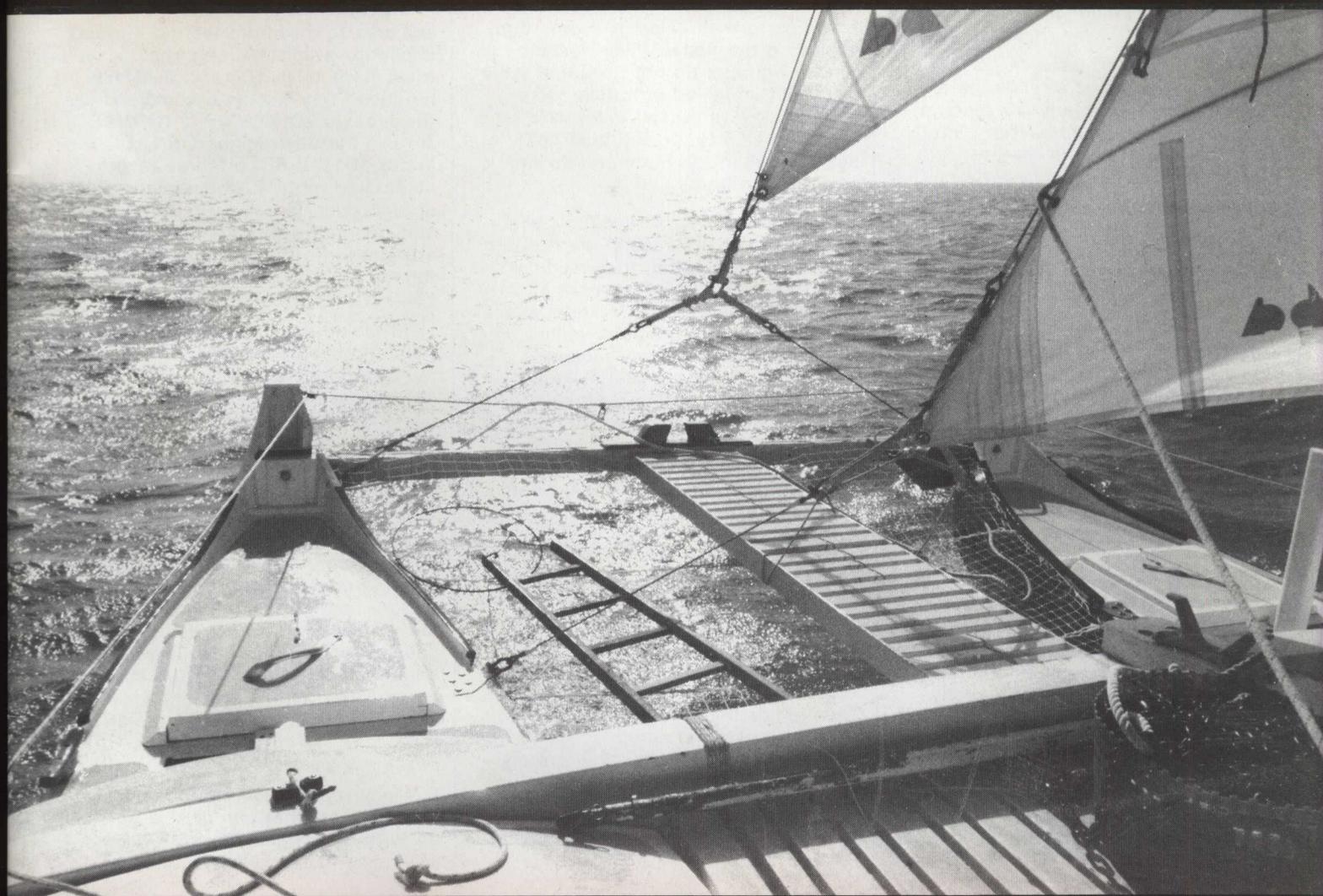


The Sea People/



/SAILORMAN

**Bienvenue
aux Constructeurs Francais
dans le Monde international
des Catamarans Wharram**



No. 6

June 1986

LEADING ARTICLE

Recently I have received two separate visits from German Polycat builders with this problem:

'How do we form a mutual assistance group amongst German builders without it degenerating into a club?'

For German builders the term 'club' implies pompous organization, rank/hierarchy, restrictive rules and attitudes that are the opposite of what makes Men decide to build a Wharram catamaran. As Dirk Schlatow, one of the German builders, put it:

'I am mad - all German builders are mad!'

In the May 1986 issue of *'Yachting Monthly'*, page 86, is a reference to what is now, after nearly 30 years, a Trinidadian 'Folk Memory' that I am mad or at least I was in my pioneering days.

The ancient Greeks called this type of madness 'Divine Madness'. In schools we are taught how logical the ancient Greeks were, developing rational thought, laws, mathematics, geometry. How 'balanced' they were.

In fact, the same rational Greeks pursued, at the same time as rationality, religious mysteries that took them deep into their inner selves to find a world that was different than their everyday surroundings. Because they consciously developed BOTH sides of their personality, their 'balanced' outlook is still being remarked upon today.

The inner mental world of Man is a vast realm. Libraries are full of books on philosophy, religion and psychology trying to describe it. I have been into this world by several routes and one thing I am certain of is that in many of us, at the core, is Archaic Man.

Now I do not want to romanticize the Archaic Man for I am certain he could be displayed as crude, brutal, cunning (though modern remnants of Archaic Man, like the Bushman, seem to suggest otherwise). What is certain is that he lived his life in practical creativity. He made things - tools, shelters, rafts, boats. He personally controlled his immediate environment. He took chances that depended for

success on his ability and the combined abilities of himself and his small group of equals. Having been to the inner core of Archaic Man and absorbed some aspects, my attitude to tools and survival objects like boats is that they must 'work'. They must not fail when needed.

But that is not all; in this "Inner World" there is an inner harmony of life, which all working objects, as well as being practical, must try to absorb or reflect. Archaic Man believed that practical objects had Mana or Magic which enhanced their use. This enhancement of Archaic Man's utilitarian objects is now highly prized and exhibited in museums under the name of Art!

Have patience with me, Reader, in this exploration of the Divine Madness of Wharram builders, for it ties into some hard rational figures of here and now, that give light on which way the German and builders from other countries, can see themselves and their relationships with other multihull groups.

According to a recent survey, conducted by the American 'Multihull' magazine, 76% of would-be multihull owners were interested in cruising! According to some recent published figures by other designers of self built boats as to their sales, it seems that, excluding the Arthur Piver designs, whose figures I do not have and were artificially obtained by totally false advertising, we outsell them by a ratio of about 4-5 to 1. (Self-built boat designs sell in the hundreds, to the tens of built boats.)

Therefore, 76% of multihull sailors (excluding the day racers) are cruising orientated, we, within this majority group, seem to be THE majority. Where this places us in number in the overall number of multihull sailors (again excluding the day racers) cruising and racing, I do not know, but it is certainly the largest size group of multihull ideas in the history of modern multihulls and has influenced the development of multihulls as a practical seagoing vessel for all income groups.

A mark of the Archaic, or the Divine Madness Man, has always been rampant individualism. They stand alone, making their own decisions, using a sentence I have often used:

'I am my own man'

Therein lies their weakness, for history shows that single individualists, no matter how strong or correct, usually succumb to group *organized* individuals.

One section of the world of multihulls is highly organized, the 24% racing sector. It has to be. To race, they all have to start together, go in the same direction, agree on this and that, this means rules, people to enforce the rules, so on and so on.

In the world of mono hull design there increasingly are yacht magazine articles that point out that the racing mono hull has moved so far away in design and attitudes from the cruising mono hull, it is no longer correct to write or say that 'racing improves the breed'. In fact articles are being written to say the reverse. Racing mono hull ideas are having a bad effect on mono hull cruising design. As one mono hull design commentator said 'the racing tail is wagging the dog'.

In multihulls the danger is always that the racing tail will 'turn the dog over!' Over the last 4/5 years has come a development of professional multihull sailors, and races run for them. This is great fun and, as long as they are clearly defined as Grand Prix racing multihulls, which, through the logic and clarity of the French they are, in their Class titles like the Formula 1, Formula 2, Formula 40 and Formula 28, then they are no threat to us.

Now, racing multihull design is easy, in some ways, compared to cruising multihull design. Design on one level can be described as a choice or selection of options. In a racing multihull you have only one main option, *SPEED*, which is obtained in a simple basic formula. Maximum sail area to minimum wetted surface, minimum weight. A long known, well tried, formula that, in the past, has produced Day Racing catamarans like the famous 20' OLYMPIC TORNADO. To turn the day racing TORNADO type into a 40' 60' 80' offshore racing catamaran requires engineering skills at high cost. In recent years 'engineering' designers have been attracted into the world of multihulls for the high fees and their ability to solve the engineering problems.

In racing design it is not all high fees and simple engineering. If you fail to produce a 'winner', which may not necessarily be the 'engineering' designers fault but due to sponsors not providing sufficient money, or to the crew not being up to the standard of the other crews, then you are very quickly a 'has been' and short of fees.

Many of these 'engineering' designers are now discovering the cruising market. Unfortunately, one thing a racing multihull designer has low on his list of priorities is capsizing/stability. It comes way, way behind speed, for in racing, capsizing is the *racing crews* problem. However, in cruising design, capsizing is at the top of the list of priorities and is the *designers' problem*.

Many readers will now be asking themselves, what has all this got to do with Dirk Schlatow and Divine Madness. Patience, it will become clear.

continued on page 4



contents :

Coastal Trekking 5

Planning the Coastal Trek Lifestyle
by James Wharram

The Case for the economical Cruises 10
by Francis Douglas (HINEMOA)

Coastal Trekking to windward 12
by Richard Bumpus (HINEMOA)

More Travels in Moreton Bay 13
by Mike Ricks (TIKI 21)

Using both Hands 14
by Mike Ricks

Building, Launching & Sailing a TIKI 21 16
by Friedrich Pacshen

Ocean Cruising 18

Caribbean to Panama & Panama Canal
by Tim & Heather Whelan

Coastal Cruising 21

Sailing AVANT round Spain
by Juan-Antonio Villalba (NARAI Mk IV)

Building 22

Thoughts on Building a NARAI Mk IV
by Marten von Jena

The building of a CAPTAIN COOK 24
in the Philippines
by Jeremy Ladd Cross

Disasters 26

Fishing 28

NEWS FROM SEA PEOPLE 30

Have you read? 34

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Cover Photo:

Modern offshore multihull sailing began with the Frenchman Eric de Bishop who sailed his 39 - 40' catamaran Kaimiloa from Hawaii to France in 1937-9. At the age of 16 he inspired me (and others) to one day sail the seas on a ship styled on the Ancient Polynesian double canoe. In recent years the French once more are taking up the lead in offshore catamarans. A sizeable number are building Wharrams. The cover photo is the PAHI 31 of Christian Gerber and Catherine Soares who wrote a 4 page article in *Loisirs Nautiques* on their building experiences. The photograph alongside is PAHI 31, 'LONO' of Chantal and Jean-Marie Potié being launched. We European Polynesian catamaran owners must try to overcome our language difference problems. Perhaps an interchange of children/young people on language learning sailing holidays?

continued from page 2

There is a new crop of cruising multihull designs coming on the market, by racing-influenced-designers, that will capsize in the hands of the average cruising family. This is very easy to see, as similar racing based 'cruising' boats of low stability have been on the market before in the 30 year history of multihulls.

