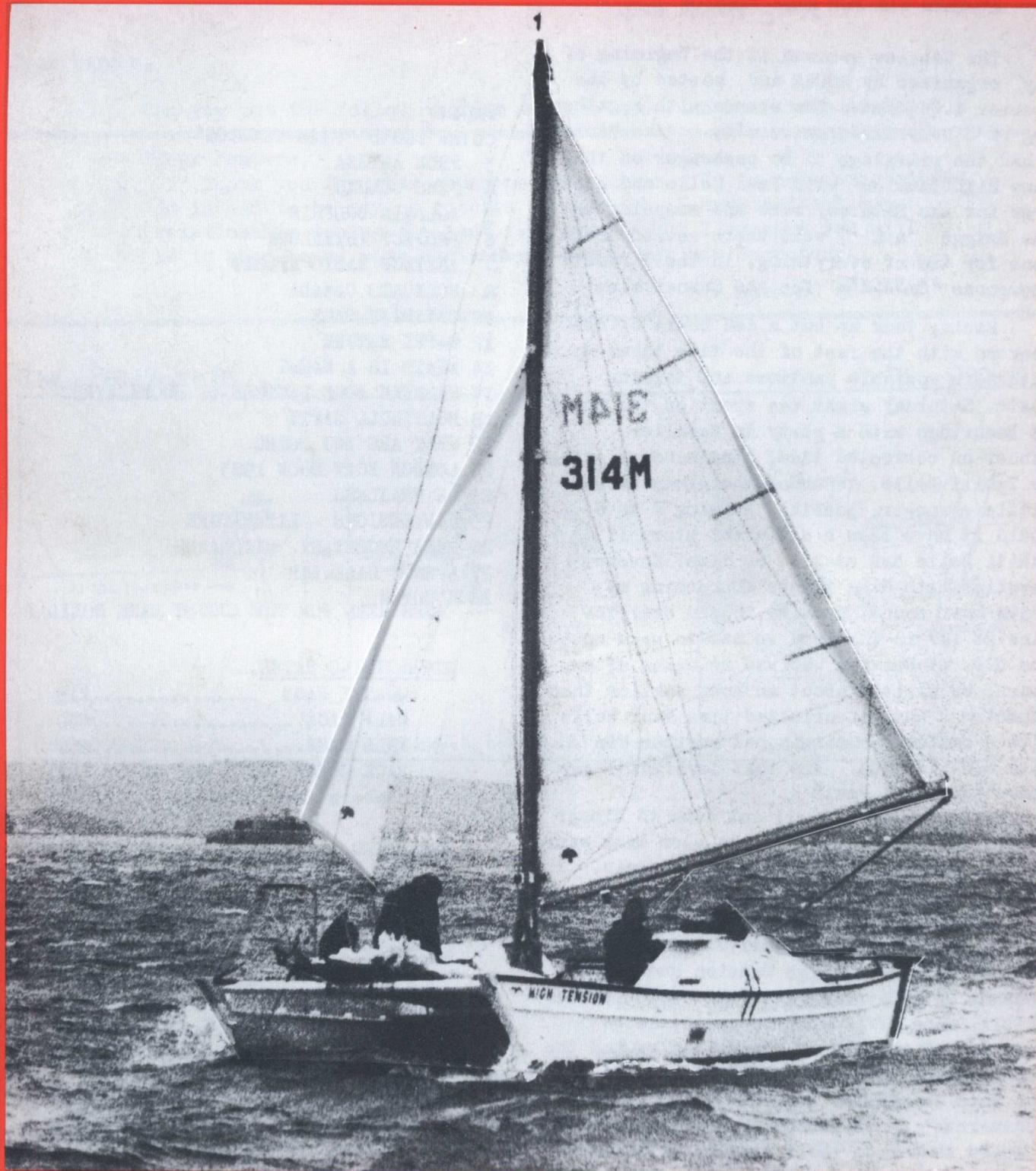


THE

#32



SAILORMAN



POLYNESIAN CATAMARAN ASSOCIATION JOURNAL
JULY 1983

Dolphin watch, Interlock, is this a form of escapism? The books and films, and the fantasy, the concept of communing with forms of life other than human is tremendously appealing and while I enjoy this activity on a very small scale occasionally, I would give priority to communicating with People. Coo thats a bit heavy ain't it.

ANOTHER WIN FOR HIGH TENSION

The Seaview weekend at the begining of May organised by MOCRA and hosted by the Seaview Y.C. opened the season with a gathering of 8 very different craft, but no Micros. I had the privilege to be passenger on the Tane 'High Tension' with Paul Wells and his crew for the Saturday race and swapping to The Briggs 'ark', well there seemed to be room for two of everything, in their Prout Snowgoose 'CAVALIER' for the Sunday race.

Racing took up but a few hours of the weekend with the rest of the time taken up with more sociable pastimes and talking boats. Saturday night was spent on the beach at Bembridge with a party in Cavalier, winner on corrected time, line honours going to Tahiti Belle. Sunday the winds were a little stronger, possibly gusting 7 to 8, Would it have been a different story if Tahiti Belle had started on time? However Cavalier, with Mike Briggs increasing my white hair count, driving, romped over the line so far in the lead we had to wake up the O.D. at Seaview who was relaxing after lunch, We arrived about an hour earlier than expected, But on corrected time Paul Wells with a comfotable margin had another Win with HIGH TENSION. Was that daylight I saw under your hull Paul?

Sunday night we all sat down to dinner at The Seaview Yacht Club, to whom many many thanks for their hospitality once again. After a late breakfast on Monday it was decided not to race but to have a gentle cruise back to our respective moorings. I transfered back to High Tension and in company with Cavalier and John Neals Telstar TRIVIA, made off toward Emsworth. As we came out of the lee of the Island we had the advantage of strong winds and fair tide going into Chichester harbour, Going past some 'Unimarans' on the front of some waves at a speed that made their crews examine our sterns for 100 hp outboards.

We rafted up on Pauls mooring a pile of food was collected, Pauls champagne was opened and a few other bottles the celebration was James Briggs birthday so he was allowed to cook and wash up. I dont even remeber if it rained so full was the holiday.

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Norman

PAGE

- COVER PHOTO 'HIGH TENSION'
- 3 FROM ANTHEA
- 4 JIMS COLUMN
- 5 DOLPHIN DOLPHIN
- 6 PROJECT INTERLOCK
- 7 AMATEUR RADIO AFLOAT
- 8 POLYCATS CANADA
- 10 CANADIAN PAGE
- 12 HAPPY RETURN
- 14 WHATS IN A NAME?
- 17 HANNEKE BOON LECTURE to MOCRA.AYRS.
- 18 MULTIHULL SAFTY
- 22 WHAT ARE YOU DOING
- 23 LONDON BOAT SHOW 1983
- 24 ON TRAILERS
- 25 J.W.DESIGNS - LITERATURE
- 26 AREA SECRETARY. MIDDLELANDS
- 27 EVENTS CALENDAR
- BACK COVER
SEE HERE FOR THE AUGUST BANK HOLIDAY

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BY OCTOBER 1ST 1983.

St. Antony,

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Nr. Milford Haven,

Dyfed, SA73 1EB.

18th April, 1983.

Dear Norman,

Can you put the following from me into the June Sailorman please:-

"Dear Members,

Thank you for your generous honorarium. It is much appreciated. It is sad to be saying goodbye to you all, I have enjoyed our relationship during the past four years, but I am sure you will be in good hands with Sonia Surey-Gent, our new Secretary.

Anthea"

The POLLY-KATE

by Son



THE POLLY-KATE

by Son



Jim's Column

The Polynesian Catamaran Association is fifteen years old. I wonder how many members of the P.C.A. know my official position in the organization or how and why the P.C.A. was formed.

Some years ago, I forgot to send in my P.C.A. subscription. Being read out at the AGM as an 'overdue subscription payer', in a wave of laughter, I was voted as 'honorary member'. This gives me no privileges or power. I just do not have to pay any subscriptions. That is the way I wanted it. The P.C.A. was formed as a 'Band of Brothers'.

Why was it formed? I recently have been collaborating on an article for a French yacht magazine on the origins of amateur boat building in Britain. The P.C.A. is the leading group in Self Boat Building in Britain. It was formed in the late sixties because of the social attitudes towards amateur boat building which were in the main derogatory. Even more important James Wharram's 'Polynesian' design shapes were dismissed as being "all that one could achieve with flat sheets of plywood."

As readers of multihull magazines will realize, the basic principles of Wharram catamarans are to-day, in part or whole, the norm in most sea-going multihulls. What they may not realize is that in the sixties, the 'basics' of the Wharram designs were not only unique but extremely criticized. This in combination with self-building! We, myself and the first builders, had to form the P.C.A. for self protection, even fear of legislation against us.

Where did the main source of criticism come from? At first direct, then, as we got stronger, obliquely, from the English Association known as the Amateur Yacht Research Society' (A.Y.R.S.)

Readers of my book 'Two Girls, Two Catamarans' will know how, in 1955, I set off on an ocean pioneering voyage in a 'Polynesian Double Canoe' (23'6" TANGAROA).

Influenced by Thor Heyerdahl (with his KON TIKI) and Eric de Bisshop (with his voyage of the KAIMILOA) I believed that the Polynesians had been the greatest sea-faring people in the Pacific, indeed in the world. I believed that their sea-craft, the Double Canoe/Raft idea, would enable ordinary people (for keel yachts were very expensive at the time) to take to the sea and live as 'People of the Sea'.

By 1959, we were fighting our way back aboard the 40' RONGO from New York to Britain, to be the first catamaran to successfully cross the North Atlantic. It would have appeared that, by demonstration we have proved our point.

"Not so", said the A.Y.R.S. that had been formed in Britain during our sea voyages, "The Polynesians did not explore the Pacific. In fact, they could not have done it, for they had only round bottomed canoes which without centreboards or keels, could not have sailed to windward. Their settlements of the Pacific were the result of downwind castaway voyages." As the A.Y.R.S. was at the time a very powerful group, these remarks left us looking silly, if not dishonest in our Polynesian claims.

A lot of archaeological work has been done in the Pacific in the last fifteen years. It confirmed the literary and commonsense sources that inspired Eric de Bisshop, Thor Heyerdahl and myself. It showed that 'they' were completely and utterly wrong. But in the early years between 1960 and, let us say, 1972 I/we were isolated into a fringe 'Polynesian', ha, ha, 'Amateur Builder', ha, ha, sub group.

Their ideal design shape which they pushed in these years, was for a catamaran like the IROQUOIS MK. 1, though their ideal multihull was in fact Piver's trimaran. The A.Y.R.S. supported, by uncritical publication, Piver's wild claims and inaccurate reports of his first voyage.

Still by 1965, people who believed in the evidence of my actual voyages began to build my designs. In 1968 we formed the P.C.A. for mutual help. There were groups all over Britain, building our boats, talking about them and beginning to sail them. It was an exciting time.

Some time after the P.C.A. was formed, the core group of the A.Y.R.S. set up a separate sailing organization, the 'Multihull Offshore Cruising and Racing Association' (M.O.C.R.A.). This body claimed that it was speaking Nationally on behalf of all multihulls. I joined, and I was on the original committee.

Since I was fourteen years old, I have served on a great variety of committees: sports, cultural, political ones. M.O.C.R.A. worked different than any committee in my previous experiences. A person, completely new to Multihulls would buy one, join M.O.C.R.A. and presto would be an authoritative member on the committee immediately. I never found out how the system worked.

Although M.O.C.R.A. at that time, was supposed to be independent of the A.Y.R.S., they seemed to work together in a peculiar way. Independent of the A.Y.R.S. and M.O.C.R.A. members appeared to be an esoteric group which controlled both. Somehow, I had neither the Password nor the key to this group.

It was this group which seemed to make the important decisions, which were not discussed in open committee. In the open committee we spent hours discussing flags (burgees), ties and where to have race meetings to which only four to six boats would arrive-while in reality at this time 'our' designs were beginning to explore the oceans. I left M.O.C.R.A. in disgust. So did a lot of other people. Indeed, the combined public meetings of both the A.Y.R.S. and M.O.C.R.A. are now attended by no more than thirty to forty people.

It was around this time, that the very successful cruising associations of the PROUT catamarans and the CATALACS were formed, again separate and out of M.O.C.R.A.

Over the last three years, I have been surviving a multiple 'divorce', moving from Ireland via a fishing dock at Milford Haven to what should at last be a secure base in Cornwall. Also, we have started a completely new construction method and new design concepts in the 'Coastal Trek Designs'; got the PAHI designs going and visited European groups of builders and sailors. Very important, we have begun our 'Dolphin Interlock' group. We have been busy!

When M.O.C.R.A./A.Y.R.S. asked Hanneke at the London Boat Show to give a lecture to them at their next meeting, my attitude was: "Let bygones be bygones", but in another section of this issue of the 'Sailorman' Hanneke explains how the 'message' was censored.

Alerted, I have looked again, and found that it has been suggested that the large membership of the P.C.A. should support the combined M.O.C.R.A./A.Y.R.S. meetings in London, and that the 'Sailorman' should give a page to M.O.C.R.A./A.Y.R.S. information.

Even better (or worse, depending on one's view), after Hanneke's lecture in London, a M.O.C.R.A. committee member wrote to me that our proposed annual summer meeting which has invariably been around our/ Wharram sailing area (this year being planned for Falmouth) clashed with his M.O.C.R.A. meeting at Plymouth at which he proposed to introduce Wharram designs to M.O.C.R.A. racing. He asked me, whether I would mind moving our proposed meeting from August Bank Holiday to another date - the next long weekend is of course Christmas!

Non British members will wonder, what the hell I am going on about. Running the P.C.A. is hard work. The British have done all the work and carried the responsibility for years. They have given enough. Is it any wonder that an outside British group, like the one I have been writing about, should not be questioned when they appear to be offering 'gifts'?

Understandably, until this article was written, no one had drawn any attention to 'their' past activities and how they lost their own members, so that they might be using the members and the prestige of the P.C.A. for their own purposes.

