS FROM NEW ZEALAND

New Zealand Polycat members seem always to be very active and a large number of boats are sailed there. E.J. Berry publishes a News Letter twice yearly and it is often useful as a source of new ideas. It seems that even there, however the members do not write in as often as he would like.

Write to:-

E.J. Berry, 139 Hinlmod Street, Bivheulead, Auckland, New Zealand.



My favourite picture from 'Multihulls' 'Mermaid' contest -- photo courtesy of 'Multihulls'.



## Oops ..

A situation occurred several weeks ago that anyone who has ever sailed has given some thought to. The individual involved has allowed me to write of his experience. I have changed his name to honor his privacy, however.

The boat involved, a 33 foot piver, was leaving from a south bay marina with the owner and his girlfriend aboard. The winds were approximately 15 mph and the seas were 2 to 3 feet high, nothing particularly unusual for the south bay on a summer afternoon. The owner, lets call him Joe, had the outboard motor running, had got the main up, and was sailing on a broad reach. He had secured the genoa and was headed back to the

cockpit when a wave came over the ama. This coincided with the individual slipping on the wet deck. He ended up in the water and the boat motor-sailed by him. He yelled frantically; his girlfriend came out of the cabin and saw his rapidly receding figure astern of her and started to get hysterical. The boat continued on as our friend lay in the water until the sails were hardly visible. At this point, Joe was in mid-channel approximately four miles from either shoreline, and strong flood tide was running. He realized his chances of swimming to shore were extremely minimal. He was dressed in cut-offs and a tank top and decided his best course for survival was to minimise heat loss and not try to swim to shore. Approximately 15 minutes later, a small powerboat stopped some 100 yards from him and he thought he was saved. He waved and yelled and felt very confident his salvation was near at hand. Unfortunately, several minutes later the powerboat started up again and sped off. Apparently they had not seen him. All of us realize the difficulty, even in a two to three foot wave pattern, to pick out something as small as the head of a man. At his point the gravity of the situation was becoming very plain. He began to wonder if he was going to get out of his predicament.

Meanwhile, back on the boat, the young lady had finally managed to kill the engine and drop the genoa leaving the boat essentially in irons and not going anywhere. She had used the CB radio and was trying to raise someone on the VHF, and was eventually successful. The Coast Guard was alerted and tried to calm her down although apparently they could not. She had no real idea of her location or where her young friend was presumably still floating in the water.

Back to Joe in the water, now getting quite cold and numb. He saw two monohulls on a tack and felt he could swim in order to get into a position where they might see him. Five minutes later he reached that point and indeed one of them did see him and hove to. The individual on the boat was preparing to throw a life ring to Joe when, as if God had spoken to him from above, a booming voice indicated that he would handle the situation and not the boat. This was a Coast Guard helicopter and they were lowering a chair to Joe. They successfully plucked him from the frigid Bay water, wrapped him in a towel, and sped off for the trimaran.

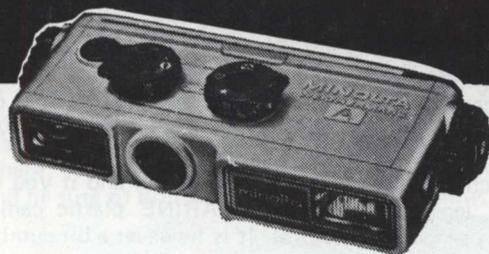
At this point, the story gets a bit bizarre, but this was the way it was related to me. The Coast Guard put our young friend back in the water some 20 feet from the boat and told him to swim to the boat as his girlfriend was quite hysterical. Shortly thereafter, a Coast Guard cutter came alongside and transferred an individual who helped Joe get the boat under tow and back to the marina.

The story ends well, but it points up some basic parameters of seamanship which I will be the first to admit I often overlook. The most obvious are; when you are out sailing with someone who hasn't sailed before, go through a man overboard procedure. Show them where the life vest and ring are, how to stall the boat up into the wind and how to shut the engine down. It will give you a chance to swim back to the boat and effect your own rescue.

Second, even though the conditions were not particularly severe for the south bay, this incident does point out the value of wearing a harness.

Reprinted from MULTI\*VIEWS, the newsletter of the Bay Area Multihull Association (of San Francisco)

## We recommend the MINOLTA Weathermatic



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EUMIG NAUTICA (the water sportsman's

cine camera) @ £149

# Is your camera all at sea? \_\_\_\_\_

One of the things your Editor would very much like to see more of is photographs: of polycats in action, of people on board, of building techniques, of sea or river activity; of any subject at all connected with catamarans and those who build and sail them. Even without articles, photographs are always useful to fill a space in the magazine.

Perhaps you are reluctant to take a vulnerable camera on board. Most Polycats are wet boats in a rough sea so cameras can be vulnerable. However, I have been taking pictures of sailing activities, on and off the water for several years now and I have yet to ruin a camera.

Some simple precautions are of course necessary. You need, ideally, a waterproof camera. Until recently only a Nikonos was available, and at a cost of over £200 this was a bit pricey. Most PCA members would probably rather spend such sums on bits for the boat instead of on a camera. Now, however, there are two other cameras offering weather protected and water resistant facilities, The Minolta Weathermatic, a 110 size camera and the Fujica HDI a very robust, go-anywhere camera. Both these are ideal for taking on board and using in the wettest of conditions and they cost less than £100.

Even without such purpose-designed machines you can still be quite efficient with a simple, but preferably automated, 35mm camera. If you keep it in a strong plastic bag and protect the lens with a skylight filter then you can use it on deck in even stormy and very wet conditions. I used a Canon Dial 35mm camera for some time as it was motor-driven and compact and easily kept in a plastic bag.



Foggy conditions on the River Humber.



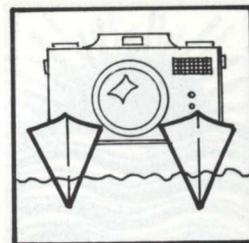
At times like this you need a waterproof camera.

The biggest problem other than moisture and salt is of course the fact that at the peak moments of action on board, when you want to take those really exciting shots, you are generally too busy actually sailing the boat to spare the time. This is when a fully automatic 35mm camera like the Fujica HD is at its best. It can be worn around the neck on its special strap and you need not worry about its getting wet.

Interchangeable lenses are also useful and if you use a single lens reflex, a EWA-MARINE plastic camera housing can be very helpful. It is however a bit cumbersome and not ideal for fast action. For pictures of the crew in action the wide-angle lens is best (you can never get one too wide for this) but for shots of other craft at sea a long-focus lens is likely to be better.

Fast film makes life easier as well as allowing you to use a fast shutter speed to stop that decisive moment of action: and if you are using black and white film, a couple of filters (yellow or orange) can help to bring out those storm clouds.

I am hoping to do a series on Polycat members and their boats in future issues so I should like to start collecting a lot of photographs of you and your families actually sailing them.



**There's nothing more photogenic than a yacht under full canvas heeling along under blue skies in a blue sea.**

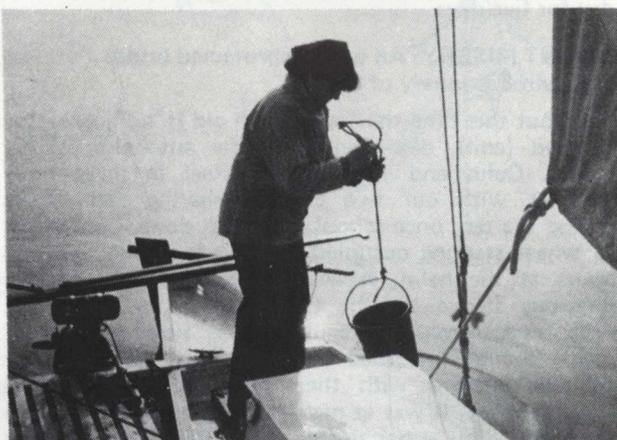
Trouble is, there's nothing more damaging to a camera than this watery environment. Salt water and spray can write-off a camera in next to no time.

Spending vacations afloat – whether on the calm of inland waterways or in the teeth of a howling gale halfway between Holland and Essex – puts your camera and lenses in grave danger. The risk of dropping them overboard is enormous!



Bill Hather's Tane at 4.30 a.m. on the NORTH SEA.

What's bright yellow, weatherproof and floats? It's the new Weathermatic-A from Minolta, a 110 camera built for use in all weather conditions – even underwater to a depth of 5 metres. Controls are big and chunky so you can operate them with gloves on, and there's a built-in electronic flash for pictures above and below the water, day-time or night-time. Complete with super-quality 26mm f3.5 lens, the Weathermatic-A is full of features to make picture-taking easy, and fun! The viewfinder contains focusing symbols, low-light warning and flash-ready symbols; exposure is fully automatic. Take it anywhere: to the swimming pool, the desert, the mountains, and be sure of brilliant photographs every time.



How about getting stuck into it and taking that camera out to sea next time you go cruising or racing?

"Multihulls" (America's inimitable magazine for cat and tri enthusiasts) ran a pin-up competition for "Mermaid Photos". It provoked a few adverse comments from purists, puritans and members of the Women's lib movement; but it did get the readers involved in taking pictures. I'm not hostile to such an enterprise in some future issue.