The public visual image of these boats capsizing, has always harmed the rest of the stable cruising multihull world.

When, or more hopefully if (IF, for it would be nice, on this subject, to be totally wrong), this new wave of 'cruising' multihull capsizes occurs, from past history, there will be public/government enquiries, suggestions of control, perhaps competence examinations, extra equipment for the upside-down boat, doors in the hull bottoms, insurance difficulties, distance restrictions to sail from the coast (similar to those in France), regulations against self

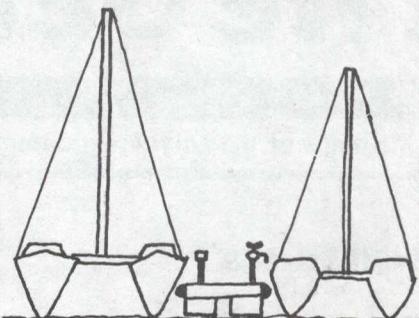
building, a paid building inspector etc., etc.

So my advice to Dirk Schlatow and the German builders and other Wharram sailors of various nationalities is: However afflicted with independence/Divine Madness, form yourselves into mutual self help groups, exchanging help and ideas. Use the 'Seapeople/Sailorman' as the international communication life line, but do not become a withdrawn, exclusive group. Affiliate or join with your national multihull organisation. If it is no good, try to change it. If you cannot, then have some contact with other stable multihull designers like, for example, Prouts, Ian Farrier and many others.

Organized, if the capsizing and subsequent dangerous comments occur, you will be in a visual, audible public position to say 'capsizing is not a special problem of the multihull, but it is a recognized problem of a certain *minority* type of multihull design philosophy'.



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Our TIKI 21 being readied for a trailing trip of approximately 800 miles to the Malaga – Gibraltar Mediterranean coast. Mattresses, bedding, sea clothes packed in waterproof bags, cooking gear, in plastic

crate, cameras in watertight tubs. There is good stowing space on a TIKI 21 but remember the more you fill the boat the more work in towing and loading.

Coastal Trekking



Planning the Coastal Trek Lifestyle

by James Wharram

The concept of the trailer sailer Coastal Trek design, was to live an alternative lifestyle within the confines of normal urban existence, for not everyone can give up 'everything' (whatever that may mean) and sail away across the Oceans.

One difficulty of the Coastal Trekkers is that, during the winter months, there is a tendency to huddle around the fire and T.V. set, and to use all the comforts of urban life that we want to get away from, but do enjoy when they are there.

Just as the Coastal Trekking Vikings, and other Coastal Trekking sailors of antiquity, spent the adverse sailing months in planning future

forays, trade as well as pillage, so should we dream and plan during the winter. We must not only plan where we are going, but what we are looking for when we get there. Just as some Vikings pillaged and others traded or developed art styles, some Coastal Trekkers want hardship and solitude, others companionship, visits to towns, museums, historical sites etc.

The first steps in dream planning are simple. A realistic assessment of how far you can drive/trail, or wish to drive your Trailer/Sailer boat. For this example exercise we are using the European factor which we know from our own experience. Adaptations with local knowledge will have to be made for other continents.

Most European countries limit cars with trailers to a speed limit of 50 miles per hour (80 km/hr). It is a fact that we have dashed along, trailing our TIKI 21 at nearly 70 miles an hour trying to keep up with the Mad Marcel in Belgium, see Seapeople No. 5, Jim's Column, but it is illegal.

We found, on our long overland Spanish journey last year (Santander to Gibraltar) that after 200 to 250 miles a day the going became hard work, particularly as we had a young baby on board, but then many Coastal Trekkers are 'young' family people. In fact, there is quite a different potential, in every way, between 'young family' groups and older family groups, (i.e. no-one under 14 years old), which we will examine later. The approx. distance chart (map 1) shows that from the heart/core of Europe (London, Hamburg, Paris), most of the best sailing areas of Europe are about 3 days easy drive away. Greece and the Eastern Mediterranean are much further away, but still reachable as some articles in recent SEA PEOPLE issues have shown.

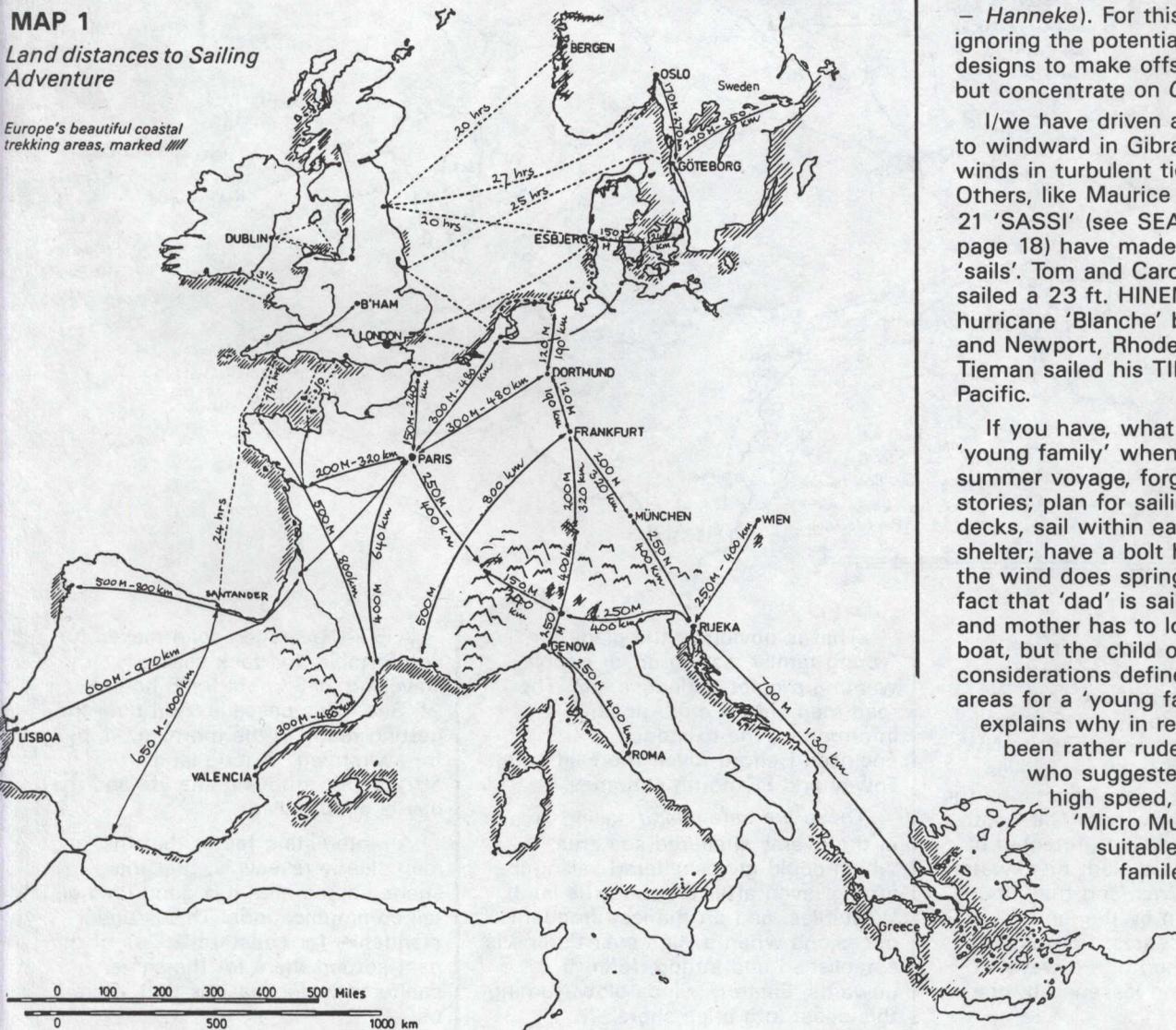
In the Coastal Trek fleet are four classes: TIKI 21, the 23 ft. HINEMOA, the 26 ft. PAHI TIKIROA and the TIKI 26 (there is also a fifth class, which I am dreaming of, but am forbidden by the 'girls' here, to mention so, keep asking for details, perhaps Hanneke will sketch it out - J.W. NOT YET - Hanneke). For this article we are ignoring the potential of the 26 ft. designs to make offshore passages, but concentrate on Coastal Trekking.

I/we have driven a reefed TIKI 21 to windward in Gibraltar in force 7 winds in turbulent tidal waters. Others, like Maurice Killen on his TIKI 21 'SASSI' (see SEA PEOPLE No. 4 page 18) have made similar TIKI 21 'sails'. Tom and Carol Jones once sailed a 23 ft. HINEMOA through hurricane 'Blanche' between Bermuda and Newport, Rhode Island. Glen Tieman sailed his TIKIROA across the Pacific.

If you have, what is called, a 'young family' when planning your summer voyage, forget such ideas and stories; plan for sailing with dry decks, sail within easy reach of shelter; have a bolt hole downwind, if the wind does spring up. Plan for the fact that 'dad' is sailing single handed and mother has to look, not after the boat, but the child or children. These considerations define suitable sailing areas for a 'young family'. It also explains why in recent years, I have been rather rude about the people who suggested that hull flying, high speed, trailer/sailer 'Micro Multihulls' were suitable for 'young families'.