Considering the burden of running the P.C.A.; why can it not be run for a year or so from Canada? or Scandinavia? Then, too, there is an increasing number of French builders, though we do have a language problem there. Still, there are ways around this problem.

The question is: Is the heart of the P.C.A. the committee that collects the subscriptions or the 'Sailorman' that holds the world-wide members together?

Last year, at the Scandinavian meeting at Korshavn, Denmark, where 8 large catamarans had sailed in, in some cases from over 200 miles away, I experienced a marvellous seamanlike enthusiasm. The organization was quite simple. They all met in a beautiful, sheltered bay; the girls were all topless; crates of beer were on every deck. People just enjoyed each other's company, compared ships and sailing routes. Anyone who wanted a short, tough sail borrowed the HITIA. It was a superb, relaxed holiday meeting.

Ruth, in France, met French builders in Paris who were mostly still at the building stage. They, too, conveyed great enthusiasm. Perhaps the wine helped! She felt the same enthusiasm in Austria. It is up to people with Wharram catamarans in Britain to try to get to our August meeting for similar pleasures.

Looking ahead, has anyone got any ideas for a more equitable division of labour in the world-wide P.C.A. along the lines suggested, and as far as Britain is concerned - how to improve the AGM held during the London Boat Show next January? Can we find a place where we can show films and slides, have lectures from our members before and after the business meeting, as we used to have?

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DOLPHIN DOLPHIN

By WADE DOAK

Reviewed by James Wharram
for Multihulls.

I introduce Wade Doak's book *Dolphin, Dolphin* as one that will, in time, change lifestyles, give a new philosophical approach to life on this planet, 73% covered by water and called Earth. In my life, three books have given me decisive direction. The first was Joshua Slocum's 'Sailing Alone Around the World' which I read at the age of 12. The second was 'Voyage of the Kaimiloa' by Eric de Bisschop which I read at the age of 16. The third was 'The Voyage of Kon-Tiki' by Thor Heyerdahl which I read at the age of 21.

Out of these books came the desire to sail the ocean on a Polynesian-style double canoe, the type of craft we now call a multihull: the catamaran.

Influenced by these three books, I have in turn had a powerful influence in the pioneering of the modern, off-shore catamarans.

Wade Doak's *Dolphin, Dolphin* is the fourth book in my life to inspire me. I intend to tithe my income and my time to follow in the path of Wade Doak, in attempting 'Dolphin Interlock' as laid down in his work.

His book, like those of Slocum, de Bisschop and Heyerdahl, is deceptively and pleasantly simple to read. His is that he sails his catamaran from the coast of New Zealand (it's pure coincidence that it is a Wharram) to areas where dolphins live and play. There, amongst the dolphins, he, his family and friends slip over the side of the cat and swim amongst them, trying to communicate by body gesture and mutual play. He is doing what so many of us have dreamt of as we sailed our ships, with dolphins surfacing and sea-dancing around our craft.

Chapter eight gives detailed accounts of dolphins helping distressed swimmers, and guiding yachtsmen and fishermen to safety in times of peril. Dolphin/seaman partnerships seem a distinct possibility.

Wade Doak's book gives much information, and the realization that we who own sailboats can study, partake and add to 'Project Dolphin Interlock.' Each of our offshore voyages offers possibilities of contact with a 'Benign Intelligent Species.'

A fascinating book for the yachtsman's shelf.

SPACE
FOR

100

WORDS

CONTRIBUTIONS PLEASE
BY OCTOBER 1st

RESEARCH PROJECT INTERLOCK

International Dolphin Watch - Interlock

Project Interlock was established in New Zealand by Wade Doak. His method of approaching dolphins is briefly described in "Save the Dolphins" by Horace Dobbs and the Project is given in considerable detail in "Dolphin, Dolphin" by Wade Doak.

In essence Project Interlock is a Research Project in which the aim is for humans to meet at close quarters, wild dolphins in the sea. Such an encounter is called an interlock. The logo for the Project is based on the Ying Yang symbol of polar opposites with a stylised dolphin in one segment and an underwater swimmer in the other.

Wade Doak adopted a Wharram catamaran as a base for his operations. Visual contact with the dolphins is established via the Ying Yong roundels on the bows. Auditory contact is established by the use of a bell and loud-speakers located in the hulls of the catamaran.

Most of Wade Doak's attempts to find and interlock with dolphins have taken place around the Poor Knights Islands off the Northern Coast of New Zealand.

It is now proposed to conduct a similar Project based in Devoran, near Falmouth in Cornwall.

Project Base

The base for the project is to be the premises of James Wharram Designs, Greenbank Road, Devoran, Truro, Cornwall. TR3 6JP - Telephone Truro (0872) 864792).

Project Directors

The project is to be directed jointly by Dr. Horace Dobbs and Mr. James Wharram who will liaise with Wade Doak in New Zealand. Others closely involved will be Ruth Wharram and Hannake Boon.

Finances

As it is unlikely that a grant could be obtained to finance this research all of those taking part will do so on a self-financing/voluntary basis. Thus, income and resources derived from other sources will be deployed to enable the project to proceed.

Land Base

The land base for the project will be a riverside site near Falmouth where James Wharram Designs has planning permission for 3,000 square feet of light industrial development. It is intended that James Wharram will design and build a catamaran with features that will facilitate human/dolphin interlocks. Thus, at the stern of the catamaran a ramp positioned to enable very easy entry and exit from the water. There will be a transparent section in one of the hulls to enable direct observation of dolphins underwater. Other features will include the incorporation of underwater hydrophones and loudspeakers the Ying Yong symbol will be painted on the bows. The vessel will be constructed with the aid of voluntary help.

Ruth Wharram will act as information collector and co-ordinator at the centre. Radio links will be established with the Coastguard (who have already agreed to become actively involved in the project) and other boating contracts who regularly sail in the seas around Land's End and the Scilly Isles.



Dolphin City

Dolphins are nomadic but evidence is accumulating that there are centres around the world where dolphins appear to congregate and can be found in undersea locations with well defined limits. These locations have been termed dolphin cities and it is hoped that such a dolphin city will be located between Land's End and the Scilly Isles. It is anticipated that the location of the hypothetical dolphin city will be in an area where the dolphins feed regularly.

Objectives

A major objective of Project Interlock (U.K.) is to work towards a situation where by dolphins will voluntarily approach the catamaran and will interlock with it. When such a state of affairs is achieved it will be possible to commence detailed studies are carried out will depend partly on the response of the dolphins to the catamaran. Previous experience off Gibraltar indicates that once the dolphins have established that the catamaran poses no threats and further more presents a source of interest, then they will approach the catamaran within certain geographical limits and will enable very close observations to be carried out. Indeed, it is even possible to touch the dolphins when they swim between the hulls of the catamaran.

In addition to scientific observations it is intended that the public shall be encouraged to enjoy sailing into the area and seeing the dolphins at close quarters. This aspect of Project Interlock (U.K.) will be facilitated by radio contact with the vessels carrying tourists. Thus, Project Interlock (U.K.) will have an educational content designed to introduce members of the public to the need for conservation plus contact with a large brained mammal in its natural environment.

It is proposed that taking members of the public and other interested parties to the dolphins (perhaps by a small fleet of Wharram catamaran) could help finance the project.

Why Bother?

Dolphins have brains as large as those a man and many people believe that this endows them with a potential for intelligence equal to, if not

greater than that of a man. Prior to man's recent explosive development of technology (often with disastrous results on the environment) the dolphin -s, who have probably had their large brains for 20 million years longer than man, could be regarded as the supreme life forms on our planet (4/5ths of the surface of which is covered with water). Unlike man, however, the dolphins lived in harmony with one another. Because of their supremacy the dolphins did not spend a great deal of their time and mental energy feeding. Thus, it has been argued, that the dolphins learnt to enjoy leisure time in such a manner that it did not involve mechanical aids and was based entirely upon enjoyment derived from the natural environment and play activities associated with it. Thus, Dr. Dobbs believes that the dolphins have much to teach us. Dr. Dobbs believes that now that man is approaching a similar point in his evolutionary development (in which the provision of food, shelter and clothing can be provided with the minimum of human endeavour) that man must too learn to enjoy the profits of his technology in such a manner that the maximum of diversity of life is contained on our planet.

Evidence is accumulating that humans suffering from nervous stress obtain relief in the presence of dolphins. Thus, it is intended to pursue this apparently therapeutic effect of the dolphins. There are many other aspects of dolphin behaviour that intrigue and bring enjoyment to the humans who are privileged to come close to the wild.

James Wharram believes that there is an almost spiritual need for man to establish closer links with the dolphin. He openly questions the established view that man is the superior inhabitant of this planet because of his opposable finger and thumb and the tools and mechanical objects he has created as a result.

It is generally accepted that the higher thought processes in man take place in the frontal lobes of the cerebral cortex. Although the dolphin has a differently shaped brain to that of man the cerebral cortex is very large and many scientists believe that this endows the dolphin with the ability to perform higher thought processes which are probably totally different to those that occur in the human brain because of the different learning processes that take place as a result of its lifestyle in what to man is an alien environment i.e. the sea. By studying the behaviour of wild dolphins it is hoped that some light will be thrown on these higher thought processes and in particular that we shall start to unravel the mysteries of communication between dolphins who have a potential in this aspect of their capabilities which could make the language used by humans look very primitive by comparison.

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Practical Wireless sell a reprint: "So You Want to Pass the Radio Amateurs' Examinations", 85p from Westover House, West Wuay Road, Poole, Dorset BH15 1JG. Correspondence Courses are advertised in the Short Wave Magazine. A Personal Tuition 'crash course' is available from Peter Bubb, G3UWJ, 58 Greenacres, Bath BA1 4NR.

Correct choice of equipment, installation and some know-how is very important if you are to have a good signal. I can advise you on any of these points.

HIGH TENSION

As I am building one of the new designs. High Tension is for SALE asking £4,250 for this well proved craft.

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Poly Cats of Canada

NEWS AND GOSSIP FROM EASTERN CANADA March 1983

Bob Burdett and Shirley Bailey of Toronto were still, when we last heard, in the British Virgin Islands with their Narai "Night Cloud".

Neil and Karen McVean of Ottawa are somewhere in the northern Bahamas, soaking up the sun in their Tangaroa "Nara Nog".

Jack Dundas's Narai "Ru" has been wintering in North Carolina. She will be returning to Lake Ontario in the spring and plans to be at the Sail-In.

John Bellenger and his crew will be joining their Oro "Ryxis" in Cape Breton in late spring to get her ready for a trans Atlantic passage to the Azores and Spain in early summer.

Andy Moizer is completing the restoration of a 12 year old Tangaroa and will be at the Sail-In, as will be his father David in his Hina "Kriter".

Tim Ainley of Montreal and Louis Lemire of Nicolet, Quebec plan to head south to the Bahamas this summer in their Rakas "Beluga" and Courant d' Afr".

New launchings planned for this summer include Peter McLean's Hinemoa and Roly Huebsch's Narai "Oborea", both in Toronto. Several other boats should also be ready for launching, but I haven't heard from their builders recently.

South of the border Tom and Carol Jones of New Jersey are planning another trip to the Azores in their modified Tanenui "Vireo" this summer, and Steve Veale, also of New Jersey will be launching his Tangaroa in the spring.

CAT CHAT

To all our polycat friends; please accept our best wishes for a very merry Christmas, and in 1983 may all your sawcuts go straight (where so desired) may none of your nails bend, may none of your epoxy go off before its time and may the great god Tangaroa smile on all your voyaging..

* * * * *

I am sure that there is not one of you out there who has not been affected in one way or another by the current economic recession. To some, it may have meant delays, postponement or even abandonment of a polycat building project. To these people I express real sympathy and the hope that things will improve very soon.

To others, though, I suspect it may have been a sort of backhanded blessing; the spark that triggers a long dreamed of but always postponed change in the direction of one's life. How many have dreamed of seeing the world in a boat of their own, surviving on their own skills and talents and independent? How many of these have been back by ties to their job, security and a pension? The balance now seems to be changing a little. While the self sufficient life remains as attractive as ever, the arguments against it, the security of tradition, becomes every year a little less secure, a little more illusory. People how thought they had it made for life are finding themselves on the streets; but not many polycatters, not for long anyway. Someone who can build his own boat with his own hands can turn those hands to many things. They have to be among the most self-reliant people in the world.

Someone who spends a sizable chunk of his time building a dream, rather than buying it or waiting for it to fall into his lap is someone who can stand on his own two feet and survive. Bill Beavis in his article elsewhere in this newsletter, refers to a polycat as a vehicle of migration. This can be literally true, as Tehini carrying the Wharrams to their new base in Cornwall this past summer, or it can be a figurative migration into a new realization of one's own capabilities, one's ability to survive on a lot less; or not just to survive but to flourish and expand in new and unexpected directions.

From the coming full circle department... When we started this newsletter six years ago Hal Glover was sailing his TANE out of Trenton Ontario and Mac Brown was building a TANGAROA in Picton. A short time later Hal sold his Tane to Mac, and a year later Mac sold his Tangaroa hull to Ross Sinclair who in turn sold it to Andre Cordeau who has just sold it to - guess who? Why could they not have just done a trade in the first place!

Surprise attendants at the November PCA meeting in Toronto were Jack and Irene Dundas, we thought they would be sunning themselves in Florida by now, but apparently they were hit by a series of severe storms and unseasonably cold weather south of the Chesapeake - they decided they were really not having a whole lot of fun, so they laid their NARAI up in Elizabeth City, North Carolina and returned home. They will continue their voyage when the weather warms up in the spring. Jack's advice to anyone planning a similar trip down the Intracoastal Waterway: start earlier and have some form of cabin heating,

Concerning those East Coast storms, Tom Jones of Tuckahoe, NJ writes; "Yesterday we went down Cape May and had a look at all the boats that blew up on the beach in the northeaster in October. Bent lead keels, snapped shafts and struts, missing rudders and outboards, hulls with pavement rash all over and holes right through in some places. Plenty of laughs. There was a new proa at anchor, very sleek, big sponson to windward containing bunks, very much too small ama to leeward. Heading for Florida, we guess". Tom is spending winter building two 17' catboats for sale in the spring. You will notice else where in this newsletter that the ex Tom and Carol Jones Hinemoa "TWO RABBITS" is for sale. Concerning her Tom writes; "Although my knowledge about her is not current, I'd be glad to talk to any polycatista about her. At her age (9 years) I wouldn't sail her to Bermuda again, but she could still give someone much coastal sailing, and much pleasure, I believe the squaresail is still with her, and probably unused since we owned her".