The Pleasures of Catamaran sailing.

Ed.



# Over which horizon did you sail?

## SPINFISH TO THE SUN

(Part II) by Colin & Marylyn Ford

### LA PALMA – THE CROSSING – BARBADOS

The three weeks spent in La Palma, the most western of the Canaries, had flown by and we had made good friends amongst the eight or so other yachts sharing the small harbour of Santa Cruz de la Palma. Our Oro was the only Wharram there. Ashore, the Club Nautico offered the use of its swimming pool, showers and water tap, while fuel was a short walk away. As we left, though, the extension of the commercial quay was threatening these facilities. Santa Cruz de la Palma offers fresh, moderately priced fruit and vegetables and there are supermarkets for tinned and dry goods.

Although petrol is subsidised and cheap, bus fares are expensive and so we shared a hire car with another family to visit the National Park in La Cumbrecita, the 6,000ft extinct volcano. We would have liked to spend a week camping in the pine-scented mountain air.

### ATLANTIC

With both regret and excitement we left in November and had a fast reaching week as far south as the Cape Verde islands before turning to a more westerly course. There, the late tropical storm which had tracked north to the Azores upset the NE Trades' system and gave other yachts a brisk time while we flopped about in confused seas with little or no wind for ten days. We fished and spotted a group of pilot whales wallowing and blowing, a basking loggerhead turtle, and bonito. An easier kind of fishing was picking up flying fish, for whom our decks were a one-way landing strip. A storm petrel accompanied us for much of the way, paddling the waves and flitting through the rigging at night.

The return of the wind brought squalls which saw us clawing down sail and crashing along under jib alone. The following rain was cold and stung in the wind but we showered in it nonetheless. Colin said he would never trust a cloud again after experiencing up to ten squalls a day for five days.

### MOUNT MISERY. An open unprotected bridge (Penguin Dictionary of Sailing)

At about this time the four-month old H\*nd\* generator stopped (coil), depriving Fred, the autohelm, of his power. Colin and I elected to steer in three-hour watches, with our two children sharing their tricks during the day once school work was done. Conversion to wheel steering occupied our minds during the long hours at the helm, especially when one was dealt a dolorous stroke by the tiller, caused by cross-seas superimposed on the regular swell. Hand steering at night, though, afforded an opportunity to study the brilliant heavens with their new constellations and shooting stars. It was at night, too, that we saw just two ships and three other yachts, "The lonely sea and the sky" indeed. It was a good time for the family, too, and we were conscious of being a unit. As Jake said, it was as if the rest of the world didn't exist. We shared the work, played Scrabble and sang together in the evening.

### EARTH DEFINITELY CURVED

For four days we had been receiving Barbados Radio but it was a grand moment when we had the island visual. The smell of leaves and damp earth was intoxi-

cating as we closed the land at dusk. Ian of "Irish Mist Cruises" guided us to a good anchorage in Carlisle Bay and quite illegally we beached the dinghy and literally staggered off in search of Bajan rum.

The crossing time of 33 days was disappointing but even our light weather sails could do nothing during the 10-day calm period. Apart from 'teak arse' we had suffered neither illness nor injury and "Spinfish" had sailed well. Sights were taken with an Ebbco sextant which proved reliable and easy to use.

Clearing in and out of Barbados costs about £4 and is a threefold hassle but we did meet intrepid sailors who had navigated their way through.

Christmas shopping and carols in a temperature of 86°F emphasised that we were a long way from home, but the friendliness of everyone we met eased any cultural shock. The Barbados Yacht Club and the Cruising Club offer the use of their shady verandahs to visitors – very welcome after riding out of Bridgetown on a cheap but crowded bus. Swimming in sandy Carlisle Bay is good and the children made use of their facemasks and snorkels when we sailed up to Holetown with its coral beach for the New Year.

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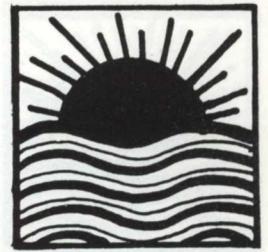


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# A MAIDEN'S MAIDEN TRIP

by Lilian Boon



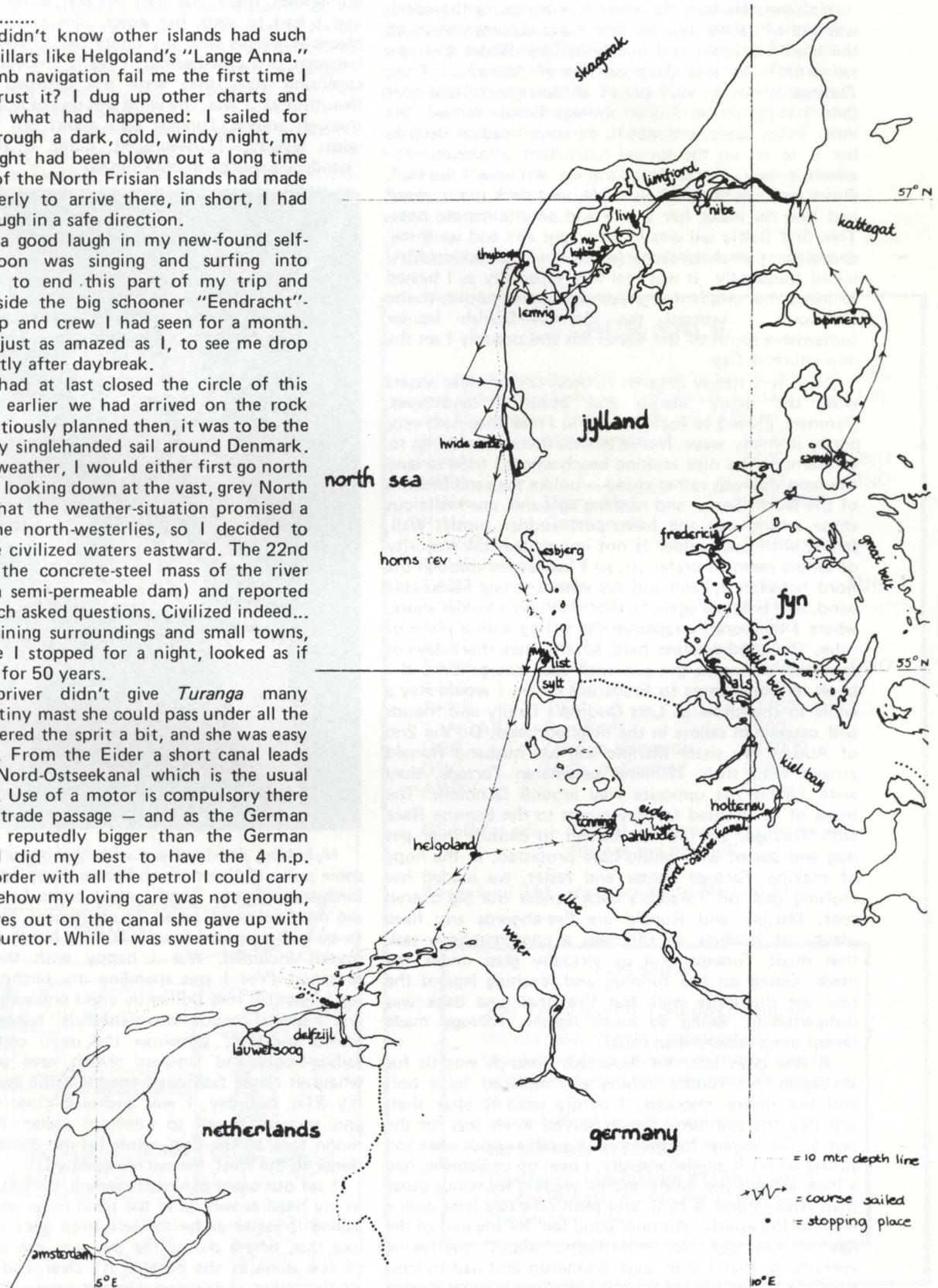
"Although this trip took place in 1979 it is still of current interest....."

Helgoland?.....  
Impossible, but I didn't know other islands had such freestanding rock pillars like Helgoland's "Lange Anna." Could my wet thumb navigation fail me the first time I thought I could trust it? I dug up other charts and slowly understood what had happened: I sailed for about 11 hours through a dark, cold, windy night, my paraffin compass light had been blown out a long time ago, the lee shore of the North Frisian Islands had made me steer too westerly to arrive there, in short, I had made mistakes, though in a safe direction.

Anyway, I had a good laugh in my new-found self-confidence and soon was singing and surfing into Helgoland's harbor to end this part of my trip and happily tied alongside the big schooner "Eendracht"-the first Dutch ship and crew I had seen for a month. I think they were just as amazed as I, to see me drop into Helgoland shortly after daybreak.

Turanga and I had at last closed the circle of this voyage. Six weeks earlier we had arrived on the rock island also, but cautiously planned then, it was to be the starting point of my singlehanded sail around Denmark. Depending on the weather, I would either first go north or east from there; looking down at the vast, grey North Sea, I concluded that the weather-situation promised a continuation of the north-westerlies, so I decided to start with the more civilized waters eastward. The 22nd of July I entered the concrete-steel mass of the river Eider Sperwerk (a semi-permeable dam) and reported to a metal case which asked questions. Civilized indeed... However, the remaining surroundings and small towns, like Toning where I stopped for a night, looked as if time had stood still for 50 years.