MAP 1
Land distances to Sailing Adventure

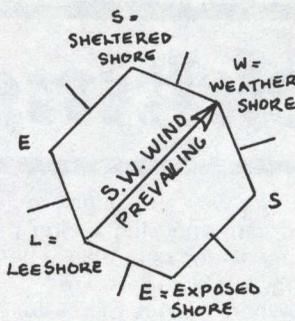
Europe's beautiful coastal trekking areas, marked with hatching



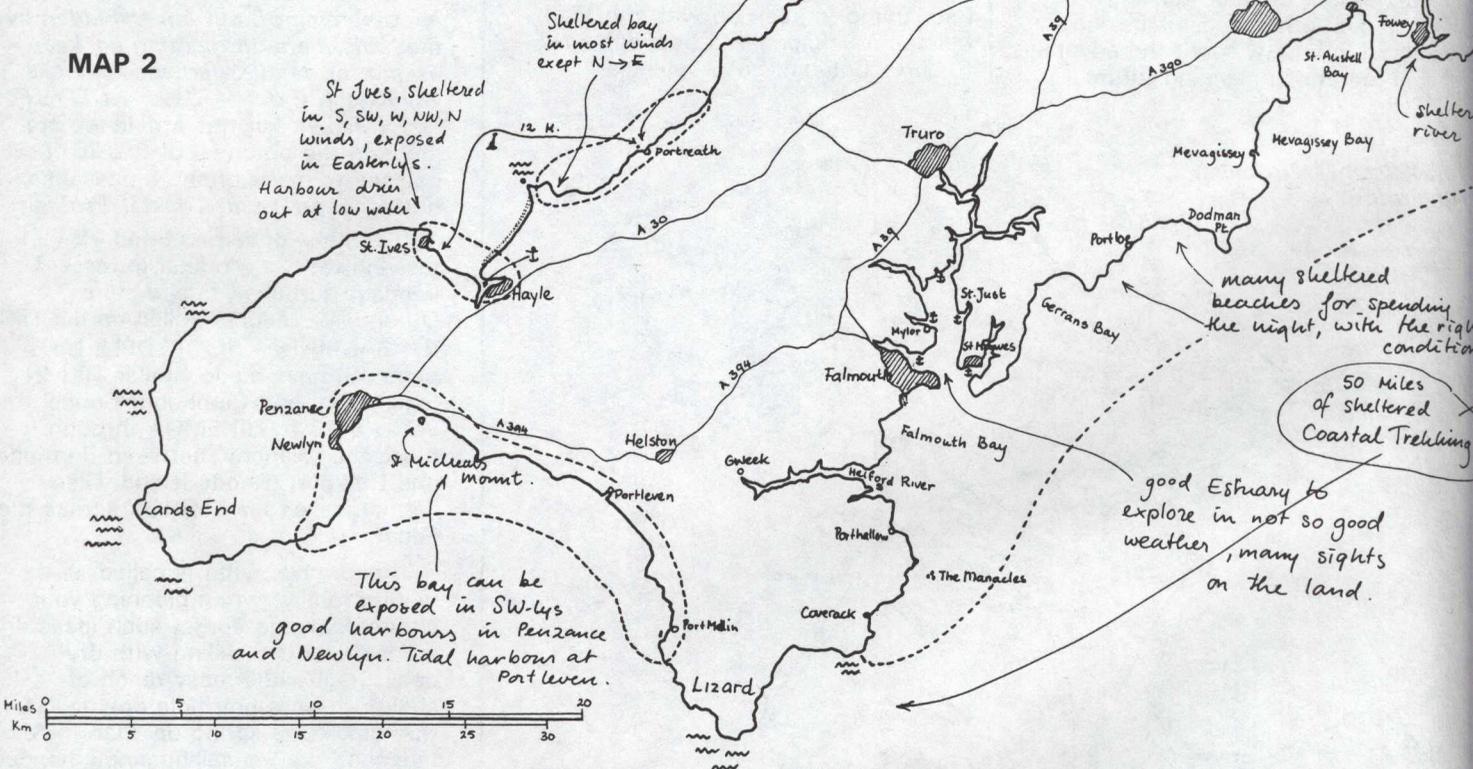
If your family group includes tough, trained adolescents of say 14 and over (when they have some 'beef', 'savvy', and respond to boat commands) then, in effect, you have a 3 or 4 person crew who can take more exposure and harder Coastal Trekking. Map 2 shows how to use a road map during the winter dreaming months to locate suitable sail areas for either young family sailing (or happy, relaxed sailing for anyone for that matter) or areas for harder, specialized coastal trekking.

Road maps, like 4 miles/inch Route Planning Maps in Britain or 4 km/cm Michelin Maps in most of Europe, show beaches, little bays, harbours, shores, camp sites, castles, churches, museums, all the essential data for planning your summer voyages. They lack one essential item, a wind rose of the prevailing winds. You can get these from tourist information, pilot books, almanacs, charts etc.

In North European latitudes, the prevailing weather conditions are 'Westerly wind systems: SW to W and NW'. Occasionally, when a High is established over Europe, you get South or Easterly winds.



MAP 2



Draw a windrose on your road map, and all the land information becomes sea information. Look at Map 2, a road map of the Cornwall peninsula. You can see, that the NW coast line is open to all the waves driven across the open Atlantic by the prevailing Westerly winds. The South and East coastlines are protected by the land acting as a giant breakwater against these waves, and the wind is also slowed down by the land. So, the South and East coasts, from approx. Coverack to Plymouth, are wave-sheltered and wind lessened by the land.

That is obviously the place for 'young family' sailing or for people wanting a quiet, reflective sail. The road map shows *more* positive information; the existence of the enclosed Helford River, the Falmouth, Fowey and Plymouth estuaries.

These are safe *inland* sailing areas in the overall sheltered sea area, which could give sheltered sailing in strong (even after crossing the land), Westerlies, and on the less frequent occasions when a High over Europe is established and strong, force 5 upwards, Easterly winds blow, turning this coast into a lee shore.

A 5 kn. average speed makes for comfortable dry deck sailing. Travelling at 5 knots for 5 hours = a 25 Sea miles passage. Add time for getting ready in the morning, stops for swimming, visiting land attractions, studying sea life and the day is amply filled.

An interesting factor that the land map clearly reveals is, that this sheltered sea area has good road and rail communications. This is understandable, for coastal trekkers of the past settled there for the same sheltered-water reasons that interest us.

Exposed Coast Trekking

Just as in mountaineering where some people like the pleasure of fell and hill walking, others prefer the harder, sterner pursuits of rock climbing, so it is with coastal trekking. I have met a man who *sea canoed* from the North Cape of Norway down to the North coast of Spain. It can be done. The North and West Coast of Cornwall, and exposed coasts like it, *can* for strong crews be coastal trekked, but should always – like rock or alpine climbing, river rapid/white water canoeing – be approached with the utmost caution and respect. The danger is not only to one's boat and possessions, but to one's life (and very often the lives of other people willing to come and help you) if you through over confidence, get into trouble.

For coastal trekking on exposed coasts, the boat has to be absolutely watertight, hatches have to be sealed with rubber strips and lashed well down and tested at home with a hose-pipe spouting water to simulate driving seawater under hard sea conditions.

The crew needs wet – or dry suits or first class waterproofs and must be prepared to spend 3–10 hours under hard, wet, cold, arduous sailing conditions. Food and drink has to be available on the deck; also waterproof charts. In exposed coastal trekking, one has to consider the absolute worst conditions, then *plan* and *prepare* for them.

On many exposed coasts, like North Cornwall, there is a shortage of harbours, the ones that do exist 'dry out'; so for much of the day, they cannot be entered. Many of the headlands have vicious tide races and can only be passed in slack water. If you study the history of the

headlands you will find, that they are littered with wrecks of past 'Coastal Trekkers', people who *had to* coastal trek for a living.

I am not exaggerating the possible dangers; I am drawing attention to reality, particularly as some of my thoughts and possibilities of my designs are taken up by other designers and used, with additions, in their writings on their designs. For example: I wrote not so long ago about having no projecting appendages, like daggerboards and rudders on our 'Coastal Trek' designs, giving them a beaching potential through waves and surf. So another designer followed up by describing his Trailer/Sailer Mutihull as able to operate off 'surf lashed beaches'!!! Of course his round bottom design had a draft, with boards and rudders down, essential for sailing, of about 4 ft. So, to get that boat into a sailing position, to sail off a beach, you would have to wade out to a depth of about 5 foot of water, with the sails hoisted, pushing the boat out. Even a small wave would wash over the boat crews' heads. They would then float, and the whole catamaran and crew would be hurled up the 'surf lashed' beach!

I know about beaching through the waves, because we have practised it on the exposed North coast of Cornwall with the TIKI 21. It is a whole new 'sailing art form'. The Polynesians, Portuguese coastal fishermen, the British Coble fishermen of the North East Coast and many other traditional small boat groups, were experts at it. But it is a skill that has to be studied and learnt.

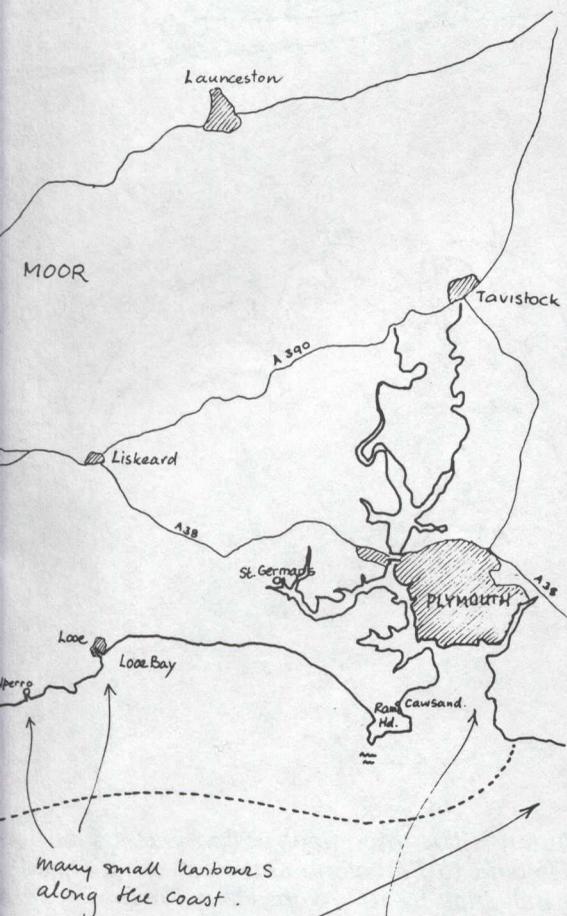
With this skill, the Coastal Trekker on exposed coasts can, with utmost care, beach for the night or on the onset of bad weather.

Some tips on how to develop this skill:

1. Study the maps/charts for coves that are sheltered from the prevailing wind. In these may be a smooth-water beach.
2. Make sure that the high tide does not cover the whole beach up to the cliffs; you will see dry sand with driftwood (and plastic bottles).
3. From the sea you may see an area of beach that has smoother water. In Cornwall wetsuited surfers with small, buoyant boards, after practice, operate in very rough seas. If you have someone aboard with surfing skills, you can send him/her swimming with a small board through the smooth water to see if the beach is free from rocks/boulders and where the best place is to land.

Getting off a surf beach can be helped by laying an anchor out, see fig. 1.