Congratulations to Ernie Heard on being elected to the directors of the TORONTO MULTIHULL CRUISING CLUB for 1983, The TMCC probably has the largest fleet of multihulls anywhere with over forty boats on their moorings in the summer.

Harry Ellis recently received an interesting letter from a Sergio Chermont in Rio de Janeiro, Brazil. Sergio is building a RAKA and wanted some building information from Harry. He is also the founder and head of the BRAZILIAN ASSOCIATION OF OFFSHORE MULTIHULLS (Associacao Brasileira de Multicascos de Oceano) and enclosed a copy of "MULTICASCO", their newsletter (in Portuguese). It talks of a small but enthusiastic multihull movement in the country, with considerable interest in Wharram Designs.

Among building projects listed were seven POLYCATS, five SEA-CLIPPERS, two SEARUNNERS and a NEWICK. Anyone who saw the movies that John Sarsfield took while sailing his HINA off the Brazilian coast, and which he showed at Montreal and Toronto Polycat meetings, will be envious of those Brazilian builders with their incredibly beautiful coast and miles of unspoiled beaches; mostly in the trade wind zone and all hurricane free. For trivia buffs: did you know that the Atlantic coastline of Brazil is longer than the Canada - U. S. boarder?

PROGRESS REPORTS

From Eric Neuman and Dean Still who are building a TANGAROA in San Francisco:

"We just put the ports on our boat, 3/8" Lexan, and are finishing up the interiors. Then on to joining the two and the cockpit etc. Hoping to be in the water by spring, then leave for the South Pacific in the fall.

Saw a Wharram 37' which had sailed to Mexico, Hawaii, Seattle and San Francisco. They reported having had a fine trip. Hello to all Polycats."

And from Steve veale of Fortescue, NJ, also building a TANGAROA :

"I've got the boat painted - I ended up using a two part xpoxy and put on two coats. What a difference! I've also installed the ports in the bunks (four each).

I am presently working on the mast. I've decided to make a solid stick using 2x6s. It will be 4 1/2" x 5 1/2" before tapering and rounding. (The difference in weight should only amount to 20lbs between the solid and the box spar). Next is the tabernacle, netting beams, tillers and cross-arms and a few incidentals.

Spring right round the corner eh?"

NEWS FROM AFAR

Bob Burdett and Shirley Bailey aboard "Night Cloud" (Narai Mk 4) are having a wonderful time in Road Town, Tortola, British Virgin Islands. Bob has been working as a captain on a bare boat charters for a local charter company and Shirley has been house-sitting for a Canadian couple. Shirley will be starting as a cook on a charter boat soon and is looking forward to using "expensive goodies" for a change. Shirley is also enjoying seeing money coming in rather than only going out! Both are enjoying the long stay in one place.

Neil and Karin McVean aboard Nara Nog, which means "close enough" in Swedish, (Tangaroo MK 4) were last heard from in Norfolk, Va, where they were catching their breath before proceeding down the waterway to Florida and beyond.

Fred Badcock just called and reported on the whereabouts of "Kahon", Len Taylor's Narai MK 1 from Ottawa. "Kahon" is somewhere near Ft. Lauderdale, Florida and Len and family will be going down to spend 6 weeks cruising. Last winter Fred joined Len in Haiti and after beating into the tradewinds for a while and then trying to wait them out, they turned around and sailed to the Bahamas.

LETTER FROM MULTIHULLS

Dear Editor.

I would like some info on the Pahi class cat design, Specifically with regard to windward performance.

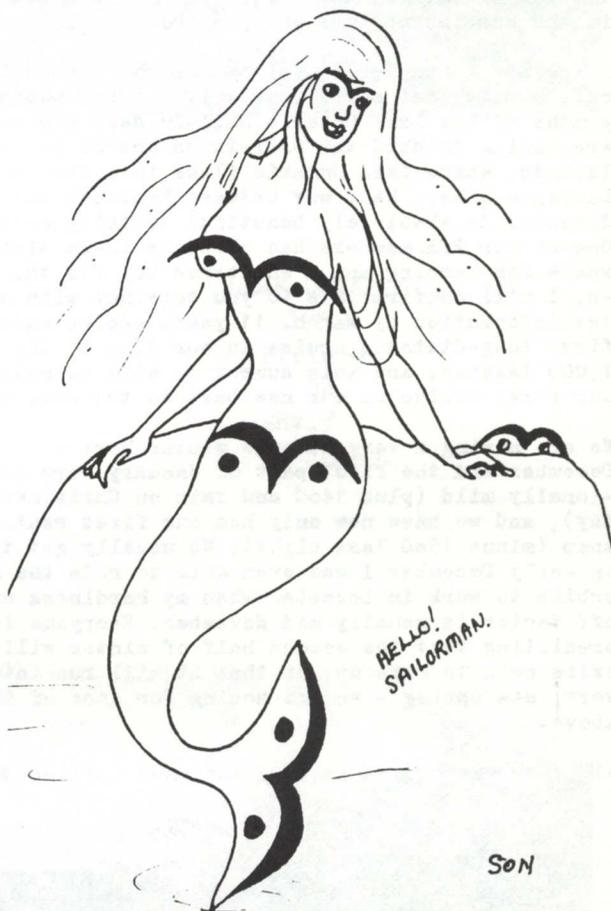
POTENTIAL MEMBER?
Ed.

HORST KLEYER
21, HEIT LANE
KITCHENER, ONT. N2H 5B6
CANADA.

FALL POLYCAT MEETING

A great success as usual. Jack and Irene Dundas had returned from their trip down the Erie Barge Canal to the Hudson River to New York and then on to the Chesapeake. They found the Chesapeake to be beautiful but cold and rough going. Waldo Coons, a Narai MK 4 builder from Wilmington, Delaware joined them for part of the trip. We saw slides of their trip and got lots of information on their cruise from Jack and Irene.

Jim Caldwell showed slides of the August Sail-In and everyone enjoyed remembering what a good time we had then. Be sure not to miss the next meeting!



WE! THAT IS US , ALL OF US, ARE SHORT ON COPY THIS ISSUE.

PLEASE GET PEN TO PAPER.

SEND YOUR CONTRIBUTION BY OCTOBER 1st
NEXT.

THANKS EVER SO.
Ed.

Did you know that copy from the December issue was lost between printer and plate maker.

Did you know that I, to add insult to injury lost some very nice negatives.

Steps have been taken to try to avoid this sort of carry on.

214 Glebeount Ave
 Toronto
 Ontario
 Canada M4C 3T4

18th Jan 1982

Dear Editor,

Thank you for your letter, sorry to have taken so long to reply. (This is only partly due to the difficulty in deciphering your hand writing!)

Enjoyed the December SAILORMAN - after polishing my bifocals. I think the new look of the mag more closely reflects the real co-operative nature of the PCA - just get the information to the members in the most economical way possible.

I enclose a couple of sketches of good ideas that came across last summer, as well as some photographs of the Lake Ontario Sail-In. Next summer we are hoping to hold the Sail-In on one of the 1,000 Islands, where Lake Ontario flows into the St Lawrence River, half way between Montreal and Toronto. An absolutely beautiful cruising area. One of our PCA members has property there with space for camping and a sheltered bay for the boat-s. I will confirm this to you together with all the information by March. 11 years ago we made our first long-distance cruise in our Hina to the 1,000 Islands, and this summer we will be making our first cruise in our new boat to the same place.

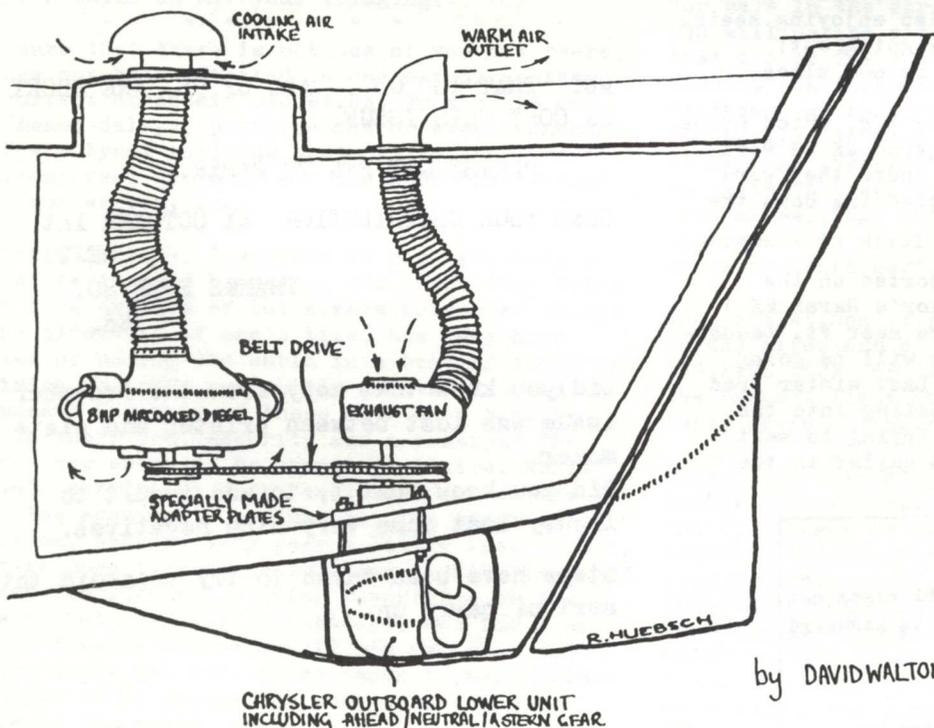
We are having a very strange winter here - December and the first part of January were exceptionally mild (plus 14°C and rain on Christmas day), and we have now only had our first real cold snap (minus 15°C last night). We usually get this in early December I was even able to ride the motorbike to work in December when my hardiness cut-off factor is usually mid November. Everyone is predicting that the second half of winter will be extra cold to make up, or that it will run into a very late spring - we are hoping for none of the above.

All the best to you in 1983 and good sailing,

Roly.

THIS IS A DUAL INSTALLATION WITH AN ENGINE IN EACH HULL; BOTH REMOTELY CONTROLLED FROM A CENTRAL COCKPIT

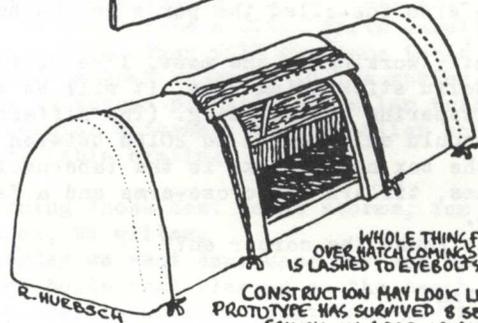
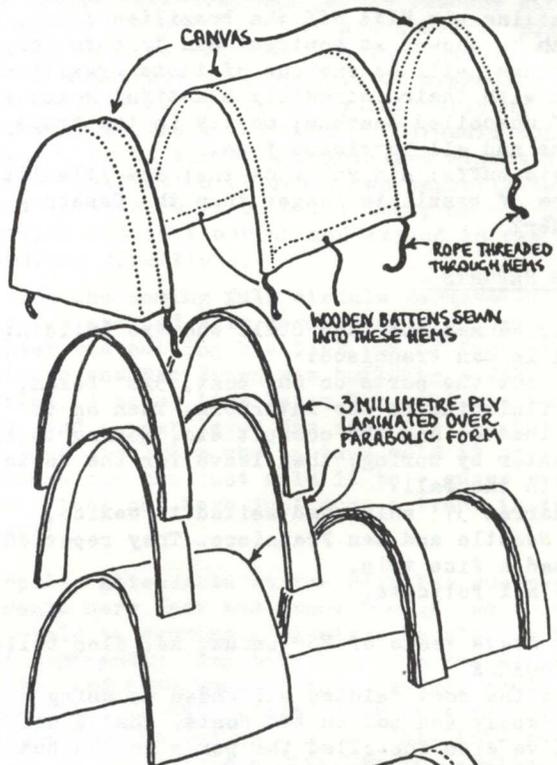
NARAI ENGINE INSTALLATION



CHRYSLER OUTBOARD LOWER UNIT INCLUDING AHEAD/NEUTRAL/ASTERN GEAR

HINA HATCH COVER

BY DAVID MOIZER.