Motorsailing upriver didn't give Turanga many problems, with her tiny mast she could pass under all the bridges when I lowered the sprit a bit, and she was easy to handle in locks. From the Eider a short canal leads halfway into the Nord-Ostseekanal which is the usual route to the Baltic. Use of a motor is compulsory there it is an important trade passage - and as the German "Punktlichkeit" is reputedly bigger than the German sense of humor, I did my best to have the 4 h.p. outboard in good order with all the petrol I could carry on board. But somehow my loving care was not enough, for a hundred metres out on the canal she gave up with an overheated carburetor. While I was sweating out the





awkward situation I found myself in, a powerful Dutch yacht overtook me, passed.....and offered a tow! Thanks to them, I reached Holtenau that same day and had a lovely big stretch of *sailing* waters in front of my bows.

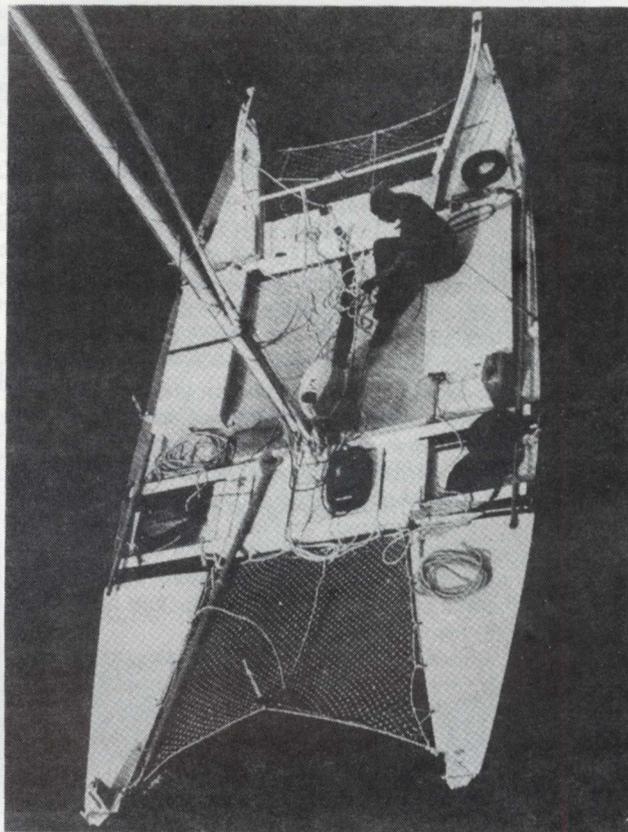
Holtenau Harbor, the eastern entrance of the canal, was full of yachts, but by now I was accustomed to all the inquiring looks and questions like: Where did you sail from? Do you sleep on board? Alone?..... True, *Turanga* is not an example of an average cruising boat (and I suppose I'm not an average female either); the inner living space is minimal: to cook, read or sleep in her is to set up the special hatch/tent combination — which is easy — and then "put on and wear" the hull. Other features like shallow draft, vast deck space, speed and low rig make her a safe and easy-to-handle boat. This first Baltic sail was in very light airs and sunshine, changing spinnaker/reacher/spinnaker and bikini/shirt/bikini frequently. It was real fun, especially as I passed so many monohulls that pretended not to notice. In the afternoon I crossed the German—Danish border somewhere south of the isle of Als and proudly I set the new courtesy flag.

I was very happy to arrive in these crystal clear waters with the many islands and beautiful landscapes. Denmark proved to look exactly as I had imagined: very pretty in many ways. Nethertheless there were things to be learned. The nice looking beach where I tried to land the next day was rather stony — unlike the sand beaches of the North Sea — and running aground, one malicious stone wrung out the lower-port rudder pintle. Well, sailing with one rudder is not impossible (the majority of sailors seem to prefer it), so I proceeded through the fjord between Jylland and Als with a strong favourable wind, and beached again farther north on a kinder shore, where I temporarily repaired the fitting with a piece of rope. The good weather held, so after two more days of spinnaker-sailing in the sun with easy navigation and a book to read I came to Fredericia where I would stay a while in the circle of Lars Oudrup's family and friends and catamaran sailors in the neighborhood. On the 2nd of August my sister Marijke and her husband Ronald arrived with their 12-meter catamaran *Tortuga*, they were sailing the opposite way around Denmark. The three of us decided to play escort to the Samsøe Race with *Tortuga*; we did not bother to consult their pet dog and parrot who would have protested. In the hope of making *Tortuga* lighter and faster, we loaded her cruising gear on *Turanga's* deck, under the big overall tent. Marijke and Ronald are live-aboards and have plenty of hobbies so this was a comprehensive task that made *Turanga* and us virtually gasp under the loads. Going on the running and reaching legs of the race we did quite well, but the final beat back was disheartening. Being so much lighter, *Tortuga* made (even) more leeway than usual.

A few days later we departed. *Turanga* was fit for sea again, the rudder lashing was replaced by a bolt and her motor checked; I hardly used it after that, just like the spinnaker which stayed in its bag for the rest of the voyage for the only favorable winds were too strong to set it singlehandedly. I beat up to Samsøe, had a look around the lovely shores, waiting for winds other than NNE, Force 5 to 6, and went on a day later with a nice northwesterly. Another good sail. By the end of the day I was still so enthusiastic about overtaking everything, that I shot past Bonnerup and had to turn back for it, for there are no other suitable ports or safe

landing places other than this little artificial fishing harbor.

It was a wet but sunny closehauled sail from Bonnerup to the entrance of the Limfjora, where the sand banks and currents reminded me of Holland with the difference that I was able to see the sand bottom, whereas at home the water is mostly grey with mud. The scenery is a particularly pretty mixture of sea and land with the cool, clear skies of the higher latitudes. The fjord is a narrow channel, deep enough for coastal traders, surrounded by weed and mussel-covered banks. Sometimes there was not enough water for *Turanga* and I had to walk her away, like a steed, for those places (I always wear my safety belt clipped onto a line between two crossbeams). I really enjoyed visiting and exploring areas that were not besieged by tourists. Beautiful as it was, the wind was on the nose all the way through and as *Turanga* sails about 50° to windward with leeway, I developed quite a repertoire of "windward songs" to buck me up.



Nykøbing provided me with the opportunity to get some cultural diversions and some shopping done for my birthday presents. Then I went on to Lembig, where I did my final check on all the equipment. Everything had to be well prepared for the coming North Sea stretch — myself included. Was I happy with these birthday presents! (Yes I was spending my birthday—alone—at sea.) The day rose brilliantly and I unpacked a polar suit and a special sort of "mermaid style" boots and trousers sealed together; somehow the usual combination of sailing-boots and trousers always gave me wet feet, whatever clever fashions I tried. On the evening of this, my 21st birthday, I was anchored close to Thyborøn and treated myself to Limfjord caviar. A nearly full moon rose to the East, while behind the small ridge of dunes to the West, the sea lay quietly.

I set out again the next evening, the charts imbedded in my head as well as in the plexi cover on deck. Night sailing is easier as far as navigation goes along a shore like this, where during the day you can only get fixes of one dune or the other if it's clear, and of one wave or the other if it's not. Unfortunately, there was not

much wind and when it did blow up a bit later it was from the south. Around daybreak I could just get a rough fix of the Hvide Sande light. Some time later — after a cheering breakfast of hot porridge from one Thermos flask (I carry 3) — I tacked to get closer to the shore. I came out at one of the few beacons and persevered by beating against a Force 2–3, S to SW changing wind. I was getting very tired, too tired even for “buck up” songs. The visibility got worse, another tack, I should come out at the lighthouse now, I don’t believe it, just hold on.....what’s that land in front?... a lighthouse, *the* lighthouse, I just started to cry — it was about noon then and I had sailed since 19:30 of the day before. Still, I entered and tied down in Hvide Sande without bumping into quays, to be interviewed immediately by a reporter from the local newspaper! I was exhausted when at last I struggled into my sleeping bag. I slept for 15 hours.