Exposed coastal trekking is for the tough, trained, careful sailor.



Large sheltered estuary to spend days of bad weather



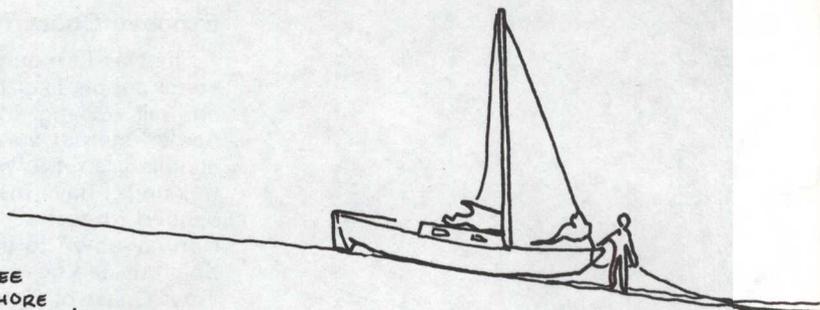
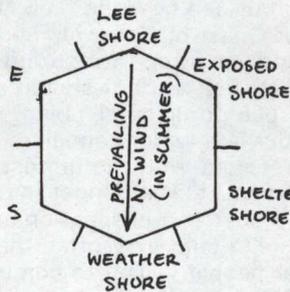
Brazil a wonder coast for Coastal Trekkers so they write.

TIKI 21 of Gilberto Costa.

There are some areas suitable for quiet family Coastal Trekking all over the world.

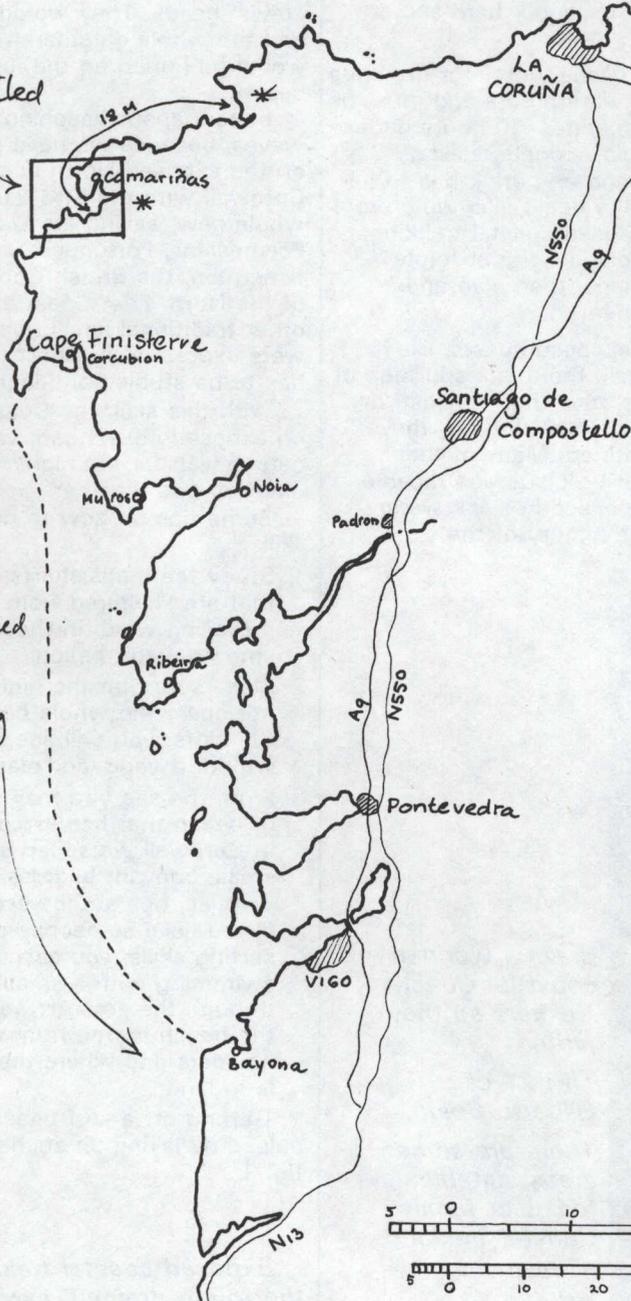
Map 3 is the North and Northwest coast of Spain winter dream map-assessment of a coastal trekking holiday area. From it we can see: The North and Northwest coasts are for *exposed* coastal trekking. However, some of the group could travel by car and meet the boat(s) in the estuaries marked by *, for the safer sailing in these beautiful bays and estuaries. (Details obtained from the Spanish Tourist Board). The map, windrose and further tourist information shows the West coast, from Cape Finisterre south to Bayona to be a magnificent, young family or relaxed sheltered sailing area.

All over Europe (and the world) are similar magnificent sailing areas. Use the low cost road maps to locate them, then buy *good* more expensive sea charts once the exploration area has been selected. **Do not make the mistake of thinking you can sail with road maps.**

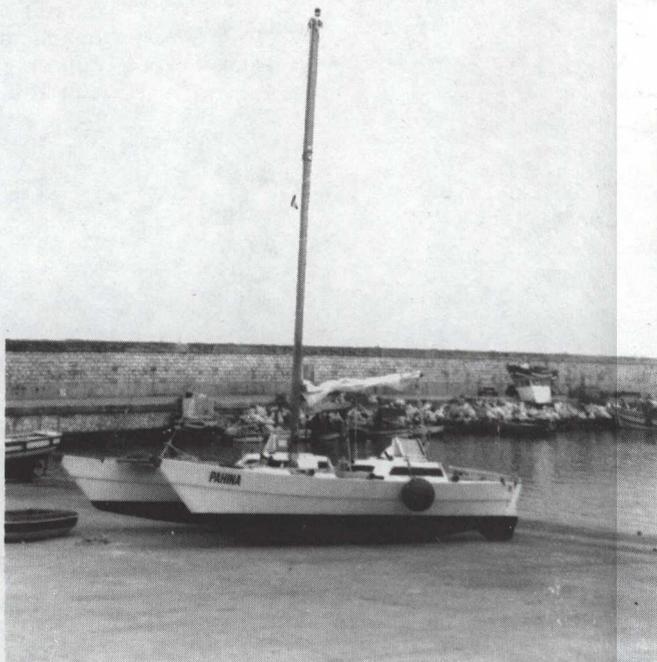


MAP 3

see detailed CHART!



A Dutch HINA (modified) which was trailed from Holland to Barcelona and from there sailed to the Balearics by its owner Hans Klein



Scale 1:1,000,000

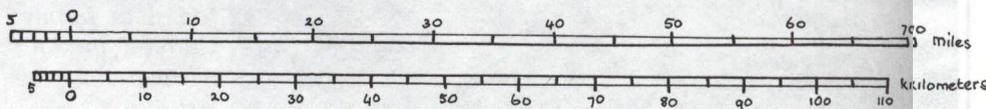
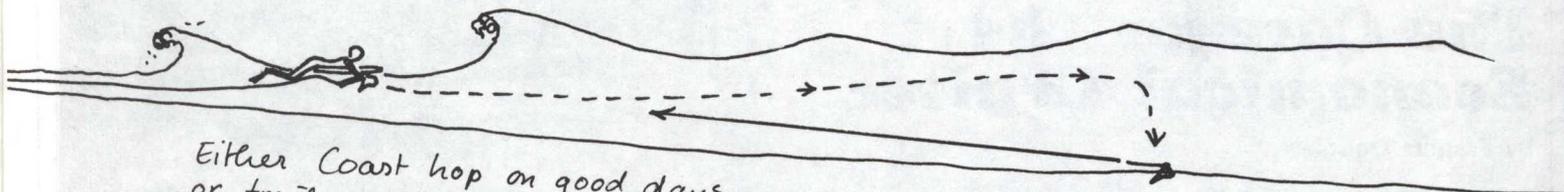
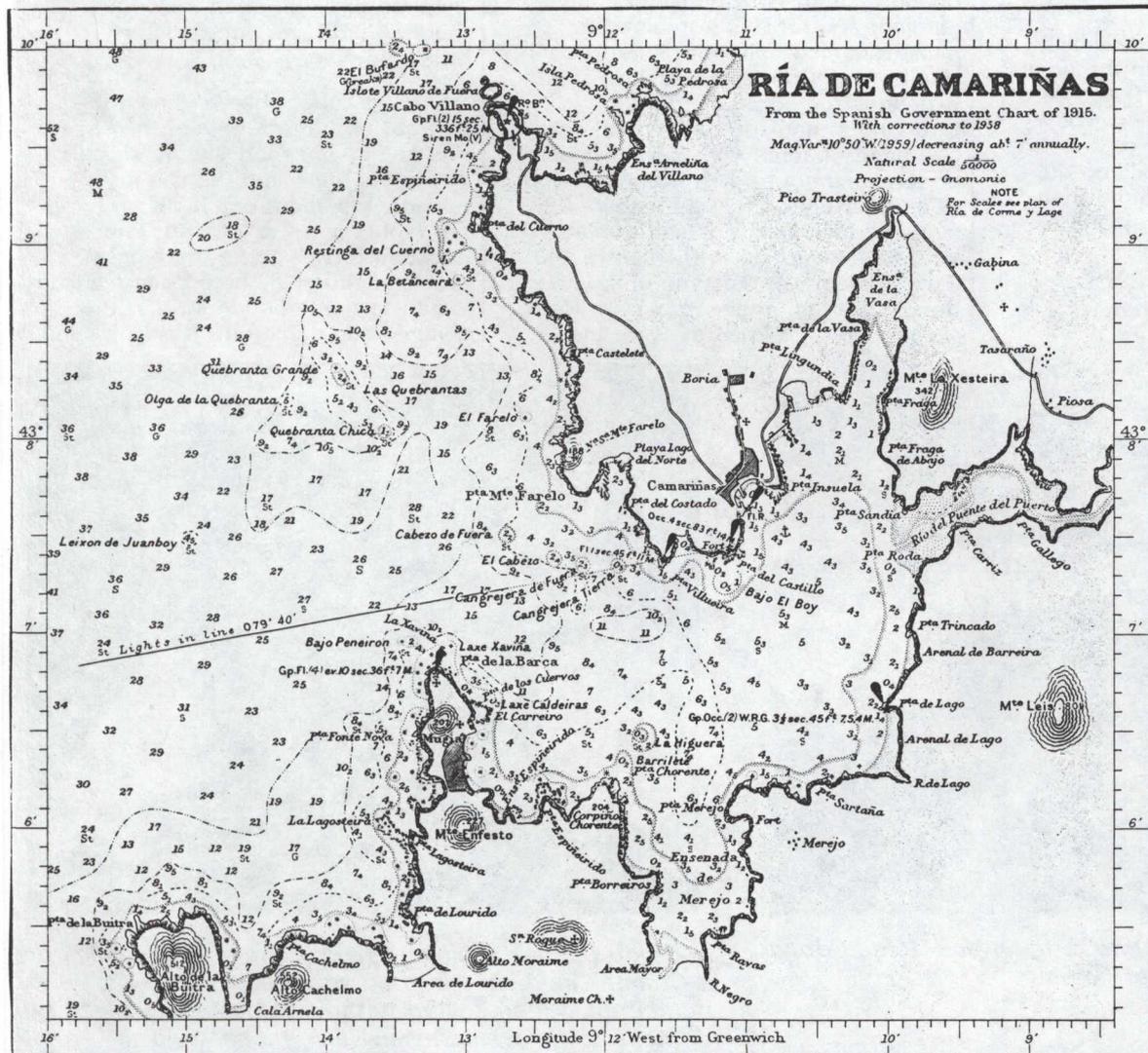


Fig. 1 'Swimming' the anchor out, using a belly board, for quick hauling off through waves.