WHOLE THING FITS OVER HATCH COMINGS AND IS LASHED TO EYEBOLTS IN DECK
 CONSTRUCTION MAY LOOK LIGHT, BUT PROTOTYPE HAS SURVIVED 8 SEASONS SAILING IN 1,000 ISLANDS

CANADA

GOOD SAILING ROLY
 KEEP IN TOUCH
 AND
 DONT LET THE SALT
 GET IN YOUR
 BOOZE

ed

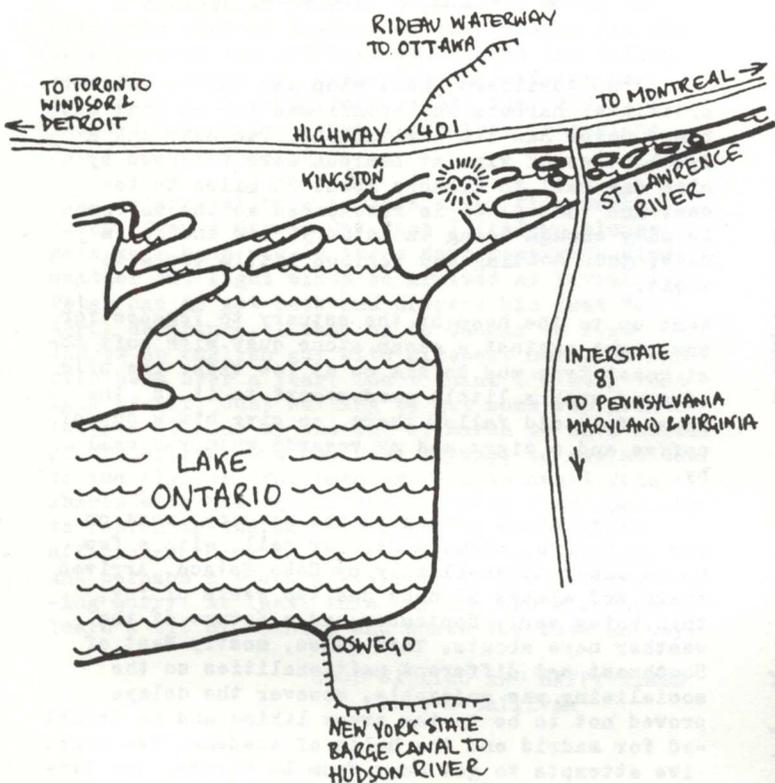
by DAVID WALTON

LAKE ONTARIO SAIL-IN AND PICNIC (7th Annual)

The 1983 Sail-in will be held on the weekend of August 13th and 14th. We're pushing the definition of Lake Ontario slightly as the site is about 12 miles down stream from the lake in the beautiful 1,000 Islands area. The Moizer family are Polycatters who own property on Howe Island that they are very kindly making available to us. There is good sheltered anchorage for boats and the island has a car ferry from the mainland. There is plenty of room to camp on the island and there are many motels along the highway to Kingston. We expect a good turn out of boats and everyone is welcome. For more details and information on finding the place write: Roly Huebsch, 214 Glebe Mount Ave, Toronto, Ontario, Canada. M4C 3T4.



DAVID MOIZER'S HINA 'KAIKOK'



LAKE ONTARIO
1982
Pictures
by
ERNIE
HEARD.



L-R 'KAIKOK', 'CARIAD II' and NARAYELUS'S BOAT 'LANAO'



'KAIKOK' SEEN FROM 'CARIAD II' ERNIE'S 'TANGAROA'



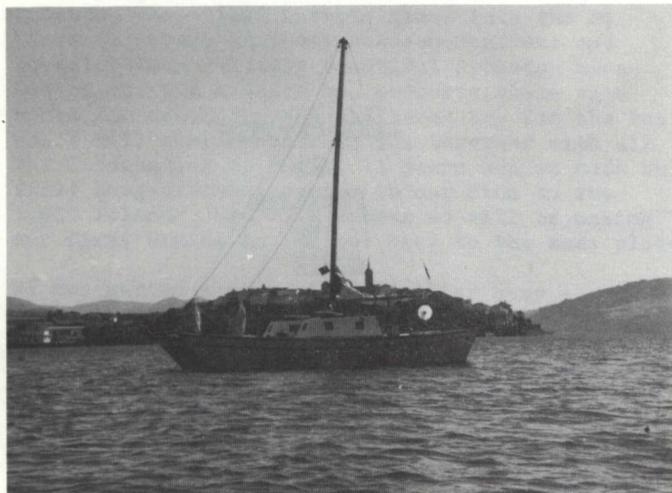
SOME OF THE NAPPY GROUP AT THE LAKE ONTARIO SAIL IN 1982. ON BOARD ERNIE HEARD'S 'CARIAD II' ERNIE IS WEARING THE WHITE BEARD

HAPPY RETURN

CANGAS, Nr VIGO, SPAIN.

I thought a word or two might fill a gap and perhaps encourage those who are still in the throes of construction. Happy Return is a Tane Nui with modifications, the bulwarks are part of the main hull construction and the fore and aft lockers are decked level with sheerline, giving more room inside and added bouyancy.

I set off from Arlesford Creek near Colchester Essex, England. Early July 82 and single handed to Emsworth via Hamsgate, Boulgne and Newhaven. N.E. gale came at me by Beachy Head, I entered Newhaven under single reefed main. This was rather more wind than desired as this was my first trip come sea trials, however everything held together O.K. though at times I was rather dry mouthed.



HAPPY RETURN

Jeremy joined me at Emsworth so via Cowes, Poole, Dartmouth to ralmouth, where I spent about two weeks above ST Mawes near Truro going round with the paintbrush, doing odd jobs and getting the stores aboard. we Left Falmouth on the 19th of august hopefully for Spain, however poor Jeremy was a bit over come by mal de mer, so we went in to Audierne in Brittany to place under a tree and do something a bout the lack of anyself steering arrangement. Looked up some old cuttings from Practical Boat Owner about sheet to tiller systems and with some old lengths of line, blocks and elastic. After two days the weather looked set fair so we set off, after clearing customs who arrived half an hour before departure, toward Spain I rigged the self steering, lo and behold it did work. This meant that I could concentrate on the as yet untried Astro nav bit while still haveing dead reconing to get back to Audierne if the results were too far out and further study (wot study) was required ashore. Anyhow the results (by meridian altitude and equal altitudes for longtitude) were fair enough, about 3/4 miles discrepancy to justify continuing.

After 3 days 5hours of force 2 to 5 Westerlies and three encounters with Dolphins we arrived at Andillero in North Spain just to the west of Gijon. Two rather drunken evenings with the fisherman of Andillero made me wonder what the rest of Spain was going to be like. Entry into Andillero being a little hole in the rocks was a bit hair-raising. The exit was rather more so, the Seagull getting swamped a few times, thank goodness for the Siba recoil starter.



CHAY BLYTH
Sails a WHARRAM

From Anfillero, next stop was Luarda another artificial harbour which confirmed for me that out board power has its limitations. Two days and a few bottles of vino at Luarcha were followed by a nice day sail to Ribadeo about 20 miles to the west and that place is recomended as the entrance is easy enough being an Estuary, and inside is nice, good holding and various little towns to visit.

Went up to the head of the estuary to Vegadeo for one night against a clean stone quay with soft East coast type mud to sit on at low tide. The pile of wood with a little garden next to it is the home of an old fellow there, so give him a cup of coffee and a ciggy and my regards when you call by.

After about a week in the estuary, went on for Le Coruna, about a 24 hour sail, with a few hours under staysail only by Cabo Estaca. Arrived there and almost at once had two weeks of fog, this being early September and a feture of the weather hereabouts. Then gales, mostly West of Southwest set different nationalities so the socialising was enjoyable. However the delays proved not to be to the crews liking and he departed for Madrid and the halls of Academe. Two abortive attempts to get away from Le Coruna, too little wind but too much swell culminated in the third attempt; October 8th with rather more wind the mast broke just out of Coruna. Abit of a worry as the seas on the rocks toward which I was struggling to clear the wreckage and start the Seagull, caused the Admiral to call for his brown trousers. I had just got everything sorted out when a fisherman came by on his way in and took me in tow, not wanting any payment, Fortunately I'd picked up a large fishing float in Biscay and he was happy to except that.

The average fisherman of this part of the coast, met at sea or in the bar is a pretty good chap! So back to La Coruna, after 8 days it was calm enough to chance motoring round to Ria de Betanzos to effect repairs. A small shipyard at Fontan located some Oregon pine for me and roughly shaped it up which saved me a lot of sweat, and after 2½ weeks beached inside a little river at Mitro I was able to motor round to La Coruna again. I enlisted the aid of three French yachties and got the mast up. Took a picture of it incase it went the same way as No one, though I expect it to have a longer life. One thing I have proved, you can't make a mast out of deal!

The weather which had been nice while I was busy repairing had turned nasty again, I heard many horror stories as battered survivors made their way in, made me glade to be securely moored up. Chay Blyth then arrived, Retired from arace to Martinique, plus three other tri's and a unimaran, I ended up keeping an eye on Brittany Ferries for him for two weeks, Though I tried out the new mast in the bay for the first time, with guess, who on board. Chay Blyth sails a Wharram. After all this time I was joined by Denis and Catherine French, who had arrived after a hair raising trip from La Rochelle, they proved to be excellent company and the cuisine took a turn for the better as well, the waist line suffered a bit though. Any how we then got round to Muros Via Coruna, Caraminas and Coroubion, but the winter weather had set in rather.

Eleven days of wind and rain at Corcubion seemed to set the tone. Five attempts to leave Muros frustrated by anything from calm fog and a healthy sence of caution engendered by one mast breaking and yes it was winter North Atlantic out there.

I decided to stop at Noya for a while and hitchhike back to England to see friends fix the echo sounder and get bits and pieces for Tilley lamp etc. Denis and Cathérine set off for Cadi to find a boat going west, which they did as I learned a card from them I received in England. Sorry to see them go.

On arrival back in Noya after five weeks, Peter, from a German Cat that I tiid up alongside gave me a hand and in three days hops with nice weather but light winds we arrived at Bayona. Peter had to get back and prepare his boat for April departure. I came up to Cangas to find Andrew an English guy with his boat here, He had been here over a year! Don't think I'd stay that long myself, Just waiting to get some replies to letters, I hope by the end of March to have aspell of Easterlies, one can hope anyway, to see me dowr to the Algarve, Portimao or Faro to await John Shores with his Tehini and hopefully find some way to replenish the coffers abit. If any Wharram aficionado drop in for a cup of tea, welcome, and perhaps a touch of sailing if your'e in a tear-ing hurry! At least this way one has a chance to learn a bit of Spanish and whats the rush anyway.

GOOD SAILING AND HAPPY TIMES
Mike O'Sullivan

Amateur Yawt Research Society for anyone with new ideas or interested in marine craft or equipment. New members needed. Write to A.Y.R.S., Hermitage, Newbury, Berkshire for details.

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ARE YOU PLANNING PLANS

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*Who are you
callin landlubber-
sumatra??!*



Whats in a Name

Dear Editor,

Since my "Hinemoa", as declared in the Membership list for the last few years, has in the meantime grown bigger, I need your help to name the boat - type. One does not need five years to build Hinemoa. I am afraid you might consider your only Yugoslav member lazy because of such a long time needed for building.

Yes I am going to write to you about alterations of the plans.

My building experience might be useful for new members, and interesting for all the others. I also consider this letter the best way to inform James Wharram Associates about my building progress and problems. From the very beginning they declared kind interest to hear from me in Yugoslavia. As I have built something between Hinemoa and Tane Nui designs, also influenced by other types, they will probably help in giving the name to this mixture. Enclosed please find some photos and sketches of that "monster". I also apologise to James Wharram for changes in design and "bashing" out through his designs, but (engineering design is also my profession, and he will surely understand that. Finally, I had my good reasons, and of course take a personal responsibility.

But lets start from the beginning. I fell in love with the Polynesian catamarans gradually. I was not very much impressed when I first saw them in the German "Klasings boat catalogue" in 1974. After years of seaching through different Boat Magazines for the boat design that would suit me I came across the catamarans, read some articles about them and their advantages, but infact it was the "tricycle complex" and lower costs that attracted me. James Wharram seemed strange to me, offering little space for the lenght, but down the page of the catalogue was written: "Building plans available from..." under a relatively low price.

In January 1976, I was on a business trip in Great Britain, and visited the Boat Show in London. There I visited JWA-stand, learned some more about Polyeats and bought "Tane Nui" Study Plans, for that was about the size I wished for myself. After studying the brochure "Polynesian catamarans" I concluded that it would be more suitable for me considering my capabilities to start with Hinemoa, and I ordered the Plans.

The first trouble I met was: plywood. In my country there was no Marine Grade Plywood available. The Exterior grade was doubtful and no possibility of getting information about its qualities, or better, disadvantages. Luckily, I went to England again in 1978 (January), and again I visited PCA - stand on Boat Show

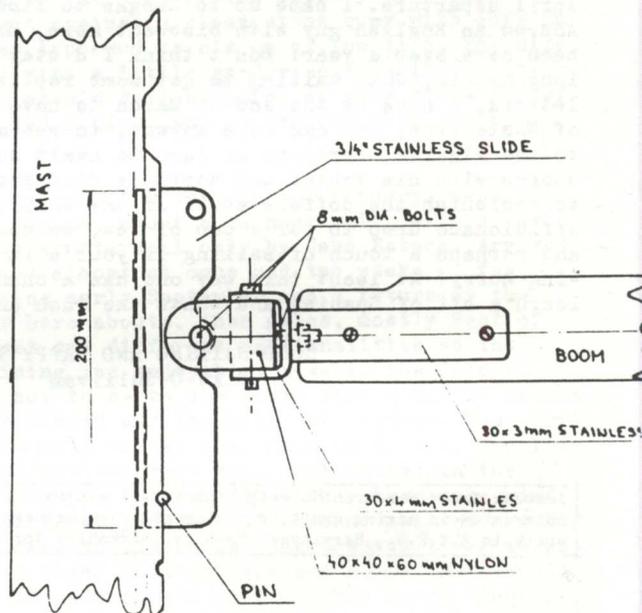
I arranged a visit to Mr r.Fautley, to inspect his Tangaroa nearing completion. Unfortunately he was ill when I came to London. So I got the lecture about ply from Jim personally. (By the way, I was impressed by his interest in my building, his Kindness and his knowledge not only about shipbuilding but also about my country.)

When I returned, I finally found a home supplier of "boat ply". It was mahogany finish; They declared it was about -building ply but they could not show proper certificates about it. I had no chose. According to specifications I had to buy 8mm for Hinemoa. But this was of poor quality, with through-holes between the inner layers of wood. I remembered Jim's advice about that and decided to take the 10mm-stock which seemed much better. I was allowed to chose the best sheets. The size of the sheets were 2,5 x 1,2m. As I was "persuaded" to buy thicker ply, the following

logical conclusion was to build hulls of 3 lengths of ply, which gave approximately 7,5 m over deck. Also, why not use the whole width of sheet as the length of one side of "V" on the main frame?