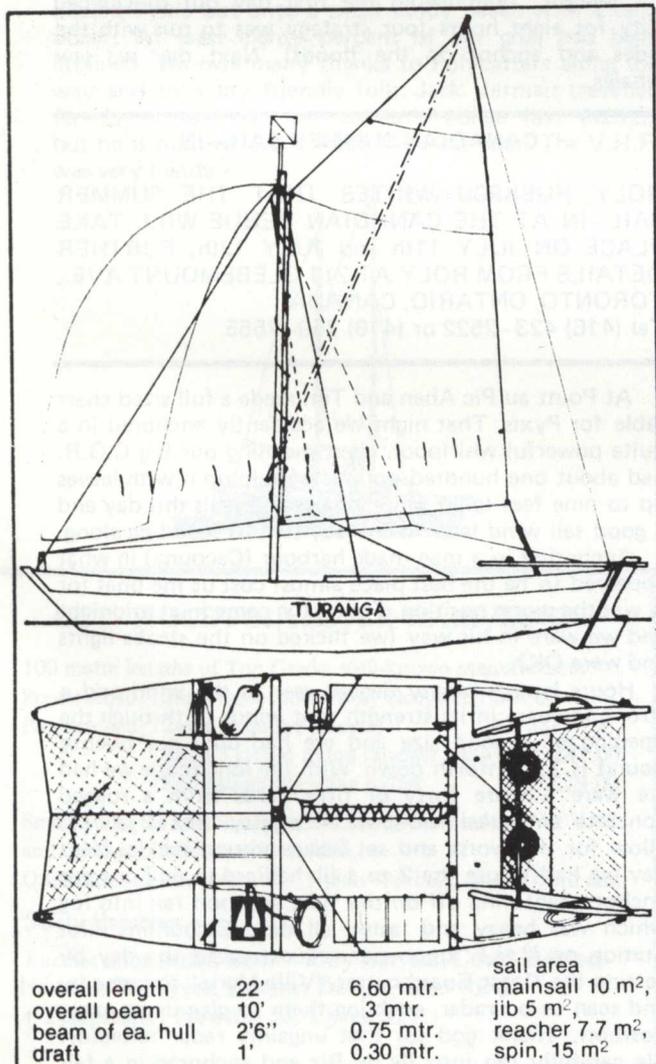
Two days later I felt fit and ready for the next ‘jump.’ Visibility was very good and the wind fresh from the NW as *Turanga* sped out in the early morning, headed for the channel through the notorious “Horns Rev,” a sand bank area stretching far out into the sea. Everything went very well that day, I spotted the buoys easily (navigation was confirmed by the ‘just follow the others’ tactic) and decided to go on to the German island of Sylt, instead of the alternative stop of Esbjerg. It was glorious sailing, with a private little rainbow of my own on the lee, we averaged 10 knots from the “rev” to Sylt. There I had to wring myself out, salt water and coffee had entered my heavy jacket, but I was too happy to grumble. We had to stay on the surf school beach at Sylt for a few days due to a Force 8–9 storm which swept shrieking over the German Bight;



neither *Turanga* nor I liked it: there was enough surf to make being there uncomfortable for me, but poor *Turanga* got her port rudder smashed again, this time the lower half broke off completely....However, there was plenty of time to find a solution. I collected wood at a building site and planked up both sides, the result was very heavy and unsteamed but at least it steered. Or, was there perhaps something wrong with it? After all I didn’t come to my proposed destination after Sylt: Helgoland?...impossible, but....That sail from Sylt was the most thrilling of my life, *Turanga* mounted and fell off waves that were bigger than any I had ever experienced.

After a week on Helgoland (and it was Helgoland), *Turanga* and I headed back to Delfzijl, Holland with last year’s dream fulfilled.

(Reproduced by Courtesy of “Multihulls” magazine)



## FOR SALE

All the following boats are currently on the PCA Sales and Wants Register; for full details contact N. ELLIS, 34, The Avenue, Totland Bay, Isle of Wight.

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# North American Voyagers

**OUT THE FRONT DOOR** by John Bellenger

That was our ambition! Going out the same way that all the great early Canadians came in!

Pyxis is an Oro type, a fair bit overweight. She was fun to build and is even more fun to sail. Now we were loading up for our voyage down to the sea! Our Polycat friends gave us much help and a great farewell, Ernie, Marg, Debbie and Sian were our crew. Their help was much appreciated as they should have been getting their own boat "Cariad II" ready for their journey.

We cleared the headland by about seven thirty and at dawn we were about forty miles to the east. The lake got a bit choppy the next day. Hove to so as to cook a ham in the oven. Next day we went boiling past Main Duck Island on a broad reach. The many small fields on hills looked pretty. Almost before we were ready we were in Kingston! Anchoring near a ferry jetty we had a pleasant evening. From now on we entered a world that is truly wonderful...Small granite islands with little Japanese looking pines growing at angles — some only big enough for one cottage. Because of big vessel traffic and the close attention needed to navigate we stopped each evening in these waters; our motor problem was fixed at Brockville. The locks had us a bit nervous because of our poor manoeuvring under power but they all went well and in fact they were very interesting. Ernie is an expert at locating great anchorages — just before Montreal we went into a quaint little town and anchored between church spires. Next day powerful winds made it a bit exciting getting out, seaweed fouled our ground tackle and our propellor so we did numerous tacks and sailed fast.

Passing through two more locks it was not long before we sighted Aben's Hina. Dropping anchor in a nice sheltered bay we talked Polycats. Next day we saw Aben's beautiful Pahi 31, wonderful work is being done on it. We met some of the nicest and most helpful people around. We started early for the final locks that would get us to Montreal. Locks are true masterpieces of engineering — they drop you down fifty feet and you don't feel anything!

A few days were spend at the Longueil club where nearby are a few Polycats. Tim Ainley's gorgeous Raka waits her connectives and rig. The travelled Tangaroa of Pierre's looks good; he is fitting vortex generators to the keels. The Montreal waterfront was very warm and friendly, especially considering it is a big and busy port. The river current here is a thing to reckon with — it is not a place for sail boats. Our goodbye to the Hears was heart felt but two able and funloving unimaraners now joined us.

Rain and head wind. Finally we had to motor for the day and were lucky that Harvey and Diane were able to find Sorel Marina in the maze of lights. Twenty gallons of fuel and off the next day. In the middle of Lac St Pierre we finally picked up a breeze and broad reached in a satisfying manner. Louis Lemaire came out to pilot us in while we took down the sails. The Mergul had to run at full blast for about twenty minutes to get in against the strong river current and the strong headwind. Pyxis was literally hanging on her prop which is not a good feeling when it is more or less a home built motor!

Louis is a remarkable talent. He built a house in which to build his Raka. Lovingly building in his kitchen so to speak, which is cosy, tidy and warm.

One expects (from all the media discussion) not to be too well received in Quebec — especially in English. But..... Every single person could not have been more kind or generous, how we wished to have known some French. Glad we were to have Louis aboard to steer Pyxis through the tricky night passage to Quebec City for he is a good blend of excellent judgement and courage. On a broad reach under bright stars and a half moon Pyxis raced along the narrows in fast currents. At the Richelieu Rapids (which run at eight knots) we zoomed past navigation buoys at unbelievable speeds! We ran through three charts this evening and many large boats shared the narrow channel with us. Within sight of the bridge at Quebec a thirteen foot tide came against us, the wind eased and we had to motor for hours to get to the Quebec club and anchored off.

Next day Pete McLean, a Hinemoa builder from Toronto joined us, also Aben (Hina and Pahi) and Tim Ainley (Raka) plus two girls, Jocelyn and Maxine who were experts at local knowledge and navigation — we departed seven strong. The "Polycat Chain" is long and endless! Indeed — if for no other reason it would be well worthwhile to build a Wharram! We do honestly need each other. Each member has some unique quality. All problems are solved. One is not alone. Never underestimate a Polycatter!

"Mergul" domineered the first day out of Quebec City for eight hours (our strategy was to run with the tides and anchor on the floods). Next day we saw whales.

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## CANADIAN SUMMER SAIL-IN

ROLY HUEBSCH WRITES THAT THE SUMMER SAIL-IN AT THE CANADIAN VENUE WILL TAKE PLACE ON JULY 11th and JULY 12th. FURTHER DETAILS FROM ROLY AT 214 GLEBEMOUNT AVE., TORONTO, ONTARIO, CANADA.  
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At Point au Pic Aben and Tim made a full sized chart table for Pyxis. That night we accidentally anchored in a quite powerful whirlpool. Next morning our big C.Q.R. had about one hundred pounds of kelp on it with leaves up to nine feet long! More whales and seals this day and a good tail wind later in the day sent us scudding along.

Anchoring in a man-made harbour (Cacouna) in what appeared to be the best place almost cost us the boat for it was the worst position. First a tug came in at midnight and we were in his way (we flicked on the strobe lights and were OK).

Hours later a ninety degree veer in the wind and a strong increase in its strength sent winds in through the opening of a good size and we had only our twenty pound H.T. Danforth down. With the long scope we had we were a mere forty or fifty yards from a rugged concrete and steel lee shore — a jetty. Moral: always allow for the worst and set heavy ground tackle. Next day we had to use the 2 to 1 jib halliard to pull out our anchors. Motoring off on the tide, we soon ran into fog which was heavy and lasted all day. Escoumins Pilot Station on V.H.F. upon our request saved the day by getting the Coast Guard cutter "Ville Marie" to come by and scan us on radar, enabling them to give us an exact position. Thank god for that ungainly radar reflector! We carefully ran into Ile du Bic and anchored in a fair

current — within the sound of surf: next day we were amazed to see reefs and islands all about us. A brisk sail in sunshine and we were in Rimouski with fishing trawlers. We lost more crew. Now we are four. After a quick refuelling etc. we were off into a strong westerly (at last!) and a small craft warning.

We ran many miles then double reefed the main. Then, for dinner out on deck under a full moon, we lowered the mainsail. Speed was still picking up.... A double reef was taken in the mizzen. Thus we ran through the shiny night. Sun sparkled the dawn in a clear sky. This was a thrilling day!