Either Coast hop on good days
or trail overland from Ria to Ria
The larger rias are good sailing
grounds in their own right.
Coastal Trekking Coast!



PICOS DE EUROPA

Camarinas is one example of a sheltered area within an exposed Coastal Trekking route. One could travel the exposed coasts by road launching in the sheltered bays/estuaries.

Note the necessary detail on this SEA CHART, which is needed for safe sailing.

Young family sailing does not necessarily mean dull sailing. The following article by Francis Douglas on the southern Irish coastline, marked on our sailing areas map as 'sheltered', has its fair amount of strong winds and fast sailing. Many HINEMOA sailors will be particularly pleased with Francis Douglas' decktent design. On behalf of them all, Thank you.

The Case for the Economical Cruiser

by Francis Douglas

I expect that I am in the same position as many Fathers who have a wife, two small children, a mortgage and an overdraft to support. With such commitments it becomes almost impossible to add to this burden a sailing vessel which is large enough to survive coastal passages and have enough room to accommodate the four of us and the nappies which the baby requires.

Most of the small fibreglass cruisers on the market of seventeen or eighteen feet in length costing five thousand pounds (when new) upwards appear almost to be "toys" when viewed by a family of four such as mine. I'm not saying that families of four cannot survive in such vessels – they obviously do – but the thought of copying them proved a deterrent to me. There is also a problem with speed – such pocket cruisers can be very slow in the open sea (especially to windward) and as a result long periods at sea could be expected between ports of call – from our experience the children do not like staying below for more than five hours in a heavy seaway and to allow them on deck in such conditions could be dangerous.

I have long been interested in Polycats – ever since James

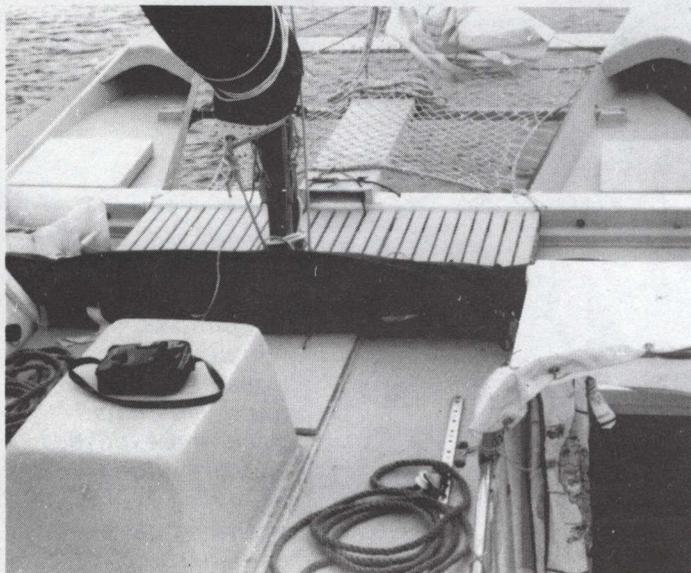
produced his first Tane design and I wrote away for the study plans (circa 1968). I have admired their seaworthiness, their looks and their strong economical simple construction. I obviously had reservations about their accommodation.

Since coming to live in Cork in 1980 I had admired a very nice Hinemoa masthead bermudan sloop, called the "Fantasy", which I had seen lying to moorings in Crosshaven – she seemed to be the only polycat in the south of Ireland! Imagine my surprise when I opened the Cork Examiner last year and found that she was for sale.

I bought her with a bank loan for two thousand five hundred Irish pounds (about two thousand pounds sterling) and for this I obtained a basic Hinemoa built with love by John Herlihy – a Cork schoolteacher. She was constructed of 9 mm. ply throughout, and the frames and keel had been "beefed up". Her mast was of aluminium cut down from the mast of a larger boat. She had a solid plywood maindeck (instead of slats) with an engine pod in the centre and a six horsepower Johnson outboard therein with an engine box over. Her skegs were thickened as were the

rudders and they were streamlined to improve "laminar flow". Her tillers were of aluminium square section tubing (with wooden handles in the ends) and they were bent, to achieve an Ackerman linkage for improved turning ability. She was painted with best International paints and had guard rails and dodgers abaft each of the cabins providing shelter for the helmsman and crew. An extra beam between the two bows (to stop forestay sag), a catwalk from which to change the headsails in comfort, two "whaleback" bow covers (one for each bow) to shed water when making to windward in rough seas, and a fifth beam three feet abaft the after main beam with solid 9 mm. plywood decking between completed the picture. The price also included a purpose designed road trailer, a mooring, and an Avon Redstart inflatable dinghy.

As we bought her in June 1984 and our two children were then aged one and six respectively we sailed her in Cork harbour and the sea just outside. We spent one night on her at our mooring in Crosshaven. The decktent proved to be the biggest problem. When anchored one required instant accommodation so that the children can come out of their cabins



Workmanlike layout. Note: Engine box, folded down tent and whalebacks over bows!



If you cannot achieve a happy smile and cuddles on a Coastal Trekking trip then your sailing days are numbered. When sailing with a young family, stability, dryness and a well chosen sailing area, help to produce smiles.

and walk around in safety and shelter. The original deck tent worked fine but it was a hassle to put up and take down. So during last winter we designed and made a folding decktent something along the lines of the one for the Tiki 21. (Although ours has to have square corners in order to fold down flat alongside the cabins).

When fully up this tent covers an area of one hundred square feet, and with the back and side curtains rolled up it can be erected and stowed within seconds. This type of tent only requires one hinging point and two frames and with the solid plywood decks is almost airtight when up. The large windows let in plenty of light and the "cutouts" were retained as curtains - now held in place with tabs of velcro when required. Five foot headroom at the highest point is quite adequate - the only improvement I would make if I were constructing the tent again is to reduce the height of the forward frame from three feet ten inches to three feet six inches. This would give a better "fall" to the roof which tends to belly inwards in a strong headwind. I also found it necessary to build a "breakwater" across the front of the platform so that water running off the tent did not run aft down the bridgedeck.

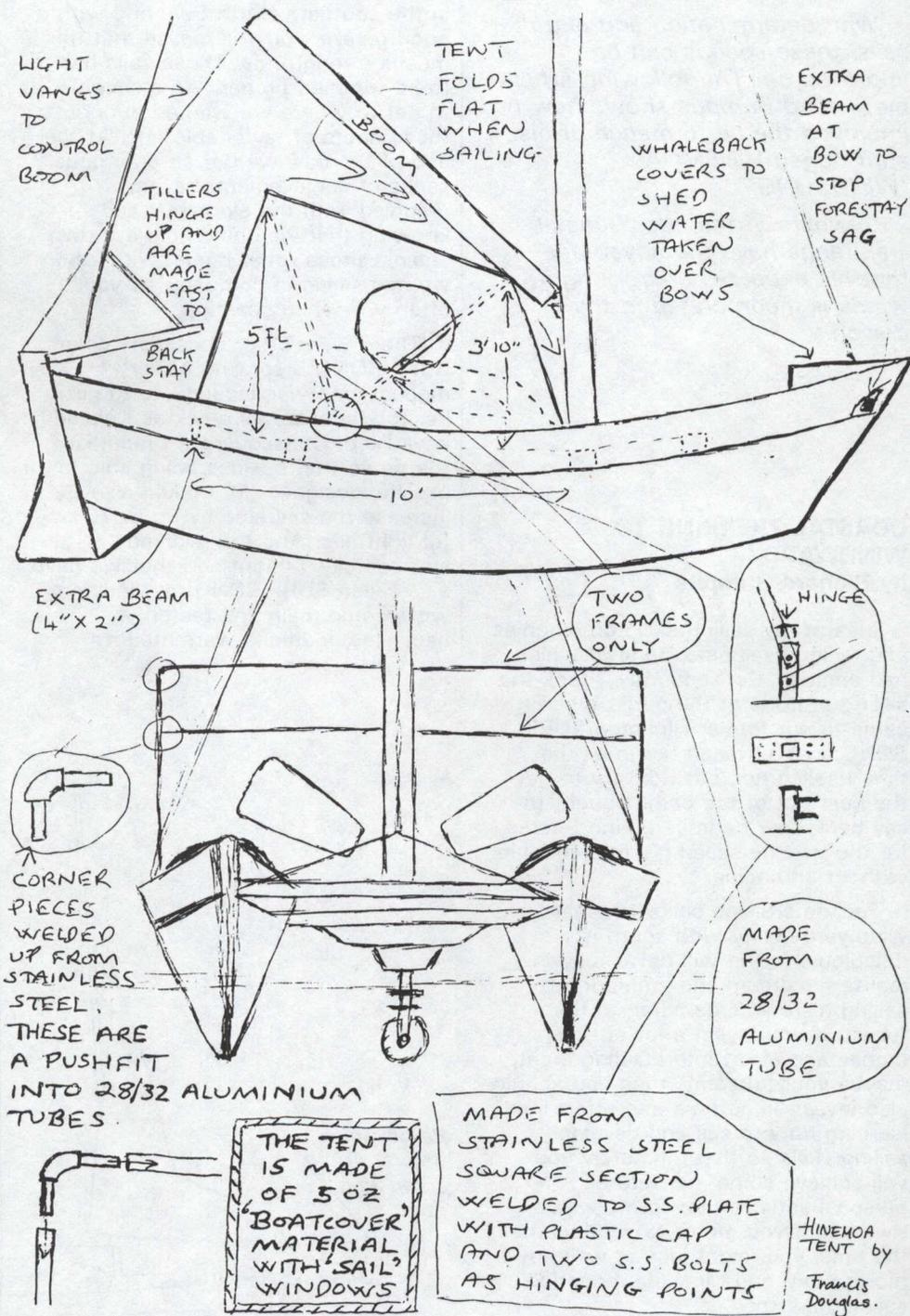
With the tent rigged we can theoretically sleep six people! Two people in the cabins, two athwartships on the afterdeck and one either side of the engine box on the main platform. This still leaves space for the bucket loo (in the port hull) and the two burner cooker with grill (in the starboard hull on slides so that you cook sitting down facing forward). The aft hatch to port contains a car battery which lights a twin tube fluorescent light on a wandering lead - it is bright enough to read by when lying in bed under the tent. The battery also provides power for the tri-colour white navigation light at the top of the mast. In the starboard aft hatch is the gas cylinder for the cooker ventilated with a mushroom vent at the rear of that compartment. If you want to go for a walk you can go out through the "front door" of the tent and roam around on the approximately ten feet by ten feet space consisting of slatted deck, catwalk, net and the forward third of the two hulls. We found it very pleasant to sit on the catwalk with our feet in the net and watch the World go by.