My intention was to build the boat for living abroad on the beautiful Adriatic Sea and to be able to move from one place to another. So why not make it a little bigger and more comfortable? But I didn't wish to spoil its seawortheness. Being also in possession of Tangaroa MK IV study plans, I played a little on my drawing board and found that my ply would be the best used, if I give to my boat the proportions of MK IV, but 0,73 of its size. The length of the ply-sheets also suggested 2,4 m length of cabins, with one sheet for decks each side (lengthwise, of course). Cabins, and hull width are equal with Tane Nui. So my boat can be considered as fatty good man (TANE NUI). It is Tane Nui, all dimensions almost the same, only 2 feet shorter in length and proportionally narrower in overall beam. By chance, its length was the maximum which can be built in the space of the ground floor in my new house which has not been finished yet (guess why?).

I am not quite sure about the logic involved in this process of creating the seaworthiness, but history seems to be on my side, for all traditional ships in the Adriatic Sea were "fatty" ones; and nature as well, for the waves in that sea are in about the same proportion to your British ocean seas as my hulls to those of Tane Nui!



SELF MADE (INVERTED) GOOSENECK

Influenced by "Hinemoa" and my 1;10 model which I built and sailed in the summer of 1978, I also decided to make 3 instead of 4 crossbeams, the front one being a little bigger in size; plus a strong bow nettign beam. I also obtained the "planned all round" timber, by buying 14 x 16 cm full length (8 m) beams, transporting them to sawing and planing mill (God thanks, both were on the same place) and then home 60 km by truck which stuck somewhere and got a summer squall of rain. There were two reasons for that stop: the truck could only run with its tank 1,0 - 3/4 full, and driver as well.

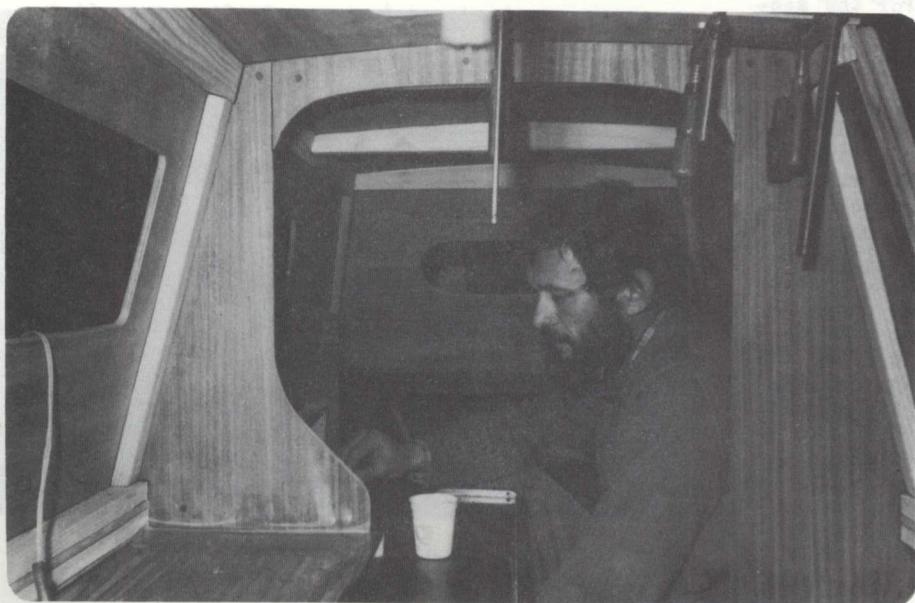


Photos of Josip
Pavlinusic and
his construction.

Smoking is a health hazard.

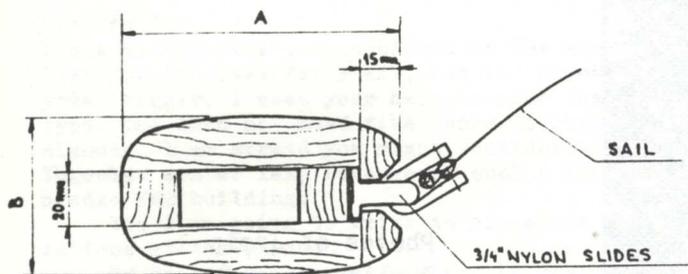


After launching
in the Panonian
Sea. 1st Hull.



WOULD A DOGMARAN
HAVE A BOW WOW
WAVE ?

Cabin inside during construction
Middle frame extended in cabin



MAST AND BOOM CONSTRUCTION

	MAST	BOOM
A	140 mm	80 mm
B	75 mm	55 mm

The lines were drawn on the floor of the future sitting-room and 5 instead of 3 or 4 frames were made. This was done because of the inner accommodation plan, which was basically stolen from "Pahi"-design (see sketch). As I increased the number of frames, I allowed more space between stringers - there are only 3 on each side: sheerline, bunk-level and floor level ones. It must work if you have in mind the thickness of ply, and dimension of stringers: it is 1" x 3".

Backbone was made of 1" planks, and cut out after glueing all the stringers and inner keel (keel was not glued to backbone). So I got a nice clear surface in my bilges. Am I right considering that backbone in fact has nothing to do in the hull after the ply skin is glued on its place and outer keel too? I think my hulls are strong (and heavy) enough with out it. Of course so much "individuality" in design must also bring some troubles. As my stringers were of "Tanaroa" size, and boat only 0,73 of it, I got some trouble in bending them into the drawn sheerline, and I can not guarantee that my bows and sterns are not a little higher than designed.

The next spot of trouble was that the ply on the bows and sterns did not follow the curve of the middle stringer. On the first hull I drilled through-holes and used screw-bolts to pull them together for glueing. Later I removed the bolts and glued hardwood plugs in these holes. For the second hull I made the spreaders for middle-stringer, taking the measures from the first hull.

All glueing was made by resorcinol glue using galvanised nails and screws. I also made putty of resorcinol glue and saw - dust to fill the holes over nail and screw heads. The hulls are skinned below the waterline by nylon and resorcinol glue using the method described in the "Sailorman" by Philip Wrestler. The difference is that I found the use of temporary battens unnecessary. I painted the hulls by two-can poly enamel of Hempel's marine paints. Two coats of poly primer were applied on nylon as well as on ply, and after that poly-enamel above the waterline, and anti-fouling hard racing below. According to Jim's advice, I cooked the samples of all that job for approximately 70 hours. Not only that I cooked them; sometimes this cooking became baking after all the water evaporated. In such cases I poored cold water on samples, and sadistically cooked them again.

Results: after 70 hours original glue on plywood just started to deteriorate: you could separate layers on the samples by fingers. Some pieces of soft wood also deteriorated in its own structure. But all the joints glued with resorcinol, including nylon sheeting with PU-primer on it were in the same condition as before cooking. PU-enamel lost its gloss, but remained in its place. Besides, the first hull is now second winter outdoors, and shows in finish no noticeable difference to the second one which was finished last summer. Cross-beams, mast and boom were also laminated of 5/6" (20 mm) planks, using resorcinol glue.

I intended to start sailing last summer. But, when I noticed that I was becoming a little nervous about the last details I accepted Ruth Wharram's advice to add some months more for finish, and went sailing on the chartered monohull with friends. Later I placed my ship in the backyard (in Panonian Sea, only the water has been missing for the last few milenia) including mast, and sails from Jeckells. To test the minimum strength of the beam-fastenings (stainless bolts 12mm through beams and beam mountings) I supported two beams between hulls, and left hulls to hang on them in the air for a month. Coffe-par-position.

Finally, what could we say about alterations? Somehow, I really was forced to make alterations with available choice of materials and without the possibility to consult other builders (I saw the first Polycat last summer. It was a great pleasure to solve some problems with the materials myself and also to adopt the design to my detailed wishes and capabilities, to involve my own imagination and to steal from few Polynesian designs. Until now, it took me 3500 hours of building (more than if I had built Tangaroa), spread over 5, say 4 years.

But, if anybody can prove that it is not a Wharram design any more or that it is a spoiled Wharram, I don't care if it sinks next summer.

However, more about that in my next letter.

Yours sincerely, Josip Pavlinusic

ZAGREB.



VIEW TOWARD STERN

M.O.C.R.A. Lecture by HANNEKE BOON

at the ROYAL THAMES YACHT CLUB.

1st March 1983

During the London Boatshow, Stuart Fisher, Editor of MOCRA (Multihull Offshore Cruising and Racing Association), asked me whether I would be interested in giving a talk at one of the MOCRA/AYKS evenings in London.

They had organised a 'Womans evening', lectures by various women on their experiences with Multihulls... "Give emphasis to the 'women' aspect, but do not talk about babies, cooking etc" was the brief. I accepted. Being the only designer there, I decided to talk about 'women and multi-hull design/building', rather than sailing, knowing it would be the subject of the other woman speakers.

My lecture seems to have caused more consternation than I had thought possible, for Stuart Fisher has felt incapable of summarising my lecture in the same factual manner as he used for the other 3 lectures given.

For the readers of Sailorman here is the basic lecture. It fell in two parts. The first part, which cannot be ignored, is about being a woman yacht designer in a world of male designers. The second part was on how, with the insight into the woman's world and her abilities, I in collaboration with James, designed the revolutionary, quick to build, Coastal Trek Designs, which enable a woman to convert her traditional sewing (machine) techniques, textile manipulation and food mixing skills into usable boat-building skills.

What caused great offence to Stuart Fisher, indeed he has refused to report it in his own words in the MOCRA News-letter, was my illustration of the problems of a woman designer.

I said approximately this: "At the London Boatshow an enthusiastic 17 year old girl approached us, "How could she become a Yacht Designer" After explaining to her the Math. Standards, drawing skills and sailing experience needed, it became clear during discussion, that her biggest problem would be how to operate in a male-dominated profession. I quoted as an example one of my own difficult experiences, which start during the first World Multihull Symposium in Toronto (1976) when an important accident happened in the multi-hull world, 'Gulfstreamer' capsized.

In our preparations for the Symposium I had made a list of measurements of contemporary multihulls, with comparisons of their stability record, i.e. when the wind had or would capsize them.

Then the unexpected happened, the 60' trimaran 'Gulfstreamer' which on our list was the most wind stable boat, had capsized, WHY!!! I asked.

After studying all the data on the eve of the Symposium I found the answer. - The then published and generally expected graphs of trimaran stability and heel, in relationship to catamaran stability and heel, were under actual sea conditions completely wrong, and by means of simple drawing I was able to show this. Very simple once one thought of it. Such was the organisation of the Symposium itself, that the subject was never mentioned in public.

Afterwards James and I thought the idea of such importance that we worked it into the world-wide published article, 'The Stable Multihull' (1977), in which James gave me full credit for my discovery. However, nobody else ever did.

Several years went by, during which time trimaran design significantly changed, to prevent 'Wave Capsize' as the Stable multihull' Article had termed it. It changed in the direction the article pointed, i.e. full buoyancy outrigger floats.

At the second World Multihull Symposium in Plymouth (1980), designer Hugo Meyers gave a lecture on the 'Trimaran Wave Capsize' phenomenon, quoting many figures, a Russian professor's work on the subject and computer calculations, but ignoring my initial discovery. On being reminded of this, he gave public acknowledgement and apologized.

To my mind this exemplifies the general male attitude that women's discoveries/ideas are consciously? or subconsciously? not valued. I therefore thought it of prime importance that the girl, who wanted to be a yacht designer should be aware of this side of designing, as well as gaining straightforward design knowledge.

The second part of the lecture, on our new building method for the 'Coastal Trek Designs', Stuart Fisher was prepared to report in the MOCRA columns, but even this he watered down.

I said that traditional self-boatbuilding utilized only a man's skills in that it concentrates on the use of edged tools.

"Women also have skills, but due to their social training, these are different from men's. We set out to develop a boat construction method in which a women's skills are as valuable as man's skills. For example, using the handheld jigsaw for cutting plywood is very similar in application, guidance and sighting by a eye as a sewing machine. The mixing of epoxy resins and fillers requires the same attention and skills as making cakes, icing them etc.. Epoxy fibreglassing the exterior of the boat requires the same cutting and draping techniques as dressmaking.

In fact the self-builder with these new man/woman techniques can self-build a boat in half the time as when using the older all-male construction techniques.

We feel that if a woman has taken a leading part in the construction of a boat, she will have a much greater wish to participate fully in sailing this boat."

Really, I don't think there was anything exceptional in that lecture, but then as I mentioned at the beginning of this article, Stuart Fisher, for some reason, refused to accurately report the first half of my lecture in the MOCRA Newsletter.

WANTED WANTED WANTED

PRE 1977 BACK NUMBERS. CONTACT
JOHN FARRIMOND,
19, ASH GROVE,
ORRELL,
Nr WIGAN,
LANCASHIRE,
ENGLAND.

By Capt JAMES BRIGGS.

1. Differences with Monohulls

- a. Having no heavy keel they do not normally sink.
- b. They are all capsizable and then remain inverted but buoyant.
- c. They are fast and lightly constructed and so liable to impact damage.
- d. Crews tend to be small for their size, especially in trimarans.
- e. When capsized people may be trapped below in air pockets or may choose to remain on or inside the inverted craft.
- f. Multihulls are less likely to be professionally designed and built. They tend to be more simply equipped, often only have relatively low-powered outboard engines and not many are VHF fitted.
- g. While some multihullers are highly professional and experienced there are also those who are neither and who tend to come to grief after putting to sea too late in the season to "chase the sun" in ill-equipped craft on too tight a budget.
- h. Capsized, they are difficult to tow and draw a lot of water.

2. Multihull Racing. MOCRA, the national multihull offshore cruising and racing association, organises most races in the Solent and Channel area. They require high standards of design, construction and safety equipment and all craft are rigorously scrutineered annually before being allowed to take part in MOCRA races. Accidents are investigated, publicised and safety rules then get updated as necessary by a standing sub-committee. MOCRA craft have the letter 'M' after their sail numbers.

3. Capsizes. Catamarans tend to capsize by wind action whereas trimarans are more often flipped by steep breaking seas, sometimes with no sail set whatever. All multihulls can be driven too fast down weather and are at greatest risk when racing, especially at night. Masthead floats, when soundly attached, may prevent total capsize. When inverted, safety equipment may be inaccessible unless escape hatches are fitted.