Lots of surfing and a hundred and ninety miles run in twenty-four hours.....And much of this under a double reefed jib only. A day for which the boat was built! A day of wild swooping down waves and of swishing wakes and of dry mouths. A day when we lay in our bunks when off deck.....Tired but unable to sleep.....because of the gurgle of water and the hissing as the boat would pick up speed once more. Wind was now at force nine.....and the waves building. We struck all sails and ran under bare poles. Still we surfed quite often and control slipping away from us. We eventually used a Jim Brown tyre and bridle drogue with splendid results. A full moon rose upon a scene of motion. The crew slept whilst I, as a spectator only, remained on deck in a world of undulating silver. How strange..... that the barometer remained so high and the sky so clear! At dawn the boat was put onto a southerly course and Pyxis self steered all day and all the next night and half the next day! Self steered until we lowered the main and raced into the small port of Estang du Nord (not even on the charts). This was the Magdalen Islands. More gales were forecast and we were all late for work so we hauled Pyxis out onto a small sandy beach with a bulldozer. At least eighty percent of our goal had been attained. We owe many thanks to Polycatters along the way and to many friendly folk. Jack Vermeir travelled far for a sail and we couldn't oblige just then..... but he is number one on our list next year! The V.H.F. was very handy.



Over and out.....

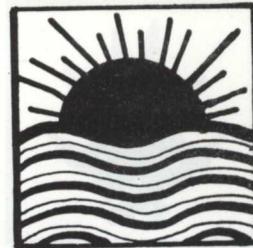
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For full details see Dennis Schneider's letter in the 'READERS WRITE' pages.

## SELF-STEERING

by Don Melhuish

I installed a Seacourse MK 1 at the beginning of the '78 season. It is not fitted 18" from the rudder hanging as suggested in the instructions but at least twice that distance. The sole reason at the time was to keep the works within the bulwarks and not hanging out over the drink to get splashed.

This has the effect of applying more effort, due to the greater leverage but reduces the angle through which the rudder will turn. This can be countered to some extent by using the 'more rudder knob'.

In practice this equipment has proven to be far the best thing I have ever spent money on, apart from the fairer sex that is. After putting the vessel on course using ship's compass to near enough the same reading, you then, if you haven't already, switch on and plug actuating arm up into the socket under the tiller.

When unit and ship get settled down, you will probably be a little off course, you then adjust the sensor compass a little at a time towards the direction, compass wise, that you wish to alter.

You may find that the boat, after setting up, will try to go off course and would need more rudder to keep it correct. This will be due to the sails not being correctly set. This is always bad even without self steering as any helm at all disturbs the water flow past the boat and slows her down, so the best thing really is to learn to sail properly before using any self-steering device.

On calm days under engine this is no problem and if you have worked the course out properly you will arrive at the other end of the pencil line spot on.

It would be a good idea to practice using the gear on a calm day under engine if you have one.

On such days if you have a dynamo or alternator on your motor, current consumption will be no problem but on long hauls, sailing it will be. Consumption is low but varies and down wind seems to use most.

I am going to experiment with a home-made towing propeller driving a car alternator.

The better you set your sails up, the less current you will use. I use mine all the time, the longest spell being 36 hours but with current available and an absence of breakdowns there is no reason why it should not go on and on.

You ought to have lots more pleasant things to do aboard than constantly steering so now's your chance; but do keep a good lookout.



# Oopsie Daisy

by L. Mills

(Being what happened when we set out to take our 9m Catalac catamaran Lazy Daisy from Inverness to Kinghorn on the Forth in late October). This was the last leg of our delivery trip and I left the family in Inverness and shipped a crew of hardmen, Bruce Rankin, Bill & Charlie Tulloch for the "non-stop" east coast trip.

We left Inverness at 13.45 in good weather and quickly settled into a 3 hour watchkeeping routine. The weather remained fine and the wind gradually strengthened until we decided to put in a reef just before sunset. The sea was steadily becoming lumpier and most of us began "calling on Hughie" from time to time but without too serious an effect on performance. The boat was making excellent progress and we were in good spirits. Mine were improved still more when I caught Bruce retching and attempting to spit it to windward (ex marine engineers are not used to being sick unlike us family sailors).

Bill and I left Charlie and Bruce in charge at 2.00 a.m. and got our heads down for a highly appreciated rest in warm sleeping bags. The noise below was continuous and the boat felt like an old car being driven fast on a rough track, but we were tired and pleased to pass the responsibility of the other watch for a bit.

We were roused from our wet sleeping bags by a shout from Bruce "Your Watch". As we came on deck we could see that we were rounding the corner at Kinnards head and the N.E. force 6 was giving us a broad reach as we turned South. The sea was a sailing man's dream with big rolling seas swept with silver grey spume under a brilliant cold full moon. Unfortunately our stomachs were unaffected by the beautiful scene and we both moved quickly across to the leeside to be sick. That chore completed we all got busy to douse the reefed main and open out the roller jib. Bruce, off watch after 3 hours on the helm, disappeared below to make himself a thick cheese butty, and Charlie fastidiously removed his boots and jacket and climbed in the still warm quarter berth. My watchmate, Bill, decided to call the coastguard on V.H.F. to report all's well (a task which my stomach would not allow) and then came back on deck. The boat was handling well at the wind came aft and we had obviously seen the last of beating for a bit as we turned ever further towards the South.

We were making great time and had actually caught the last of the southgoing tide round Buchan Ness over 6 hours ahead of our planned time. Bruce and Charlie had debated whether to go into Frazerburgh but the look of the harbour entrance in the offshore seas plus the excellent chance of getting round on the favourable tide persuaded them to press on. I was well pleased with the way things were going and handed the helm to Bill for a spell. Lying in the cabin out of the wind meant I was reasonably warm and comfortable I wondered whether to get my exposure suit and wellies on but the thought of going and searching in the forward cabin hanging locker was not appealing. After ten minutes or so the motion altered and I suspected an increase in wind. **Out on deck again Bill suggested reducing sail but I wanted to keep the speed up so as to get well clear of the strong tidal area before the tide turned North.** I therefore took the helm to assess the situation. We were doing 6-8 knots S.E. with an apparent wind speed of 25 knots from the North under full jib. The boat was certainly flying along but the heel was not

excessive and with the wind so far abaft the beam I felt quite content. The waves were now giving us some fast sleigh rides as we boiled along and despite the darkness and cold of 5.30 am we were having a great sail.

Suddenly I found the boat going downhill at an alarming angle, the high flared bows were almost underwater despite their enormous reserves of buoyancy and the hulls vibrated with a deep humming sound as we tore through the water at 12 knots plus. This was unexpected and rather frightening, **Bill again looked at me to see if we should reduce sail but I felt the problem was the size and steepness of the wave rather than the wind forces so I turned the boat so as to present her port quarter to the seas** (which did not look any bigger than previously). Down below, Bruce lay awake listening to the crashing and banging of the waves against the hulls. He did not like the sound of our speed as we tore down the waves and his cheese sandwich was not helping either. Charlie on the other hand was sleeping the sleep of the just - (just off watch).

Bill suddenly noticed that the dinghy, which we carry hooked to the aft rail, had come untied at one end. He knelt on the seats and leaned over the rail, as he struggled to bring it inboard. I hoped that he could manage to tie it on again successfully as it would be far too cumbersome to have lying around inflated in the cockpit. It was difficult to concentrate on the problem whilst steering because of the need to keep a watch on the waves coming up astern.

Looking round now, all thoughts of the dinghy problem vanished. The wave coming up now was very big perhaps 30ft, the threat of destruction was in the 5ft high breaking crest which was commencing its avalanche down the long slope towards us.

This was obviously a "survival wave" for our boat with its large open cockpit and lovely big windows. I shouted a warning and then concentrated on holding the boat on course to take the sea on the quarter but it was impossible. The stern was smashed round and we were hit almost broadside by many tons of water travelling at 20-30 m.p.h. The enormous thrust of the impact lifted the boat into a vertical position and the press of water under the bridgedeck completed the capsize in a matter of 2-3 seconds.

Belows, Charlie awoke in mid air as he flew towards the ceiling. Hitting it, he expected to fall on the floor but instead the floor fell on him following shortly by a lot of ice cold sea!

Meanwhile in the other hull Bruce felt a mighty lurch and heard the loudest cacophony it is possible to imagine as bottles, pans, plates, tools flew across the boat and smashed into the windows over his head. Tonic and Lemonade bottles exploded and several knives and forks stuck into the hull after falling the full width of the boat. **Bruce thought "He's been and gone and done it" as the cabin rotated around and things crashed down towards him.**

## CATALAC CAPSIZE

Luckily they were able to escape from the inverted Catalac and climb aboard their nine-foot-long inflatable dinghy which had remained fastened to the boat.

Since the catamaran, although inverted, did not appear to be in danger of sinking, they moved onto the bridge deck with the dinghy and used one of the hulls as

a wind-break while the tide and wind gradually pushed them nearer to the shore. Eventually when they had drifted to within about half a mile from the shore they launched the dinghy and paddled and surfed ashore. They were not all that far off shore at the moment of capsize (the shallow water and steep seas undoubtedly contributed towards the capsize). They were lucky and survived what could have been a considerable disaster, suffering only four hours or so in the water and gaining the shore in fairly good shape.