The vessel has proved a tremendous success. We lived aboard for nineteen days and nights this summer and voyaged into most of the West Cork ports between Cork Harbour and Crookhaven. The tent withstood a force eight gale in Baltimore harbour and thirty six hours of continuous rain. This summer was noted for its strong winds and bad weather and we saw no other vessel of less than twenty eight feet seriously cruising as

we were. What other sailing cruiser costing two thousand pounds sterling could voyage along such a coast in such conditions with a family of four?

Her fastest run this summer with a following wind was from Castle-townsend to Cork harbour (Roches point) in six hours thirty four minutes - an average speed of six knots. For the first twenty five miles of this forty mile run she averaged seven knots (Surfing she has reached fifteen knots with the wind behind her). This passage took place in the aftermath of a force eight gale which had moderated to force six when we sailed and had fallen to force two by the time we arrived off Roches point. For the first half of the voyage we had only the headsail hoisted and that was blanketed in the hollows between

the huge seas. To windward in a force five in a lumpy sea she makes about four and half knots through the water four points off the wind (although in smooth water she has averaged nine). In these conditions she is shipping water over the bows frequently and there is a lot of spray. On a couple of occasions she made good ten miles dead to windward in five hours but for safety she was not being driven hard and she was heavily loaded with cruising gear and had an inflated dinghy on the foredeck. Five hours is as long as the children want to stay below in their cabins. Once at anchor with the tent up and the decks dried off you have enough space to live in primitive comfort - We recommend it.



Francis Douglas, at the end of his article gives some average speeds of his sloop rigged HINEMOA, which goes to windward in a force 5 in a lumpy sea at about 4½ knots, 4 points off the wind.

In the last 2 or 3 years, there has been a lot of nonsense written about speed and speed to windward of small trailer/sailer type multihulls.

With a WLL of 19' (5.80 m), the HINEMOA is sailing hard to windward in a rough sea at a speed of approx. \sqrt{WLL} . This equals, and betters, most monohulls of the same WLL.

In smooth seas, her speed goes up to 9 knots, which is $2 \times \sqrt{WLL}$; faster than any racing monohull of the same WLL can go.

With determination and extra sails, these speeds can be improved on. The following article by Richard Bumpus shows how he improved the performance of his sprit rigged HINEMOA 'WINDSONG'.

Owners of the later Coastal Trek range have the advantage that his extra sail area for light winds is incorporated in the design.

COASTAL TREKKING TO WINDWARD

by Richard Bumpus

I learnt my sailing skills on dinghies and racing keelboats, none of which had engines. Consequently, I took the sailing attitude of the purist when it came to our former Hinemoa SURF SONG. I never raced her in all the time I sailed her, but I did try to get the best out of the boat. I ought to say here, how I admired John Shores for the way he sailed his former Tehini without an engine.

For the cruising sailor to regard windward ability with scorn is ridiculous, for he will never fully realise his dream and ambition of sailing his own catamaran to the fullest. If you invest a lot of time, money and effort into building a cat, maybe your "dream", then you should also invest some time and effort in learning how to sail and develop sailing skills so that ultimately you will achieve some measure of personal satisfaction. To my way of thinking, if you motor to windward all the time, you might just as well buy a motor boat, and I include monohull sailors here too.

We live on the shores of the Thames estuary, which is an area of fast running tides and many shoals, familiar I know to a number of you. The summer winds are predominantly west or southwest, or northeast. If the weather is reasonable, and you decide to go off for the weekend say 50 miles or so up the east coast, you will almost certainly have to beat against the wind either going or returning. You may be lucky and find that the wind changes, so that you can run or reach in both directions. You can also be very unfortunate and have to beat in both directions.

When returning from Holland on two out of three occasions, we have sailed down the Belgian and French Coasts back to England. It is best to set off with a favourable tide if you wish to get anywhere. The wind was always from the southwest. That means we had to beat, with wind against tide. Since the tides run fast in the southern North Sea, and with a good breeze, you will realise that this means a rough ride. Those sails had to be trimmed properly to enable us to get to where we wanted during those hours of favourable tide. At the end of the day, we got an enormous sense of achievement, having grappled with the elements, and knowing that we could hold our own against those other boats, with whom we had sailed in company, as you often will when coasting.

There were other occasions when SURF SONG'S sprit rig of very modest area was inadequate to get her to windward as quick as I would have liked. Consequently, I modified the rig so that besides being able to use the designed rig, I could also increase the sail area by up to 70% for light airs. And this worked successfully. I might add that we have also sailed SURF SONG to windward with reefed main and reefed jib because conditions warranted it.

Having talked of sails, what of lateral resistance? The deep Vee hull is very simple and really very effective. However, looking back at SURF SONG's log and recalling a few occasions, dagger/centre(s) would have given us that extra bite under light air conditions. Our boat speed was good, but we made more leeway than I would have liked – equivalent to a bilge keeler monohull.

When sailing in company with other boats, I have always found myself comparing our performance to their's. Sometimes I was frustrated and sometimes I was elated. The real highs came when sailing in flattish water with a good breeze. I remember several occasions when monohulls, racers and cruisers, would be reefed and heeled. Our low rig was ideal. The wind speed produced a given boat speed where leeway was minimal, and we powered to windward, tacked quickly, pointed up well, and showed a clean pair of heels to everyone. The effect was very satisfying. On those occasions dagger/centreboard(s) would have been a waste of time, and only served to slow us down because of their drag.

Essentially what I have said is that for cruising in a small boat, you must be able to sail to windward. I have found that one needs a good spread of canvas that is very adjustable to meet most conditions. Daggerboards would also be useful on occasions. This was something that I meant to experiment with, but never got around to. Boards have been very successfully used on a few boats, one of the most notable being Harry Ellis's Raka in Canada. Now of course several of the stock designs carry dagger boards too.

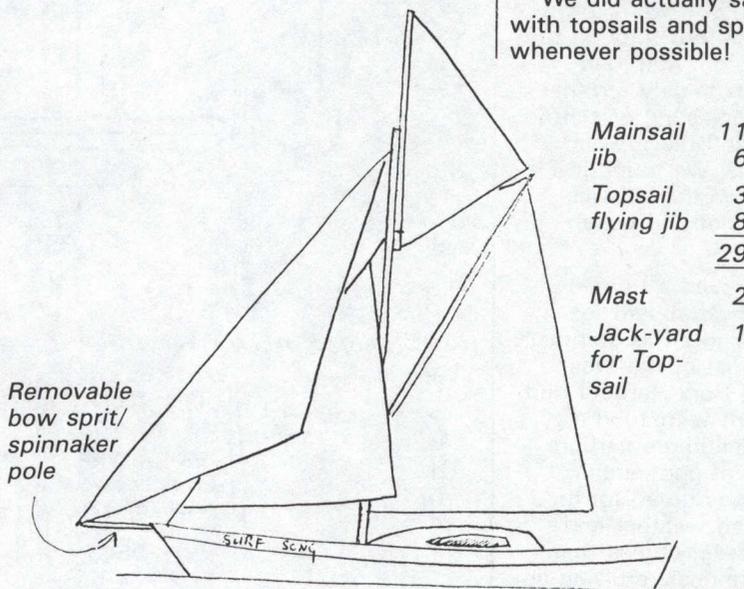
Another thing we always tried to do was to keep the bottoms as clean as possible at all times. If you sail about with a garden growing on the bottom, you'll get nowhere fast.

Sailing a small boat is after all a lot of fun and SURF SONG gave us plenty of that.

We did actually sail downwind too, with topsails and spinnakers whenever possible!



Mainsail	112 sq ft	designed
jib	60	rig
Topsail	30	light air
flying jib	80 sq ft	additions
	<u>292</u>	
Mast	20 ft	long
Jack-yard for Top-sail	13 ft	goes up and down with Topsail



Mike Ricks needs no introduction to 'SEA PEOPLE' readers. He is best described as an exposed-coast coastal trekker; and he does it alone though from the ease with which he can slip naked into the sea to tie up his boat to mangrove trees it is obvious that he is in much warmer waters (Crocodile, shark, seasnake waters?)

It must be mentioned that coastal trekkers in northern latitudes have their strength and energy constantly leached away by the cold.

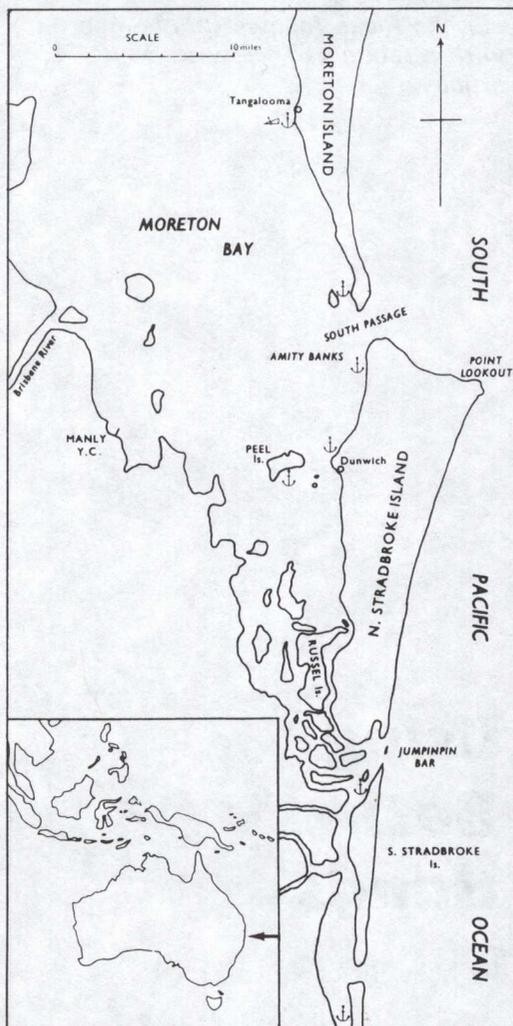
More Travels in Moreton Bay

by Mike Ricks

The idea of coastal trekking or daysailing may seem unadventurous compared to the experience of crossing oceans but it is surprising what a variety of thrills and emotions can be had just a few miles from home.