4. Dealing with Casualties

- a. The greatest risk lies in sudden capsizes with people trapped below. This requires rapid helicopter rescue using aircrewman diver. Lifeboats or other craft may need to cut into upturned hulls, remembering that air will escape and that hull will then settle lower in the water.
- b. Finding the craft may not be easy since radio contact is unlikely and flares/smoke may not be available. However, racing multihulls are required to paint the undersides of their bridge decks dayglow orange. Their high speed may well give rise to larger search areas being needed.
- c. Righting a capsized multihull is difficult and normally requires a crane or derrick and water deeper than masthead height. It may well be easier to haul it end over end or to slide a weighted line down a shroud and haul sideways.
- d. Towing too fast is likely to lead to the breaking up of a flooded craft. Securing the tow and lowering sails will not be easy without a diver or strong swimmer.
- e. A multihull in difficulties should be advised to proceed slowly if able to do so and to stream a drogue or sea anchor if not. This will minimise drift and keep her bows to the seas. Advice from multihull experts is well worth seeking since catamarans, trimarans and the rarer proas all behave differently.

5. Summary

- a. Multihulls are very different to monohulls, especially in terms of stability, buoyancy and speed.
- b. MOCRA is a responsible organisation well meriting the support of HMCG. However, racing may give rise to capsizes through over-pressing and tiredness in squally winds or breaking seas.
- c. Capsized multihulls may be difficult to find, harder to right and tricky to tow. Rapid rescue, especially of trapped survivors, is the priority and RN helicopters are a must. The best solution, by seamanlike precautions, to multihull accidents is to avoid them in the first place, particularly late in the season. I would ask all auxiliaries afloat to chat to them in harbour and keep a watchful eye on the less capable fringe of the very varied but increasing multihull fraternity.

Tikiroa

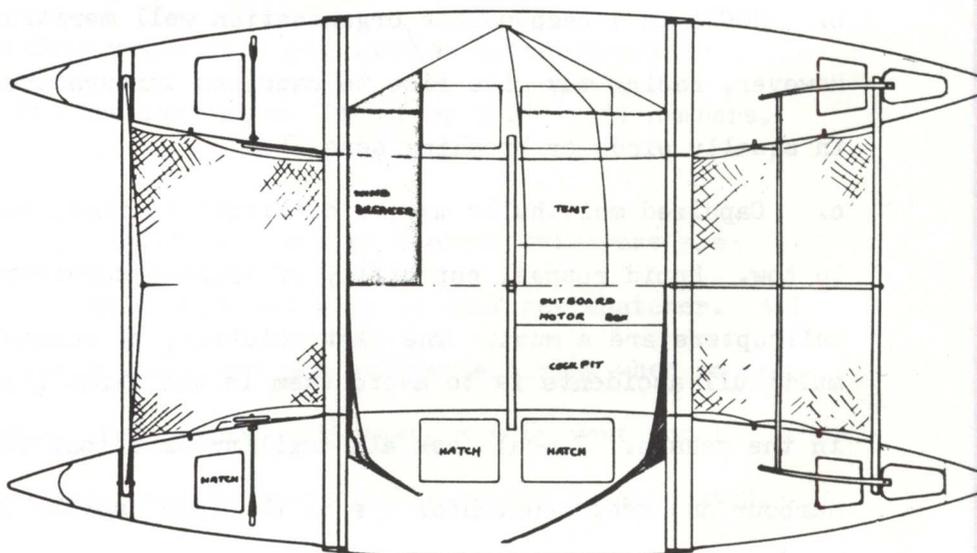
PAHI 26 (TIKIROA) Specifications:

Length O.A.	26'	—	7.92m
Length W.L.	21'	—	6.40m
Beam O.A.	14'3"	—	4.34m
Beam of hull	3'10"	—	1.17m
Draft	1'4"	—	0.40m
Weight total	1400 lbs.	—	635 kg.
Weight of hull	430 lbs.	—	195 kg.
Carrying capacity	1540 lbs.	—	700 kg. approx.
Sail area Working Rig	225 sq.ft.	—	20.9m ²
Genoa	182 sq.ft.	—	16.9m ²
Spinnaker	350 sq.ft.	—	32.5m ²
Headroom over bunks	3'	—	0.91m
Headroom under tent	5'	—	1.52m
Building time	500—600 hrs.		

Pahi 26 is as big a boat as can be reasonable trailed and is for the more ambitious or experienced sailor. She can be used in shallow water and off beaches, through the surf, like the Tiki 21, but her extra size and carrying capacity make her a powerful "Seaship", able to make comfortable overnight passages of 100 to 200 miles. She can sail from English ports to Continental ports and vice versa, from Mediterranean ports to the off lying islands, cruise the Caribbean from Florida, the Great Barrier Reef from Australia, etc., etc.

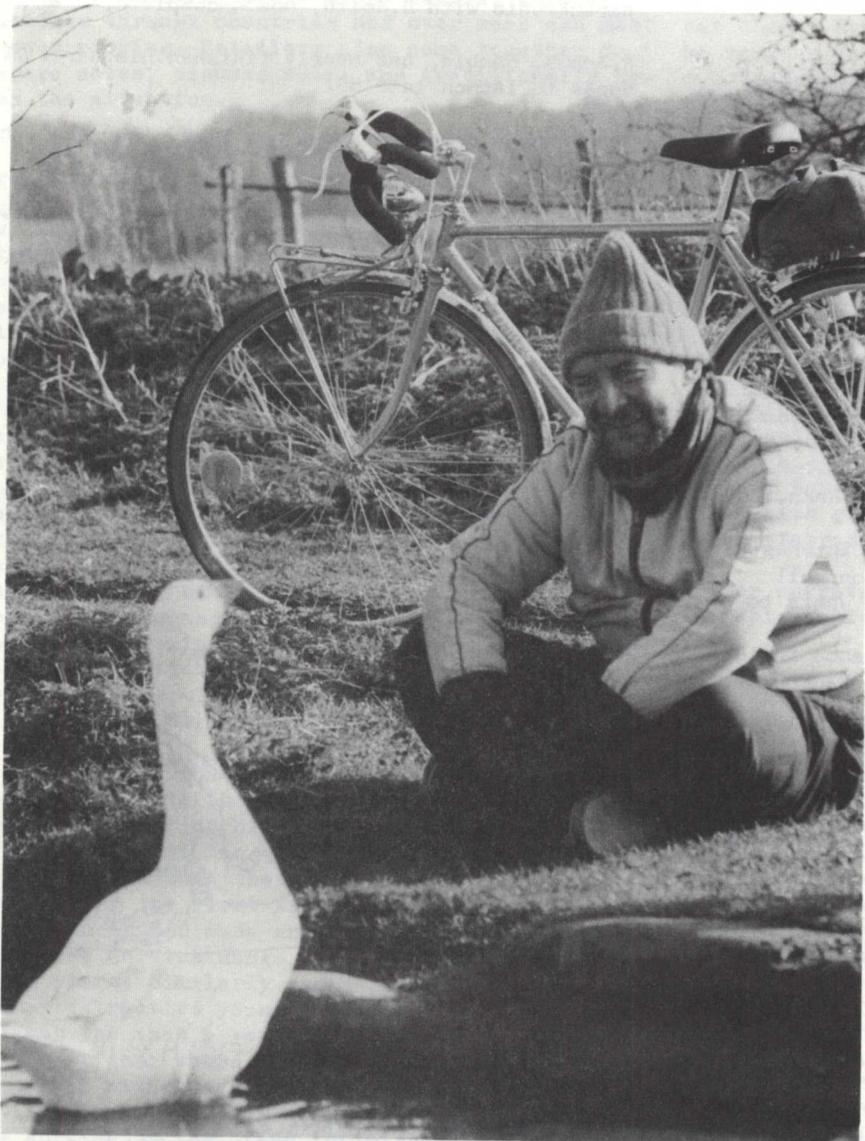
Her extra length and volume gives accommodation in the hulls for 4, with an extra double berth under the decktent, a total sleeping space for 6. Pahi 26 is a trailable "SEASHIP".

JAMES WHARRAM DESIGNS
GREENBANK ROAD, DEVORAN
TRURO, CORNWALL TR3 6PJ U.K.
TEL: TRURO (0872) 864792



For further information on HITIA, TIKI 21 or PAHI 26 send for large size Studyplans.

The editor INTERLOCKING with a goose.
it is said in some circles that the brain of
a goose is as big if not bigger than the
editors.



WELL it seems I have put
my big foot in it once again.
There are some members who are
agin combined meetings with
certain other organisations.

To those members I must
apologize.

But I am sure that members
can make up their own minds
about the kind of events in
which they would like to take
part, if any.

I just try to mention the
widest range of meetings for
everyones interest.

Ed.

Any comments members?

WRITE HERE > □

On holiday at Easter on a bicycle along the
North Norfolk coast Jims designs were in evidences
in fair numbers. Next time I will take a camera
everywhere. There were three in Wells harbour,
another at Thorpe Green Norwich and another at
Ranworth Broad, spotted from the church tower.

I visited Ken Newton, partner of Dave Irving
and had a crawl over their Pahi 31 at Upton Dyke
Oh boy, really nice, there was some problem with
paintwork Have you cured it Ken? Pahi has been
used for sailing on the boards so far but is
going to sea this year. Good Sailing.Ed.

WHAT ARE THEY DOING NOW????

FROM SONIA

A roundup of members activities.

First, a big welcome to new members.

Martin Lowe, Australia. (again, he missed a bit).

K.N.Mackenzie, Luton, doesn't own a polycat yet but hopes to put that right soon.

B.A.Read, Cowes, is keen to build or buy.

G.Skidmore, Cheshunt, is going to build a Pahi 31.

Kip Gurrin, Kensington, is planning a Tangaroa IV and is keen to get sailing.

M.Northeast, Hayling Island, has a Tanenui, name Captain Cook, which was completed in 1975.

Wouldn't it be nice if I could put first names instead of initials - how about it, folks?

Canada and the USA have a bevy of first name first timers

Vernon Mitchinson, of Guelph, Ontario,

Clement Emond, Quebec, interested in a Raka, but has no plans as yet.

Douglas Fairbanks, Tampa, Florida, is interested.

James Babb, wants any technical data on hull performance, and gaff rig - if anyone wants to contact, letters via Sonia, please.

David Kasley launched a cabinless Hinemoa in '82, for use as a day sailer, his verdict, EXCELLENT.

Now you old tried and trusted lot

J.S.Chasey, Steeple Aston, Pahi 31, 1 hull complete and finished, the other almost ready for sheathing, he says VISITORS WELCOME.

Arne Tvedt, in Norway, has just started building a Tangaroa IV in ALUMINIUM

J.Cohen, Hemel Hempstead, is fitting out the interior and decking his narai.

E.Backhouse, Basinstoke, sounds very sad, and says he might finish his Tane Nui 'one day'.

T.G.Hunt, Stone, in Staffs., has bought the plans for a Tangaroa IV.

J.P.Silvester, London, is still building his Tangaroa everyone think an encouraging thought to help him along.

G.Field, Crediton, is selling his Tangaroa to Roy Markham, but might retain part ownership. He is now interested in building a Pahi or similar.

Richard Glaysher, Partslade, is doing a complete refit of his Tane, and Modifying the hatches.

J.Ingamells is up to his ears in work on the first hull of a Pahi 31.

Derek Smith, Helensburgh, is now fitting out his Oro (not Narai as stated in membership list, sorry Derek).

A.P.Downs, Stockport, hopes to get his Areoi 31 in the water this July.

Dave Ferris has launched his Narai IV - hooray!!

G.Britt, High Wycombe, says his Maui may be seen on balmy summer days on the river Thames between Cookham and Marlow. The rest of the 363 days of the British year it lives on a trailer in the garage.

David Millner, Exeter, has gone one better, he has a Buccaneer 28 Tri, with the resounding name of Tri-Umph.

M.Jones, Helensborough, is building an Oro in partnership with D.Smith, now 1/4 complete.

R.Adams, Hamble, has nearly finished his Narai IV and hopes to launch late 83.

Ted Johnson comments about his Tane, 'no room', but no room for what????

Colin Ford has sold his Oro 'Spinfish' and is now building a Newick Tri.

Syd and Sonia Surey-Gent are going full blast to get Narai out of the boat yard before the charges go up, again.



Me, introducing myself to the A.G.M. 1983.

As Sonia took her place on the platform at the AGM her chair found a gap in the staging. Ed.

FOR SALE

RAKA. Built by Stalbridge Boats, finished by John Clark. 15mm Cascover over ply hull and 9mm deck glass over ply. Proctor spars, Banks sails, SS rigging with extensive wardrobe. Lloyds insurance report available, Camper & Nicholson's "A beautifully built boat." Cost of materials was 10,000 pounds. 3 double berths Full size chart table, Seafix, Sestral compass, echo sounder, Yamaha 10hp long shaft. Complete and well appointed boat. £8,500.

John Clark, 56, MADRID ROAD,
Tel 01 748 1733 BARNES, SW 13, ENGLAND.

A Report From The Wharram Stand-Babette Seymour-Cooper

The purpose of the London Boat Show goes beyond its basic marketing role. It has become a traditional meeting place where people, usually scattered through countries and over seas can meet to swap stories. Retailers also come together to compare notes, discuss sales and traditionally bemoan the situation.

For the Wharram stand it was all this and more. Inherent in the process of building to a set of his plans is the relationship with other builders. This, the type of designs and the philosophy with which he packages them, have a world wide appeal. Visitors to the stand included Americans, French, Austrians and even as far afield as Trinidad. A comment on the flexibility and wide appeal of the designs.

Many of the visitors had long completed their boats but were still active participants of the PCA. Others came for advice or were attracted by hearsay and recent articles. Whatever the reason, most went away with more than they had bargained for. For two customers from Israel it meant a surprise (but long awaited) reunion. They, like many other builders were able to discuss various aspects/problems they had experienced. This reminded me of a point made by James in a recent article: the designs were not only based on his own 30 years of experience, but also on that of his builders.