If anybody would like more information, I have a full technical analysis of the capsize which could be published in a later issue. The owner was not put off by his experience and concluded as follows: "Will we buy another multihull? Most definitely. A monohull would definitely have been rolled though 360 and might have then sunk with the loss of all hands."



#### MUNCHIES

HOT MULLED WINE — for when the breeze blows cold.

Boil for 15 minutes:

1 cup sugar	10 raisins
4 cups water	18 whole cloves
1 small orange or lemon, cut up;	5 cinnamon sticks

Add ½ gallon of burgundy or claret or both and keep hot as you serve to a delighted crew.

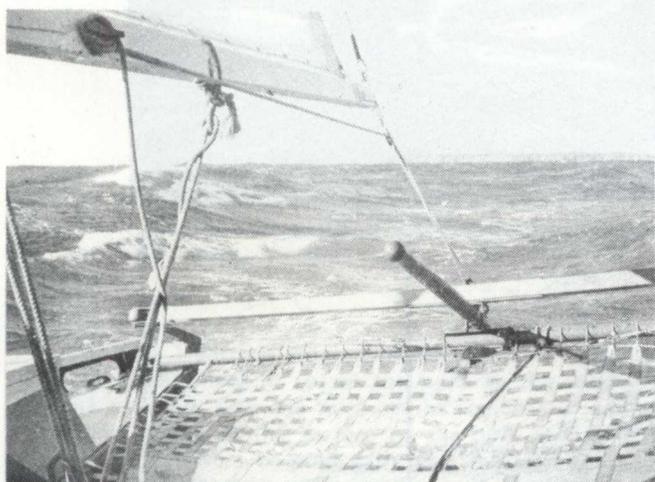
## Some thoughts on Catamaran stability

by Charles E. Kanter

The decision made to go "outside," I weighed anchor and sailed out of the Charleston Harbor entrance. The weather forecast was questionable: Northerly winds 10-15 knots, slowly diminishing later in the day, seas 3 to 5 feet and a 10% chance of precipitation. Perfect. This put the wind just abaft the beam for the 5-mile run through the offshore channel and then about one point off the stern all the way to Jacksonville. Prudence dictated minimum sail. I raised my #3 genoa (about 325 sq. ft.) and my storm trysail (about 80 sq. ft.). On *Duet*, this is a very handy off-the-wind combination that I use all the time. Drive comes from the jib and balance from the trysail. She is able to maintain her speed in most wind and sea combinations with this rig.

With the wind just aft of the beam and the short steep breaking waves making up from behind, *Duet* boiled out of the channel at about 8-9 knots.

At 0722 hrs. I turned south out of the Charleston Channel. I set "Yamaguchi" (my auto pilot) for her corrected compass course of 230° and proceeded to trim sails. Dead downwing sure brings out the need for some sort of spinnaker, jenneker or wing arrangement that I do not yet have. Doing the best I could, I used the main boom as a whisker pole. I swung it forward until it touched the lower shrouds and secured into its position with the main sheet, topping lift and the vang as a preventer. The jib sheet ran through a snatch block at the end of the boom. I balanced as best I could by sheeting the trysail to windward using the appropriate deck cleats for sheeting points.



The waves were short and steep, not the nice long ocean swells that are so comfortable to surf down. The wind began to build. By 1030 hrs. we were tearing along about 9 knots. A gradual wind shift to the northeast forced me to drop my boomed out jib and jibe to the port tack. By noon I was overpowered and changed my #3 genoa to my 80 sq. ft. storm jib, with no apparent loss of speed.

The noon weather forecast was ominous. Gale warnings with northeast winds. I decided to duck back into shore rather than continue directly to Florida. A decision I would not ever make again, even singlehanded.

The low, shallow coast of the southeastern U.S. is a bad place to be in a NE gale. This was my first singlehanded attempt and I was not really fully prepared. I know now that the dangers of singlehanded in those heavily travelled coastal waters were less than running the inlets.

A fix at 1340 put me abeam of St. Helena Island and bearing down on Port Royal Sound entrance channel. One look at the chart of those waters makes your blood run cold; breakers, tide rips, shoals and obstructions litter the entire course for its ten tortuous miles. Twelve miles farther put me at Tybee Roads, the entrance to the Savannah River. Though a bad passage, much better than Port Royal and much better for southing with destination difference of 20 miles for only 12 at sea.

1530 I passed the Port Royal sea buoy. The winds were Force 7 NE, spume filled the air, everything was white. My course 200 magnetic, put the waves almost square astern. The surfing was incredible. *Duet* handled the conditions with ease. The two little 80 sq. ft. handkerchiefs drove her at better than 10 knots with no sense whatever of being overpressed. The "First Mate" auto pilot, affectionately named Yamaguchi by my friend Fred Feldman, held her perfectly on course.

At 1600 the Savannah Light came into full view. I tried to reach them by radio to ask if it was safe to cut the Tybee Roads Channel short. I reached the C.G. instead, who advised me not to cut short but go the full distance.

There is a 5-mile run from the channel entrance to the submerged breakwater, with a course change to 305° magnetic; this put the wind and waves square on my beam. I turned the corner at 1625.

I switched my running lights on, secured my hatches, double checked my safety harness and jibed on to the starboard tack. Immediately, what had been exhilarating sleigh riding now became a devils cauldron. The short,



steep waves began breaking against my weather rail, the larger ones lifted me violently twice, in rapid succession, I had frothing crests sweep across my main deck.

*Duet* was now sailing faster than I ever had her sail before. She handled perfectly and responded easily to the helm. Occasionally, I would release the auto pilot and work her back up to windward to compensate for the leeway I was making in the narrow channel. My confidence in her ability to handle the situation was growing. Then, about two miles before the protection of the breakwater, it happened.

I could hear it coming. The noise was tremendous; like a sea shell put to the mike of a giant amplifier. I was looking straight up at it when I felt *Duet* heel way over. Maybe 75 or 80 degrees. I cannot estimate the height of this wave but it seemed about the height of my spreaders. My feet went out from under me and I grasped the weather handrail for dear life. I slid forward and my life line came up taut. I remember screaming at the top of my lungs; **no! no!** Then she righted herself and pressed on.

Sometime around 1700 we passed into the lee of the breakwater, I was too numb to record the exact time in the log. Behind me a behemoth tanker was closing the gap, and ironically, I was glad to see him.

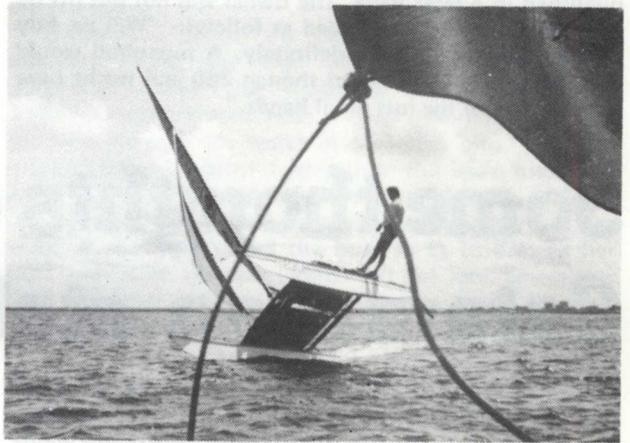
My log is posted: 1800, anchored at last, worst trip of my life: below, disaster had struck. My bedding, much of my previously dry clothing and all my neatly stocked and stored charts were in a mad, sopping wet jumble on the cabin sole. Otherwise, I had only a mild disarray, since all my gear and stores fit into sliding door compartments or their own individual holders or racks.

The question then remains: Why didn't she roll over? What prevented a capsize and what brought her back?

*Duet* is a Creger designed 40 ft. catamaran. She is rather narrow as cats go, 15 ft. 6 in., and rather deep (3 ft. 9 in.). In many ways, she is simply two monohulls joined by a bridge-deck. Creger's theory was to use minimal ballast for self-righting purposes, combined with a hull shape that also assists in self-righting. In the starboard hull is approximately 300 lbs. of diesel engine and propeller equipment, all well below the waterline. In the port hull are two batteries, fifty gallons of fuel tankage and 100 lbs. of storm anchor equipment for a total weight of 300 lbs., fuel not included. Though these may seem like trifling weights, their strategic location well below the waterline, in the keels, multiplies their importance just as it would on a monohull. It is a principle often referred to as "live ballast" and was championed by several designers. Creger included.

As you can see in Diagram #1 there is still considerable righting moment left even with the boat on the face of a fifteen-foot steep, fronted wave. There is no drive left in the sails and the leeward hull not only develops enormous buoyancy but because of her shape, helps the boat slip rapidly to leeward with a surfboard-like attitude.

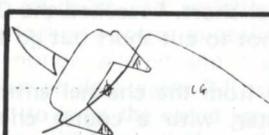
The next item is the characteristic common to all catamarans and is diagramed in illustration 2, 3, 4. The wave first lifts the windward hull then moves out from under that hull and pushes up the leeward hull before the effects of momentum can continue to roll the boat over. Theoretically, heavier hulls that are deeper in the water work better at this than light very buoyant hulls, because at the critical point when the crest of the wave drops the windward hull, it is more likely for the wind to catch under the hull and bridge deck and add that little extra force that continues the capsizing.