Recently Skua (a TIKI 21) and I set off to sail to St. Helena, an island over towards the mouth of the Brisbane River which boasts the ruins of an old penal settlement. From Dunwich on Nth. Stradbroke Island St. Helena lies about 12 miles N.W. and I was relying on the forecast 10-15 knots southerly changing to the normal afternoon N.E. sea breeze to give me a fair wind both ways.

As I sailed briskly out of the anchorage it became obvious that the wind out in the channel was blowing strongly from the S.E. and very unlikely to swing around for me later. A big tide was making (there had been a 60% eclipse of the sun two days previously) and things were very boisterous. Two big monohulls were motorsailing under mainsails to weather the Douglas Light and I passed them on a reach, cutting the wrong side of the light under the sour gaze of their skippers, with Skua going like a scalded cat.



Turning N.W. I was running straight down wind, sliding down the steep little waves and breasting the backs of the preceding ones, steering constantly and trying with one hand to keep the jib winged out instead of flogging in the shadow of the main. Looking behind at the tumble of white water and the ever-increasing wind two things were on my mind, firstly that I should somehow reduce sail and secondly that if I continued on this course I would never get home later in the day against such a wind. Better sense prevailed and I tore off to port, headed up into the wind a little and ten minutes later eased into the lee of Peel Island.

Note the difficulties of sailing single handed in 'offshore' conditions, but experienced Mike Ricks had a 'Bolt Hole' to shelter in lined up, and had the experience/sense to use it. — Ed.

Peel Island is uninhabited, formerly a leper colony some 50 years ago. Its south eastern shore is aptly named Horseshoe Bay where on a fine weekend more than fifty yachts or power cruisers would line up against the calm sandy shore. Most of the rest of the Island is fringed with mangroves and the north easterly shore where I now found myself is usually

unapproachable for the extensive shelf of sand and coral boulders. On this full tide I now slid gently into the lee and dropped anchor in a metre of water. The contrast from the rough channel was glorious and as I dropped the sails Skua nuzzled peacefully up against the flooded mangrove trees. Behind the trees the low rocky shore was backed by thick growth of all sizes from big gum trees to tangled Lantana. I took off my shorts and waded in, toes feeling amongst the stubby mangrove shoots, hooking the anchor over a mangrove limb. Stealing naked along the shore makes you feel somehow more 'primitif', closer to the wild around you. Fish darted in the shallows, a curlew flitted through the branches. The insect life buzzed and out on a solitary mangrove tree a sea eagle sat motionless.

I returned to Skua and read in the hot sun under the protection of a straw hat. I was appropriately reading 'One's Company' by Peter Fleming, though in contrast it was set in the middle of China amidst civil war. Half a mile away out in the channel a procession of big boats were flying downwind, the normal Sunday migration back to Manly and Brisbane. It was as wild as ever out there, still two hours to high water and I wanted the last half hour of the flood to help get me home. I'm restless by nature and in between chapters I reefed the main and hanked on the little jib. I ate my lunch by 10 o'clock and then suddenly decided to bustle around and get going.

As I pulled in the chain Skua set off on the wrong tack and gave the mangroves a last affectionate nuzzle, bringing down a shower of twigs and spiders, not normally a hazard of sailing. Slowly we eased along in shelter as if reluctant to do battle, then with a couple of short rushes stepped out into it. The tide was still running strongly and the waves, about four feet high, were steep and close together. The reefed main and tiny jib felt very snug and, close hauled, Skua seemed to be sailing quite slowly and riding over the waves like a duck, giving me only an occasional bucket-full of spray. There was no way I could tack in such wild conditions up the channel so I just relied on there being a good two metres of tide over any obstacles and headed straight for Stradbroke Island. The waves grew and the wind increased in strength but things felt nicely in control and over tumult I roared my old dog-musing song from 'The Trap', 'When I'm a Man I'll Take Me a Wife!'

Closing the Stradbroke Shore I tacked, Skua stalled in the heavy chop but I gave her the old full reverse rudder trick and we set off again back out into it. It's amazing how it always seems faster on a new tack. Back in the middle of the channel the wind and tidal stream seemed to be at the climax of their

struggle. Skua was leaping off the wave tops and there was spray flying constantly over both hills. It was time to make the second and last tack towards Stradbroke but Skua stopped dead every time I tried to come about, plunging into the oncoming seas. The big police launch was half a mile away, about the only other boat on the bay it seemed, and the last thing I wanted was them roaring up, so I let the mainsheet go, tore off in a big circle and hauling like mad on the mainsheet again, jibed around.

For the last dash towards the beacons leading into the anchorage, wind and sea were right on the beam, the waves now seemed to be formed into long walls and I was pelting along the top of them at a frightening speed.

Pinching up into the wind I made it between the red and green steel towers but was still not out of trouble. Without the tide pushing me to windward now, I couldn't quite lay the course past the next markers. To leeward of the channel were oyster banks which at low tide present a black and awesome tangle of posts and timbers. I squeezed past the next marker.

I can normally short-tack up the channel but to try to tack in these conditions would probably have left me floundering backwards so I just kept going. There seemed to be pipes and posts sticking out everywhere just a few inches above water. Luffing and pinching up and sailing as slowly as possible I squeezed through and emerged into the back of the anchorage past some alarmed looking sailors who were disconsolately viewing the conditions from their cockpits.

One last tack in comparative calm and I dropped the jib, sailed sedately up to the mooring buoy and with some relief hooked up. It had been a wet, wild ride.



Mike Ricks follows up his epic with a requested 'How to do it' article.

Using Both Hands

by Mike Ricks

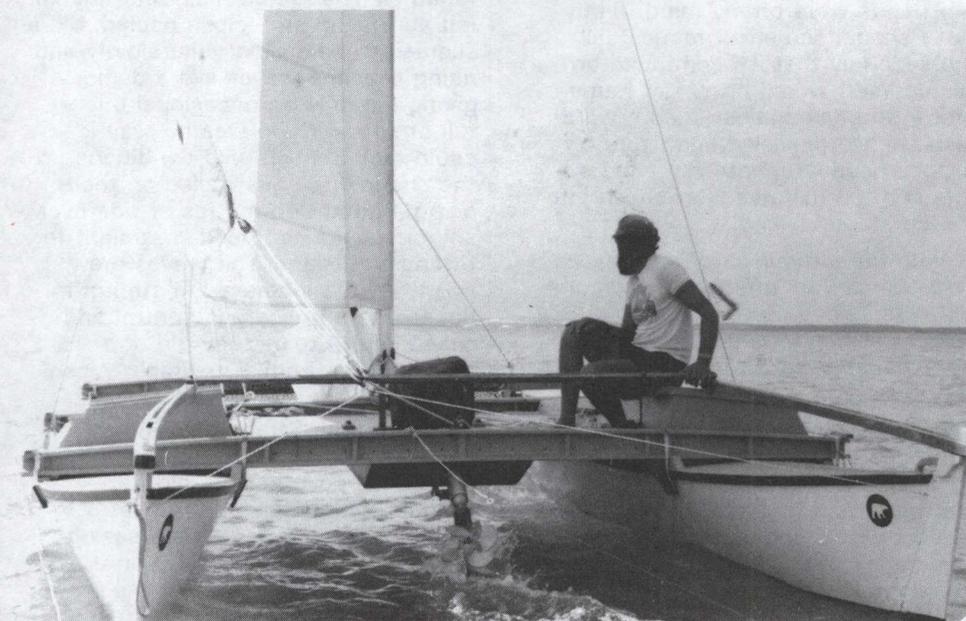
Experienced catamaran sailors may wish to skip this section but for those whose hulls are still upside down this may help to keep the interest going. It is definitely not intended as one of those irritating 'How to' articles like those in *Cruising World* wherein John Mellor describes the technique for changing headsails in a rising gale wearing carpet slippers. (I went to Dartmouth with the bloke). Rather let it be an article on 'How not to'.

Skua and I have thrashed around Moreton Bay for a year now during which time I have learnt a few lessons the hard way. Lesson No. 1, tacking, takes place about ten minutes into your first sail. In a light breeze and calm sea it is like tacking any other boat, only slower. In a good breeze and lolly chop your chances diminish. Many times I have stalled in mid tack and looked around to find that the main sheet is not hard in. This seems to make all the difference in the world, in fact it is well worth giving the jib sheet an extra heave as you go into the turn to keep both sails drawing as far round as possible. A light touch on the tiller is also required, starting the turn gently and using more rudder as the boat slows up, the first sign of success is the jib backing, still sheeted hard in. I then sit holding my breath, eyes rivetted on the mainsail waiting for it to come over and partially fill before I let go of the jib sheet and claw in the jib sheet on the other side. By this time you are tearing off on the other tack. Stalling in mid tack is sufficient grounds for blasphemy and language unfit for family sailing. There are a few panic measures that may help. One is to reverse the rudders as the boat starts to drift backwards and the other is to grab the clew of the main and haul it to windward. Failing all that you find yourself proceeding on the same tack as before and still heading for whatever it was you were tacking to avoid. Try again.

Having missed two or three times a jibe may be called for. This is a last resort and will cost you a hundred metres of hard-earned distance up wind, but, far more dangerously, you may be by now close to that aforesaid avoiding place. I don't know what a Tiki 21's turning circle is jibing in a strong breeze because one normally doesn't have time to look but suffice it to say within seconds you will be off the wind, scudding along at 10 knots and all the rudder in the world doesn't seem to bring you around fast enough. If you had three pairs of hands you could grasp the tiller bar, back the jib and let out all the mainsheet. The best you may achieve is full rudder and let the mainsheet go with a zing. And then tearing off downwind pull all the mainsheet in again before the sail goes over with a crack. Forget the jib completely until your heart rate settles back to normal.