The London Boat Show is as traditional for James as he is to the show, people can be sure that they will find him there. So it was with one Irish Visitor. At the age of 16 he had met James when he landed with the Rongo, Ruth, Jutta and Hannes after the first Atlantic crossing. Slightly awe-struck he had made and presented James with a scale model of the Rongo. The reunion was after twenty years. Similarly James received a visit from an attractive young woman, who as it turned out, was the then 6 year old daughter of a hotelier in Antigua, where James had stayed after his first trip with the Rongo. She had not forgotten. Meetings, reunions, new visitors too many to list made working on the Stand infinitely interesting.

In enjoying the past, the future must not be ignored. Many boats are a successful design that must be superseded, along with the designers if they do not progress. James has not stood still. This year he has made a radical departure from the Classic Ocean to the Coastal Trek Designs. This is in response to a change in the market to smaller, cheaper boats - a reflection of the recession. It is also the realisation that many people are limited by commitments to short weekend sailing, and that this can be equally satisfying if sufficiently provided for.

James has studied the 9-5 working lifestyle of so many of us, and catered for its limitations. The Coastal Trek Designs can be bought in kit form to simplify and speed up the building process, delivered in handy-size packages which the wife, alone at home can carry-small but important details that are so often overlooked.

The Tiki 21, one of the three in the new series, is designed to be light for trailing with sufficient accommodation for the average family. The collapsable deck tent which can also be pitched in shore while the hulls are still on the trailer, precludes the cramped conditions and irritations associated with other craft of this size.

Then of course there was the AGM, its most outstanding feature being the changes. Its secretary Anthea Evans is retiring to be replaced by Sonia Surrey-Gent. She 'slipped' into her new role prematurely when the Honararium had to be discussed. Otherwise the appointments remained unchanged but Robert Evans our present chairman, warned that he would have to retire at the end of the year, due to a recent heart attack. The evening was finished with an exodus to the bar and interesting discussions with builders and other members.

BABETTE.

PROJECT RAFT

A SCRAP+TIMBER RAFT SAILING AROUND THE WORLD VIA THE PANAMA & SUEZ CANALS

Leaves Spring 1983 for Gibraltar.

Duration of voyage two to three years.

Dimensions 44'7" x 17'6" x 40".

Laden weight 14 tons approximately; draught 13".

Design and Construction by ourselves at Southampton. Box-section hull, weather-board cabin fixed with galvanised fastenings. Hull, 2" thick, tarred and preserved against Teredo worm.

Tiller operated with steering assisted by variable angle centreboard, leeboards and sail trim.

Sails Square, main and topsail, Bermudan foresail and mizzen; staysail. Bipod main mast and single mizzen mast of Norwegian Spruce.

SAFETY Additional buoyancy from 250 ten-gallon heavy-duty plastic air-tight containers packed into hull. Possible WT radio. Multi-purpose hatch in hull forms emergency exit. To retain independence in emergency a motor will be aboard.

Hull hatch also forms fish trap and live storage tank, salt water bath and, with perspex-topped table, a 'window' on marine life. PVC pipe with angle mirror forms primitive depth finder and periscope enabling surveillance of hull base, ocean life.

Raft described by Sir Alec Rose as a 'massive construction' and 'very well built'.

Raft was on display at Southampton Boat Show at invitation of the organisers.

Her Majesty the Queen has stated in a letter to us her support and good wishes towards the venture.

Further Details Ann Hatton, Ed Duncan, 85 Victoria Rd., Woolston, Southampton SO2 9DZ.

DONATIONS PAYABLE TO 'PROJECT RAFT'

Dear Ed,

HELP

Thank you for the Dec 82 issue of the Sailor-man. As my own boat nears completion I can appreciate more and more the value of the past issues and look forward to those to come. There is a special value to a magazine which is written mainly by people sharing the same interest, and a special interest by the senders searching for a relevant piece of information.

I wrote to ask if it would be possible to obtain certain old issues of the Sailor-man as photocopies. I should like to obtain cover to cover copies prior to June 76 and issue June 77. I will pay by U.K. cheque. Please let me know if I should have passed this enquiry elsewhere.

Thank you for your help.

Keith Viewing

(Can anyone Help ?) Ed. ZIMBABWE
SEE MEMBERSHIP LIST

YOUR TRAILER MAY KILL YOUR BOAT!

by Charles K. Chiodi

EDITOR OF MULTIHULLS

Bill Roberts came to me after one of the Monterey Classic races and said: "You ought to write an article about trailers. There are almost as many types of trailers as boats, yet they are being ignored. Why? The wrong support on your trailer could kill your boat!"

Indeed, why?

You fold your sails and put them away carefully, right? You wash your boat, sand your boards and rudders; you check your sheets and blocks, right? Your boat is your baby, right after - or next to your girl.

So then, why do you put your boat on small hard rubber rollers on your trailer that support only about an inch of keel on your hull? Every time you hit a rut on the road (or cross railroad tracks, run over debris, etc....) that contact surface suffers. You wouldn't allow 'milady' to walk on your decks in her high heels, yet, small diameter hard rubber rollers are not much better. They were designed and built to support heavy (and heavy made) power boats, not the light, delicate catamarans.

While your boat sits on the trailer (or on the dealer's lot) nothing much happens. But drive a 100 miles at highway speeds and your tie-downs will stretch a little, enough to let the boat bounce on the trailer. However minute this may seem to you, eventually it will damage the hulls because the impact load is always at the same point (give or take an inch), since your boat's position is pre-determined by the setup of your trailer.

About the only thing in the rubber roller's favor is that you can easily roll your boat on and off the trailer, which is very important when you move a 1,000 pound power boat with a hand-cranked winch. V-shaped rollers are not much better, except they guide the hulls and make centering the boat on the trailer much easier, especially in windy or current conditions.

If a two man crew is fit enough to handle a catamaran in anything more than a dead calm, they should certainly be strong enough to pull a 200-300 pound boat onto a trailer without roller bearing assistance.

Wooden blocks, covered with a piece of carpet, is an alternative, but the best arrangement I've seen on the beach of Monterey was Randy Holmer's (Reno, Nevada) trailer.

He used a 12" diameter, 20' long PVC pipe and first cut it into 10' lengths, then ripped the pipe into five sections. Each of the sections was covered with a strip of rug and reinforced on the bottom with a length of $\frac{1}{2}$ " angle bar for stiffness. Although this angle bar supports the PVC pipe and is sufficiently strong to hold Randy's weight, it is flexible enough over the 10' span to absorb most of the road impacts.

This supports his MACRA 5.2 along the keel, from crossbeam to crossbeam, and thus distributes the load evenly. He trailers his catamaran on all kinds of roads and he is very satisfied with the arrangement. The total cost of this conversion is about \$35. The most expensive part is the PVC pipe but, when cut as described above, it yields enough support sections for five trailers.

Wide catamarans (over 8' and not telescoping), those that carry the boats tilted, need U-shaped supports. The easiest way to make them conform to your hulls' cross-section, where it will be supported by the trailer, is to tape a large piece of wax paper or plastic to your hull to protect the finish. Then make an 8-10" wide layup using multiple layers of roving or mat and polyester resin (available as repair kits or separate components in almost any marine store). Make sure you don't get any of the 'gunk' on the unprotected parts of your boat (or trailer). Use the thin plastic gloves available for just this kind of messy work (it will), have someone else scratch it for you. Nothing can be worse than getting the stuff on your face, except a splash into your eyes. So, if you are a sloppy worker, use protective glasses. Of course, if you get a lot of it into your beard, you may be clean shaven the next day.

On the cusp of this U-shape you will want to bond and L-shaped bracket of sufficient strength in order to mount it to the frame of the trailer, or use 2"x4" lumber. Once the polyester resin has set remove the U-shape from the hull and cover it with a piece of carpet. You can discard the wax paper or plastic, don't save it for your next sandwich! Mount some sort of a universal joint to the bracket so you can easily attach it to the trailer's frame and attain the proper angle to support the keel.

The ultimate in boat support is the combination U-shape/roller arranged carefully, so that the roller will facilitate the loading of the boat when they come down to their resting (and traveling) position, the hulls are supported by the U-shape and are off the hard rubber rollers. Thus, you can have your cake, and eat it, too.

MULTIHULLS

MULTIHULLS Magazine brings you 421 Hancock St.
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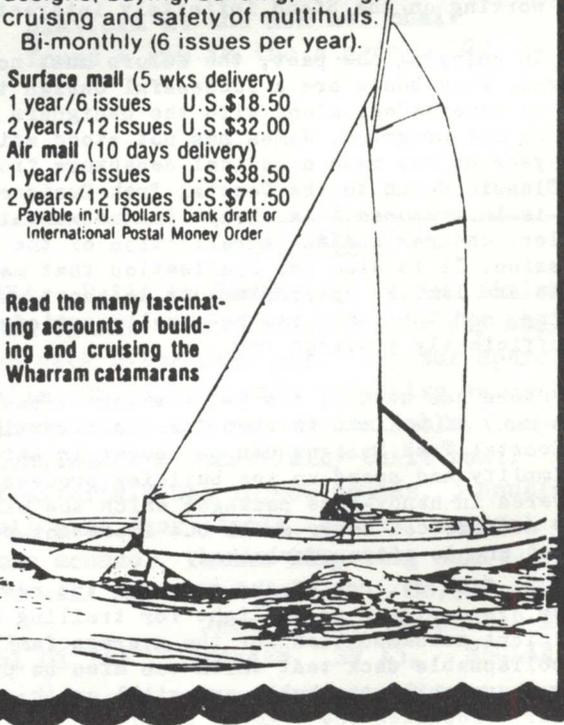
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STERLING PRICE LIST - APRIL 1983

(unfortunately, due to inflation, prices may have to be raised at any time)

	Building Plans (overseas)	(incl.VAT) (U.K.)	Study Plans (overseas)	(incl.VAT) (U.K.)
<u>'Classic Designs'</u>				
16'(5.10m) MAUI	£ 38.00	£ 43.70	£ 2.00	£ 2.30
23'(7.00m) HINEMOA	£ 93.00	£ 106.95	£ 2.00	£ 2.30
28'(8.61m) TANE NUI - PLY	£ 170.00	£ 195.50	£ 2.50	£ 2.88
28'(8.61m) dto. - FOAM SANDWICH	£ 170.00	£ 195.50	£ 2.50	£ 2.88
35'(10.66m) TANGAROA MK. IV	£ 257.00	£ 270.84	£ 3.00	£ 3.45
40'(12.19m) NARAI MK. I/II	£ 300.00	£ 345.00	£ 4.00	£ 4.60
41'(12.80m) NARAI MK. IV	£ 387.00	£ 445.05	£ 4.00	£ 4.60
35'(10.66m) RAKA	£ 220.00	£ 253.00	£ 4.00	£ 4.60
45'(13.88m) ARIKI	£ 440.00	£ 506.00	£ 4.00	£ 4.60
51'(15.55m) TEHINI	£ 660.00	£ 759.00	£ 4.00	£ 4.60
<u>'PAHI Designs'</u>				
31'(9.45m) AREOI	£ 260.00	£ 299.00	£ 4.00	£ 4.60
42'(12.80m) CAPTAIN COOK	£ 440.00	£ 506.00	£ 4.00	£ 4.60
<u>'Coastal Trek Designs'</u>				
14'(4.30m) HITIA	£ 38.00	£ 43.70	£ 2.00	£ 2.30
21'(6.40m) TIKI	£ 93.00	£ 106.95	£ 2.00	£ 2.30
26'(7.92m) TIKIROA	£ 165.00	£ 189.75	£ 2.50	£ 2.88

Packing and Airmail Postage for Building Plans to be sent overseas:
MAUI and HINEMOA £ 3.00 TANE NUI and 'Coastal Trek Designs' £ 5.00
Larger Designs £ 8.00 (For study plans, please, add £ 1.00 to all designs)

Literature:

"TWO GIRLS TWO CATAMARANS" by James Wharram

The story of the pioneering offshore multihull voyages that began it all!

UK	Europe & overseas-Surface Mail	Europe-by Air Overseas (exc.Europe)-by
£ 3.00	£ 3.50	£ 4.00 £ 5.50 AIR

"DOLPHIN DOLPHIN" by Wade Doak

who "bought a Polynesian Catamaran (RAKA) and transformed it into a specially rigged research vessel", describing encounters and communications with dolphins and giving other accounts of dolphins helping distressed swimmers and guiding yachtsmen and fishermen to safety.

£ 15.00 to all countries surface mail. Airmail extra depending on country.

Technical Papers and Articles by James Wharram

"THE STABLE MULTIHULL" £ 0.50

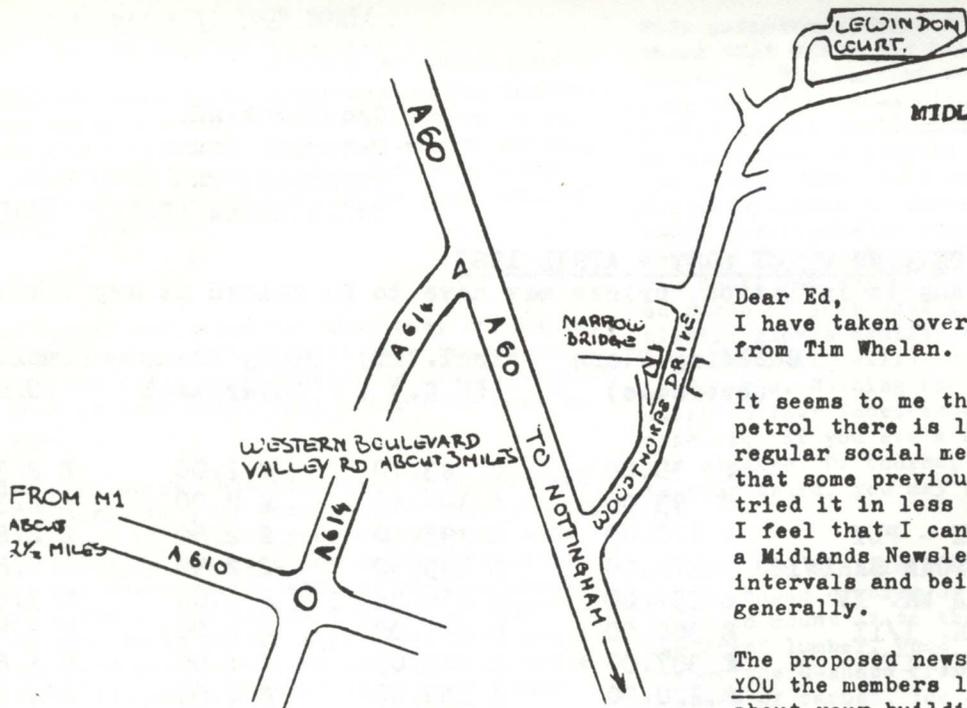
"THE HISTORY AND PROBLEMS OF DESIGN OF MODERN MULTIHULLS" £ 3.75

"MULTIS ARE MORE TRADITIONAL THAN DEEP-KEEL YACHTS" £ 0.50

"THE SAILING COMMUNITY"

Re-print of a proposal which won a prize in a competition run by the American 'Wooden Boat' magazine, calling for ideas on "waterborne international communities".