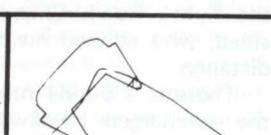
Traditional shear and spoon bow give *Duet* increasing buoyancy forward, the harder she is pressed. This helps prevent her from diving under if she is supporting her entire weight on one hull.

Even though *Duet* was built in 1967 and her technology is allegedly "dated," I know by first-hand experience that the safety principles of her design really work. In the four years since this near catastrophe I have sailed many thousands of miles on many boats. There are very few that I believe would not have capsized under those conditions.

By courtesy of "Multihulls" Magazine)



**Diagram #1** 15 ft. wave  
With leeward hull depressed well below normal waterline, righting moment still more than adequate. Note how hull shape assists righting. There is no drive in sails.



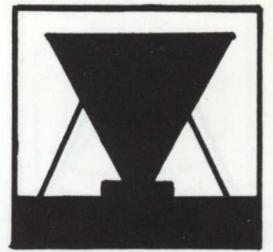
**Diagram #2**  
Most Critical point, wave is breaking under bridge deck.



**Diagram #3**  
Note difference in potential in round bilge, high buoyancy cat.



**Diagram #4**  
On back of wave, sails filled.



# The Boatyard

## Hina 605` X Cat`

by Raymond Cross

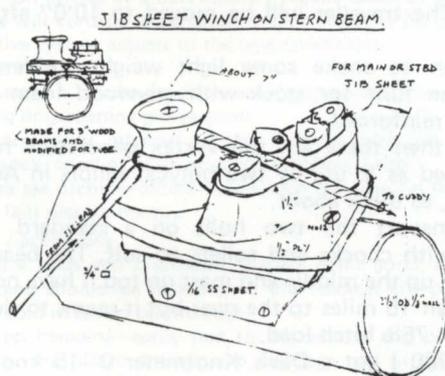
When I received the plans I had never seen a Wharram Cat, so the first thing I did was to make a model to get the three dee effect. It was one inch to the foot and made from file folder card, balsa wood and plastic for the sails. I liked it, so I went ahead and built "X Cat" diagonally across the corners of our two car garage. It took 600 hours between September 75 and launching in May 78. The cost was about US \$ 2300 including sails and stainless steel fittings. I still have the model and try new ideas out on it.

Time Breakdown	Hours
Making Hulls	300
Cuddies and Lids	50
Beams	40
Mast and Sprit	30
Gunwhales and Bulwarks	40
Setting up and spacing hulls, Fitting beams & Holders, Making center & fore decks and fitting, Mounting fittings, Motor mounting, Rigging, Paint and varnish.	140
	<hr/> 600

I tested various plywoods for sheathing (see notes) and chose DFPA Ext Fir A-C which happened to be on sale at \$ 5.99 a sheet. I was able to select sheets which did not have too many knots on the C side or visible voids in center core. When I sheathed the hulls I placed the "C" side out and filled in the knots with glass mat and resin and sanded off smooth beforecoating.

I coated the hulls with polypropylene cloth; it is abrasion resistant, lightweight and flexible. On the first hull I used polyester resin but on the second I changed to flexible epoxy in spite of the cost; three to four times polyester. I felt it would be better.....and it was.

The framing is Cypress, including stem and stern posts, 3/4" x 1 1/2" for stringers and deck supports. Aerolite and epoxy glue and bronze ring nails were used throughout. All the wood is epoxy soaked, inside and out and painted. After three seasons on a mooring in the Delaware River the hull looks good.



Because I worked alone most of the time I made a three piece wheel to rotate the hulls to the required work position. Any one third can be removed at a time to give access to the surface of the hull. See sketch.

The keels were covered with glass mat and resin to 3" above the bottom ply joint. The hull sheathing cloth

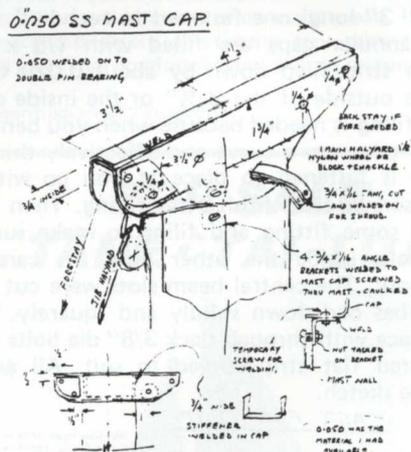
started at the gunwhale on each side and was carried round the keel this gave two layers of cloth and the mat on the keel.

The mast and sprit are cut from 3-2" x 6" select fir beams. They sat in the garage for a month or two before I cut them and for while after.

For the mast I used two tapered pieces with a long tapered piece up the middle. The sprit is two pieces. They were epoxy glue and held with many borrowed C clamps. The arduous finishing was by hand plane. All the pieces were first cut and tapered with a hand circular saw.

There is a small Ronstan jib furling drum on the standard jib with a 2;1 block system on the jib head, and a home made 5:1 line tensioner on the mast which can handle either jib.

I rigged the boat with the Sprit Rig to see what it was like and I enjoyed it in good winds. Light winds were not so good and it was hard to come about or point too well. I soon got rid of the mast lashings and went to a track on the mast with slides. The jib sheet tracks are along the inner edge of the hulls and run from main to stern beams. I think they may be better on the conventional 18 degree line from the jib tack. The hull ledge was convenient. I mounted snubbing winches on the stern beam with cleats to handle jib or main sheets more easily if you happen to be in the cuddies. It is also easier to handle both jib sheets from one side.



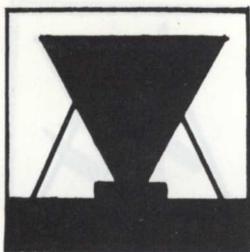
The cuddies are made from 6mm Luan Mahogany which has waterproof glue. I stitched them with wire and glass taped with resin liked a Mirror Dinghy (I once made a couple). They stretch from main beam to stern beam. Where you sit and sides are about 9" high. The covers are two piece and lock.

A 3 HP Evinrude I brought in 1956 provides auxillary power at about 4-5 knots, in a 2 knot river that can be useful. The central motor mounting structure, Ackerman steering and 1/4" ply plank decks are all ideas from "The Sailorman".

### 1979 MODIFICATIONS

I changed the mast so that larger jibs and gaff or Bermuda main sails could be used. Now it's 24'0" made of 6061-T6 aluminum alloy, 3 1/2" outside diameter x 1/8" thick wall using the track from the wood mast with some extension. This mast is the same weight as the original Fir and is very strong.

I continued to use the same sail but with a gaff instead of the sprit. I enjoyed it more. Tom Jones lent me a top sail to fill the upper triangle and it was OK



but there were too many lines and I discontinued it.

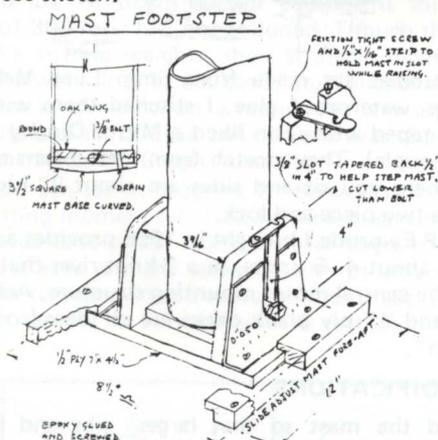
Because the Delaware River has light winds in the summer time I added a 96 square feet jib on the force stay to mast head. This was a good improvement. To use the large jib we lower the small one to the deck furled and use the same jib sheets.

I also cut a third off the leading skeg edge and trebled the thickness of the skeg and rudder to permit streamlining. Skeg rear edge is concave, rudder leading edge convex, to permit a relatively leak free joint. There is some sheet rubber higher up. (Sailorman AYRS) coming about is better and rudder vibration has disappeared.

### 1980 MODIFICATIONS

Two years of moving these 350 pound hulls and 45 pound beams around convinced me some changes were needed. Sometimes you need stands to hold the hulls vertical. So before launching this year I made some changes.

I replaced the heavy wood fir beams with aluminum alloy. These 3 1/2" outside diameter tubes x 1/8" wall are stronger and much easier to handle. To fit the existing beam slots the ends need to be squeezed in a big vice till they are a sort of flat oval when they fit nicely. The center beam was made to telescope. A central 3 1/2" outside diameter x 1/8" wall (for me 6' 9" long) slides inside two 4" outside diameter X1/8" wall tubes (for me 2' 3" long) one fastened to each hull. The 1/8" nominal annular gaps are filled with 1/8 x 3/8" Flat aluminum strip filed down by about 0.020 then bent round the outside of the 3 1/2" or the inside of the 4" tube the filing is needed because when you bend the flat around it takes on a curve and effectively thickens up. The strip is fastened to place as you go with 6 oval head SS screws filed flush after fixing. Then the strip will need some fitting and filing to make sure it just slides nicely inside the other tube. Its careful and tedious work, The central beam slots were cut down so the 4" tubes bed down solidly and squarely. They are held in place with through deck 3/8" dia bolts and 1/8" x 1" plated flat strip curved to suit. All are epoxy coated, see sketch.

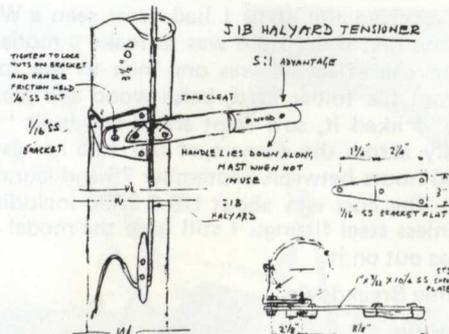


The hulls can now stand alone either closed to about 7' 6" for trailing or open wide for sailing. On land they slide on a greased plank by two people pushing at the end of the telescoping beam. On water they pull or push floating. Then it is easy to drop in or remove the other two aluminum beams. For trailing two short wooden beams are dropped in the fore and aft slots. To help pull them on the trailer old lawn mower 6" diameter wheels

were mounted each side of skegs on 1/2" axles.

Later at a boat show I saw "Stiletto" uses 4 nylon discs about 1 1/2" dia radially spaced to do the telescoping.

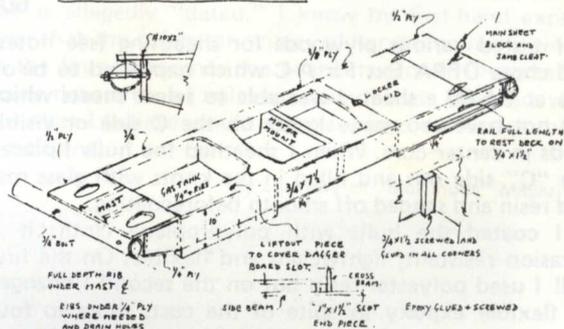
I also added a center board. After consulting James Wharram it was placed with the aft edge on the boat center line and immersed 24" x 15" wide. It can swing up, it is held in place by friction lever and it will cock from side to side. It is heavy enough to drop on its own. There is 5lb of lead in the tip. The whole thing adds a lot of weight to the boat. The pointing was better in light winds but I did not use it in more wind. I shall not use it in 1981; the building took a lot of time and thought.



The sprit sail was altered to Bermudan with a 21 6" luff and a good leach giving 135 square feet area. There are 5-1 15/16" full length fiberglass battens and an extra reef above the original. This sail was good and coming about is now rarely missed.

I also added a 5'0" traveller on a 2" x 4" wood beam across the stern posts, with lines to control the main sheet block position for the cuddies.

### MOTOR MOUNTING BEAM.



### 1981 MODIFICATIONS

I will add a 7 1/2 Hp long shaft Johnson out board on a new mount with provision for a wood dagger board, same size and position as the other board.

A 2" batten will be placed at the foot of the sail as there is need to pull down more and I do not want a boom. The traveller will be moved to 10'0" aft of the mast.

I plan to make some light weight rudders from aluminum tube for stock with, plywood foam blades, suitably reinforced.

And then there are the vortex generators recently mentioned as in use by two polycat sailors in Australia (AYRS), to think about.

I transport the two hulls on a standard 1000lb trailer, with chocks and rollers to suit. The beams and decks go up the middle and mast on top. I have not gone more than 15 miles to the river but it seems to ride very well with 75lb hitch load.

In 1980 I got a Davis Knotmeter 0-15 knots, and have no trouble reaching 8 knots in not too much wind. This year some how I did not get out early and late when the winds are good. In other years we have done better.

(Perhaps Raymond Cross could write an article on how well the 'X Cat' sails in the next Sailorman? Ed)

# FIRST AID AFLOAT

notes by Ernie Heard



This was one of the subjects covered in a recent Harbour front cruising seminar and the main points to come out of the talk and the resulting discussion are summarised below.

As well as proper preparation and prevention the approach advocated was the prompt recognition and treatment of symptoms to prevent nuisances from developing into problems.

## NUISANCES

### Seasickness

- Usually treated with drugs which are all antiemetics and all result in some degree of sedation which leads to irritability.
- Alternatives—stay busy and stay on your feet—this distracts your attention and varies your movements.
  - Stay hydrated—this is especially important in the Tropics and when vomiting has caused the loss of body fluids.
  - Stay well fed—nibble frequently.
  - Stay topsides not in your bunk.

### Do not

- Drink alcohol.
- Talk about it.
- Overbreathe—hyperventilation reduces the acidity of the blood and body fluids resulting in an alcoholic state which promotes nausea and weakness.

### Sunburn

- In the Tropics keep the skin covered *until fully acclimatised*—cotton pyjamas ideal wear. Be particularly careful with the back of hands and tops of feet.
- Beware the apparent cooling effect of the wind.
- The main ingredient in sunscreens is PABA. Look for screen with highest PABA content—PABAGEL and PABASOL, recommended.

### Dehydration

- Results in nausea and irritability but is difficult to recognise because there is no sensation of thirst.
- In the Tropics liquid consumption required is 3 or 4 times that in temperate latitudes—soda water good.
- Water is the only requirement—salt tablets are not necessary if the appetite is normal.

### Fatigue

Has a cumulative effect over several days and it is difficult to appreciate ones own slower reactions and loss of concentration etc. The maximum intense concentration span is 15 or 20 minutes—talk to helmsman frequently to break his concentration.

### Diarrhoea

Recommended remedies;

- KAOPECTATE—a nonprescription liquid—recommended dose plus one teaspoonful.
- LOMOTIL—synthetic opiate in pill form—prescription required.

It has been both the Doctors and Steve Doyles experience that food in foreign countries is not dirty or dangerous, just different. On arrival in a new country regular doses of the above medicines will control the changes which occur in the gut while the digestive system adjusts to the new conditions.

### Hands and feet

Need protection by the sensible use of gloves and shoes—leather watersking or gardening gloves good.

Cuts are easily infected in the Tropics—wear old running shoes on rock, coral or when wading in shallow water.

Beware sea urchins—ammonia solution can dissolve the spines if all else fails piss on them!;

### Cuts and Lacerations

- Sanitary pads and disposable diapers make good, absorbent pads and should be included in the medical kit—preferably those sold in sealed plastic bags.
- To stop bleeding—apply pad to the wound and press hard. Elevate the affected limb and bandage pad in place when flow of blood decreases.
- Even large cuts up to 3" long can be healed by holding the edges together with tape—first dry the skin around the wound with Friars Balsam.
- Cuts may be cleaned with *clean* seawater or brine solution.
- Recommendation; before leaving on trip learn how to suture apparently it is quite easy! Contact your Doctor or the Emergency Dept. of your local hospital.

### Burns

- COOL IT—preferably immerse or pour water over the affected area. Sea water is good.
- COVER IT—leave unbroken blisters intact and peel off broken ones.
- FLAMAZENE ointment good.

### Fractures

- Traction and reduction — pull fractured limb *slowly* to align and splint to immobilise.
- Splint fracture to nearest good part of body i.e. finger to finger, arm to body, leg to leg etc.
- Elevate limb.
- Do not stand on broken leg!
- Inflatable splints expensive (£60) but good.;

### Hypothermia

Hypothermia is very insidious and does not require immersion of the body. It can occur even in the Tropics if the body is exposed to rain for long periods. Hypothermia causes irritation of the heart muscle and a very low body core temperature.

- It is now believed that the previously advocated rapid warming technique for hypothermia victims can, in fact, cause death by promoting the flow of *cold* blood to the body core.
- It is now recommended that victims be wrapped up but that the arms and legs be left free—handle gently.
- Drowning—first feel for pulse: if there are any signs of a pulse *do not* thump the chest to stimulate the heart.

### Pain

- Include pain relievers in medical kit—292 good—TALWIN very good but requires prescription.
- Remember that as master of a vessel you are permitted to carry narcotics in your medical kit.
- Try to establish cardiac history of crew and guests. If someone exhibits severe chest pains stay calm—lie victim down and make him comfortable but give no treatment.

By kind permission of "Polycats"

## FOR SALE TANE 'TAI-LUA'



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## STOP PRESS

### MULTIHULL MEETING IN NORWAY

Stavern, July 23/26th 1981  
further details from:—

MR. HELGE INGERBERG  
PO BOX 40  
1344 HASLUM  
NORWAY

PCA SAIL-IN, Autumn  
gathering in SW Wales  
SEPTEMBER 18/21 1981  
at Dale (Nr Milford Haven)  
Will feature an evening at  
Gellyswick Yacht Club.  
further details from:—

ANTHEA EVANS  
(PCA Secretary)

"ALDERNEY SAIL"  
details of this trip from  
MAL JENKINS, SURVIVAL  
EQUIPMENT, RAF BRAWDY  
Nr. HAVERDFORDWEST,  
DYFED.

Full Address of the PCA  
Treasurer is LT. COMDR.  
M.B.S. HIGHAM, R.N.,  
60 GT. QUEEN STREET,  
LONDON WC2 (Mark envelopes  
Personal)

In the NEXT ISSUE  
CARTOONS BY SONIA  
DRAWINGS BY KEN BOUSFIELD  
SURFCAT 'NOA NOA'  
JOEL 2:25 WEI-JI  
SNORKELLING PIRACY