£ 0.50



MIDLANDS AREA SECRETARY

PETER GREEN
 16 LEWINDON COURT
 WOODTHORPE DRIVE
 NOTTINGHAM
 TEL: 0602 - 623228

Dear Ed,
 I have taken over the post of Midlands Secretary from Tim Whelan.

It seems to me that with the rocketing cost of petrol there is little point in trying to hold regular social meetings. Indeed, I understand that some previous Midlands Secretaries have tried it in less costly times without success. I feel that I can be of more use by producing a Midlands Newsletter at (hopefully) regular intervals and being available to assist members generally.

The proposed newsletter must depend entirely on YOU the members letting me know what you are doing about your building and sailing problems and anything else of interest.

The term "assistance" covers a very broad field indeed. You probably have no need of advice unless you are just about to start building and wondering about power tools and selecting timber, (I have some experience of this), but we can all use a bargain, and at the moment I can get discount on blocks, winches and glue for instance, and could probably get something off more items if enough of your interested.

Anyhow, if there is anything I can do or if you are just feeling sociable, do get in touch either by phone, letter or visit and we will sort something out. If you intend to visit, give us a ring first and use the enclosed plan which I hope will help you to find us more easily.

Yours Truly
 Peter Green.

LEAVE M1 AT JUNCTION 26
 HEAD FOR NOTTINGHAM ON A 610.
 TURN LEFT ONTO A 614 AT THIRD ROUNDABOUT EXCLUDING M1 JUNCTION ITSELF.
 PROCEED ALONG A 614 UNTIL YOU REACH JUNCTION WITH A 60.

TURN RIGHT AND PROCEED FOR ABOUT A MILE TOWARDS THE CITY. WOODTHORPE DRIVE IS ON YOUR LEFT.

IF COMING FROM NOTTINGHAM & NOT USING M1 GET ON THE MANFIELD RD A 60 AND PROCEED FOR ABOUT 3 1/2 MILES.

FOR SALE
'WAIMARU'

Tane Nui, built to plans, Marine ply, Cascover sheathed, recourcinal glues Teak on pine decks, Stainless fittings, Enormous amount of equipment

Sail away price. £11,000

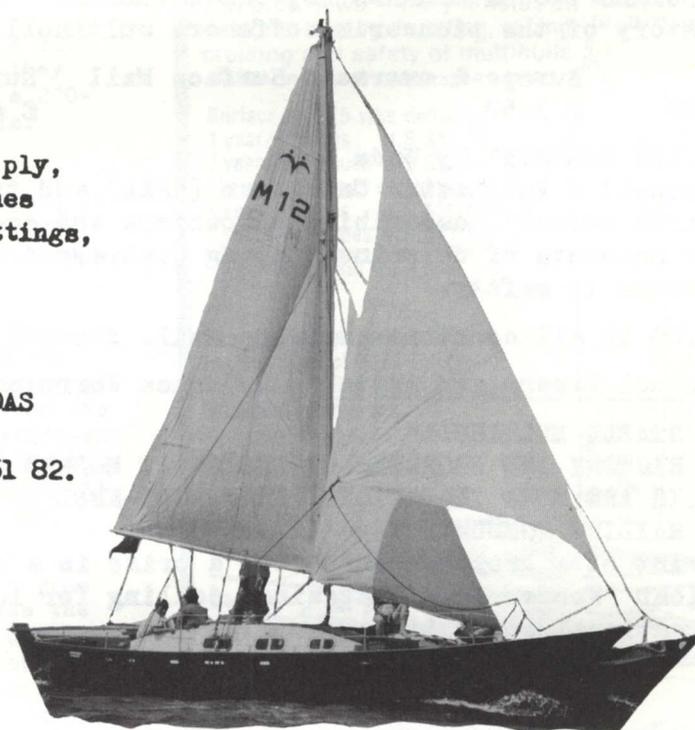
TELEX 18261 LUZ BAY. or

QUINTA DOS SELEIROS

HERDADE DO FUNCHAL QUATRO ESTRADAS

8600 LAGOS. ALGARVE. PORTUGAL.

TELEFon. LAGOS 60632. Code 010 351 82.



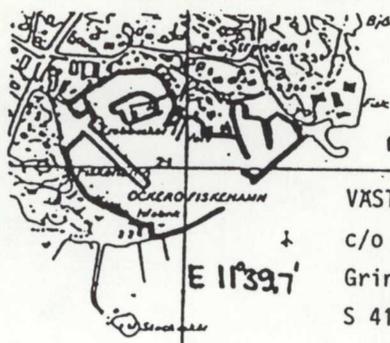
INVITATION "IMM-83"



VFS + DF + NFS
INTERNATIONAL MULTIHULL MEETING

16 - 22 JULY 1983 WILL ALL MEET IN
ÖCKERÖ FISKEHAMN, GÖTEBORG, SWEDEN.

PROGRAM



VÄSTKUSTENS FLERSKROVS SEGLARE
c/o Bengt Hellqvist
Grinnekullegatan 10
S 417 47 GÖTEBORG
SWEDEN

- 16 Saturday Arrivingday. Welcomeparty.
- 17 Sunday Relaxingday for all.
- 18 Tuesday Day-games. Eveningparty.
IOMR-RACE 40 M.
- 19 Tuesday Boat-games. Filmfestival.
IOMR-RACE 20 M.
- 20 Wednesday Boatsecurity-games. Free
Evening-pleasures.
Start IOMR-Race 90 M.
- 21 Thursday Photo-and boat-change-
sailing. Dance all night.
IOMR-Race 90 M Finish.
- 22 Friday We sail to Göteborg Harbour!
Free activities until 18⁰⁰
when we will meet at the
Mainrestaurant of Liseberg.
Dinner and farewell-party
with distribution of prizes
- 23 Saturday "IMM-83" is over.

This is available:
Stores, Bakery, Confectionery, Doctor
Bank, Chemist, Postoffice, Telephone
Cafe, Buffé, Dancingplace, Bath by the
sea, Boatyard, Motor-and fuelservice,
Even sailmaker(Looft), Custom and
coast-guard. WC, Shower, Laundry, Water,
Ice, Campingplace.
Hotell HÖND, phone 031-78 00 75.
You can go to Göteborg either by bus/
ferry/bus or genuin "Skärgårds"-ship
from the pier.

All Multihullenthusiasts are most
WELCOME!!!

VFS / Bengt Hellqvist
Tel. 031-55 14 73

Northwest Multihull Association

POST OFFICE BOX 70413
BALLARD STATION
SEATTLE, WASHINGTON
98107

RACING NEWS.....

SCHEDULE FOR THE NWMA 1983 RACING SEASON

JUNE 11	PROTECTION ISLAND RACE (Tri-Island Series)	SYG
18	SINGLEHANDED	NWMA
JULY 2-3	SUCIA ISLAND RACE	NWMA BCMS
AUGUST 6	SHAW ISLAND CLASSIC	FHYC
SEPTEMBER 4	HOGSHEAD REGATTA	
OCTOBER 8	HAT ISLAND RACE	SYC

Still no Seattle-Point Hudson-Seattle records. Does Smoholla The Shamans' record still stand?

The PIYA Equipment list printed in the last newsletter was hard to read. Call me at 329-9696 if you want a clear one.

SOME OTHER MULTIHULL EVENTS.

- JUNE 18 3 Peaks Race
June Simmons, Troed-y -Rhiw,
Barmouth, Gwynedd, Wales.
- June 25 Catalac East Coast Rally
Tom Lack Catamarans.
Christchurch, Dorset.
- JULY 8-11th Dutch Multihull Club
15th Annual Meet
W.Basie, REIGERLAAN 6,
Llpendam, HOLLAND.

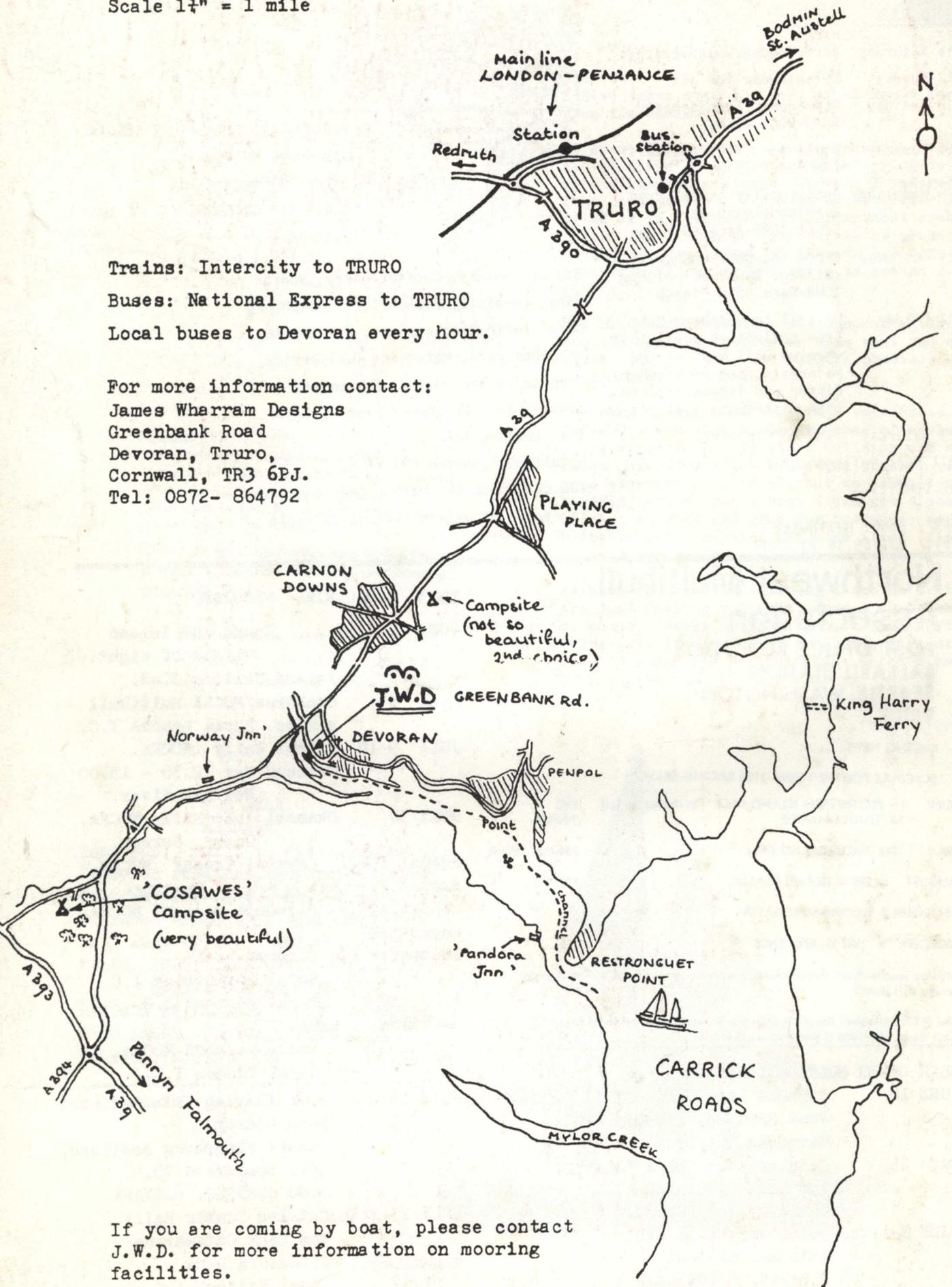
1983 M.O.C.R.A. PROGRAM.

- JUNE 18 Round the Island
Isle Of Wight.
Island Sailing Club.
- JULY 4 Seahorse/MOCRA Multihull
series. Royal London Y.C.
- JULY 9-10 Solent Rally MOCRA.
Totland Bay 12.30 - 15.00
Newtown River.
- JULY 30 Channel Isle Rally MOCRA.
Gorey Jersey.
- August 19-21 Crystal Trophy MOCRA.
- August 27- Not a P.C.A. Meeting.
- September 1st Plymouth weekend MOCRA.
- August 28-
September 4th Burnham Week
Royal Corinthion Y.C.
Royal Burnham Y.C.
- September 17-18th
Poole Weekend MOCRA.
Royal Thames Y.C.

- JULY 18 Scandinavian International
Lars Oudrup,
Danske FLerskrog ssejlere,
Sdr. Boulevard 75,
5000 ODENSEC, DANMARK.
- JULY 23-24th Catalac Summer Rally
Tom Lack Catamarans
- August 8th Vilamoura Race
START
Royal Western Y.C.
Plymouth.

AUGUST BANKHOLIDAY MEETING (26th- 29th Aug.) at DEVORAN near TRURO.
1983

Scale 1 1/4" = 1 mile



Trains: Intercity to TRURO
Buses: National Express to TRURO
Local buses to Devoran every hour.

For more information contact:
James Wharram Designs
Greenbank Road
Devoran, Truro,
Cornwall, TR3 6PJ.
Tel: 0872- 864792

If you are coming by boat, please contact J.W.D. for more information on mooring facilities.