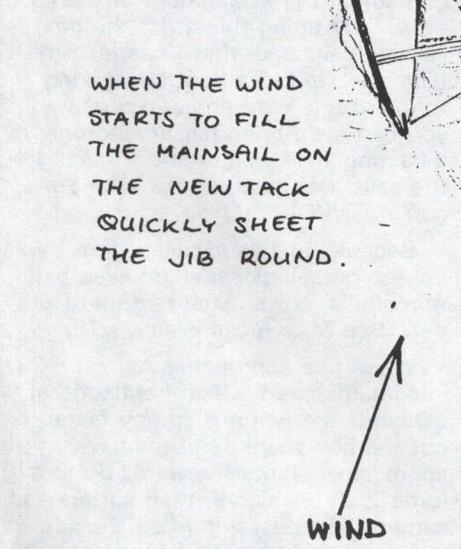
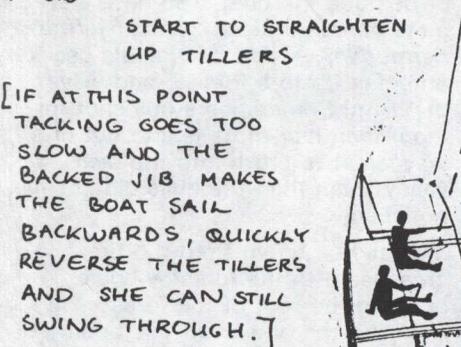
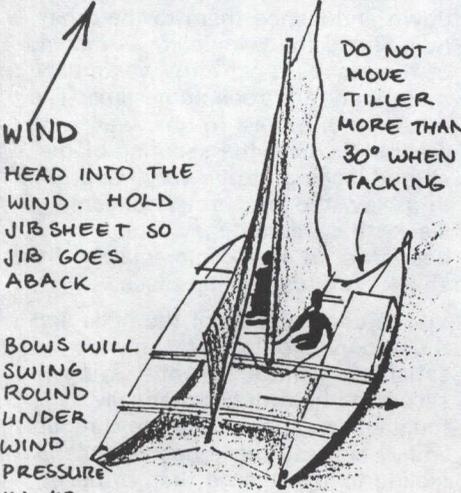
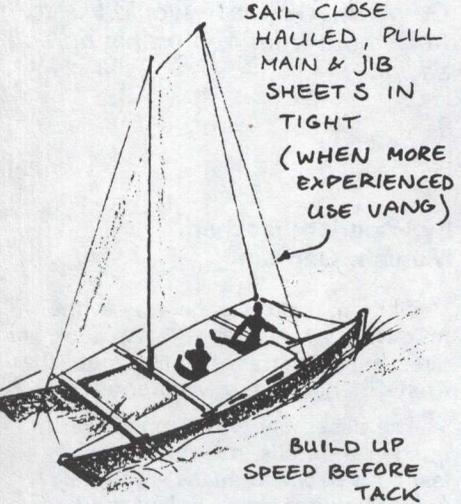
Personally, in a 'tight corner', particularly without a headsail and in a rough sea, I always jibe my TIKI 21! For I have found the turning circle is little more, often less, than the ground lost in a slow or failed tack.

We 'jibed' out of Falmouth one day against a force 7 under reefed main alone making good enough progress to windward to clear the headland to get home.



Mike Ricks single handing his TIKI 21, 'SKUA'.

TACKING



Similarly we 'jibed' into Gibraltar harbour (a narrow channel) against a wind gusting 8 under main alone, losing amazingly little ground in the jibe (we kept the main sheet hauled in tight so the boat didn't gain too much speed when turned away from the wind).

After all it is only a modern yacht/dinghy convention, that developed through racing, that a sailboat **must** tack through the wind. Traditional small sailing workboats often stuck an oar or sweep over the side to swing the head through the wind, other small boats happily jibed away from the wind (like a proa). - Ed.

In practice jibing is a rare bird, one seems to be forever struggling to wind-ward or at best reaching home again.

Which really brings me to another lesson for the catamaran sailor, the heartbreak of travelling to windward. I have tacked for what seemed like hours against wind and tide and gone nowhere. Recently I was lazily tacking up a broad channel between two islands, eating a sandwich and enjoying the sun. A small racing dinghy with two aboard followed me in a mile behind. As I slowly went about on my fifth sixth tack the dinghy passed me on its third, soon leaving me well behind. It must have been pointing ten degrees higher and making virtually no lee-way. As the channel turned and the wind freed I had the satisfaction of catching up and passing the dinghy, but the lesson is not to expect too much to windward.

Compare Mike Ricks comments here with those of Friedrich Paschen in the next article.

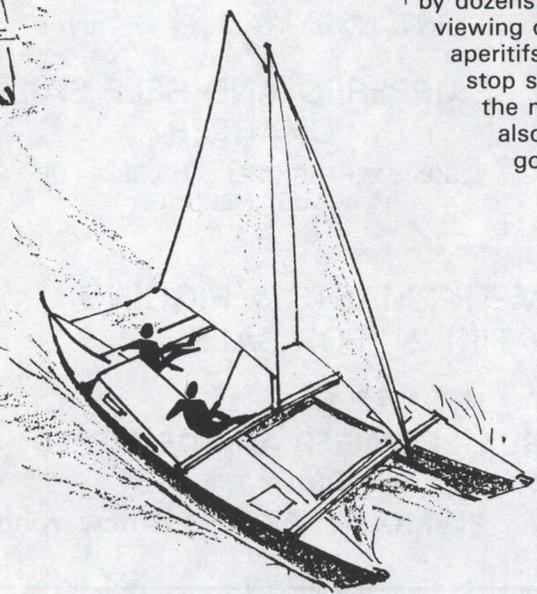
We found our TIKI 21 has no trouble in keeping up to windward with Racing Dinghies and small racing keelers of the same size. Ours are Jeckells sails, which are hard to import into some countries.

I suspect that the sailmaker makes a big difference to the windward and the tacking ability of the TIKI. - Ed.

There is nothing more satisfying than leaving and returning to your moorings under sail. It's amazing how many sailors seem to do all this under diesel power or at best motor around with a furling jib pulled out which seems to me the height of poor sailing. You would be tempting fate to sail out of a crowded anchorage on your very first trip in a big catamaran but thereafter it shows a real sea spirit and a great contempt for diesel sailors!

The art is to start off on the right tack. I always reverse the rudders before letting go and standing on the foredeck holding the jib aback will usually, but not always, guarantee starting off in the right direction. As the main fills you can then leave the jib, sprint back to throw the tillers over the other way and then sheet in the jib. As with a jibe, beware tearing off at 10 knots on a downwind turn with boats all around you. You are much more in control starting off on a beat to clear the anchorage. If it is necessary to turn off the wind when slipping your mooring you can leave the jib sheeted aback and this will turn the boat quicker and reduce the tendency to race off at high speed. In order to get out backwards out of the little hole where I keep my Tiki 21 at low tide I sometimes back the rudders into the mud and this lets the boat turn in its own length.

Even more satisfying is sailing back to the mooring. It really gets the old heart pumping. I have sailed in at sunset, ghosting in on a dying breeze, tacking again and again and watched by dozens of pairs of eyes critically viewing over the tops of their aperitifs. It is a good feeling to stop sails shivering, and heave the mooring buoy inboard. I have also sailed in a bucket of wind, going great guns, past batten-



ed down weekend sailors, wondering if I was about to cause a small maritime disaster. In a good breeze it is extremely difficult to luff up exactly to a buoy and stop dead. You are more likely to accelerate up into wind and pass the buoy at 5 knots or stop three feet short and drift off backwards. I have found by bitter experience that it is better to approach too slow than too fast, and usually approach with the sails luffing, giving a quick pull on the mainsheet now and again to keep her going.

One advantage of a catamaran is that you have ten feet or more of 'bow' to aim at the buoy with and if I leave the dinghy on the mooring I usually take it straight between the bows where it entangles in the netting. There is then a headlong dash from the tiller to the forward beam to grab on. Taking the buoy on the outside bow requires a good aim and I have been left hanging on to the buoy down near the stern somewhere with the sails drawing nicely and the halyards about ten feet beyond my reach.

Lesson one-and-a-half is to keep a good lookout to leeward. More than once I have been woken out of a deep reverie by the throb of big diesels, and the local ferries give no quarter. Sailing stark naked somehow seems to increase one's alertness. The Tiki 21 has a deck-sweeping loose-footed main that requires you to get down like a good Muslim every few minutes but you do end up with a suntanned backside.

What will she take? This is uppermost in your mind as you sail out in your first good blow. The

answer is, quite a lot. It is prudent to be carrying a small jib and reefed main but if you are just out sailing and the wind is coming in gusts it is tempting to hang on and fly. Certainly the lee hull will start to lose itself in sheets of spray, and things aloft will start to vibrate but I have found so far that the only tendency for the weather hull to lift unduly is when it is physically tossed up by oncoming waves. Luffing up a bit will relieve the pressure on the sails, as will letting go the jib sheet if you start to feel things are getting dangerous. Turning downwind will ease the situation but if it's really going to blow you need to drag the main down before you turn downwind. Only once, in a sudden summer storm, have I been sufficiently frightened to drag everything down and then I found Skua doing about four knots broadside to the weather. I tried towing a plastic milk crate more for an experiment than anything else and it did absolutely nothing. Only by rehoisting the small jib and broadreaching did I eventually feel things were back in control. On this occasion I sailed up a mangrove creek, tied up, walked armpit deep up the creek and hitchhiked home. You can't do that in mid ocean.

Well if you have survived all that you can consider yourself initiated into the world afloat, capable of sailing from A to B and back. The intricacies of anchoring, reefing and heaving-to can all be practiced in secret somewhere, bearing in mind that it can be twice as awkward as you imagine. Navigation is something you work up to. Over a decade I navigated a minesweeper around Africa, these days I navigate by looking over the side to see if the bottom is visible.



Finally, this rather sparse, but full of detail account, of the building and sailing of a TIKI 21 by Friedrich Paschen from Munich, Germany. We really would like to hear more from him on his rig and sailing.

**by Friedrich Paschen,
Munich, Germany**

Tiki's maiden voyage was in the first week of August '84. We took her directly to her future sailing area, the Costa Blanca in the Mediterranean.

The assembly was simple. We pushed the hulls into the water, lashed a beam to each - they pointed skywards - pulled the beams down and lashed them to the other hull. Fixing the trampoline - instead of the standard platform was much more work and took some time. The mast, an ex-Hobie 16 one, was soon erected. I found the securing of the shroud-lashings to be very important. In a blow the lee shrouds became so slack, that I sometimes found it necessary to check immediately if the shock cord was still in place.

The construction of the hulls and their connection are not only satisfactory but excellent. Having sailed the boat under gradually tougher conditions up to her probable limit, I confess that I had rather the feeling to lose the rig than to upset or damage the boat. The rig is not quite standard using 26 m² (*Gaffrig or Bermudan?* - Ed.) but I could use it unreefed up to a force 5 and waves of 1.8 m. Sometimes a hull shot for more than half of its length out of a wavecrest to crash into the next valley. Even then the hulls did not flex noticeably.

I made a boom from the first crossbeam to the forestay-bridle bringing the foot of the forestay in line with the bows. On this boom I can adjust the attachment of the jib at will. By doing this, I got the boat so well balanced, that I can lash the tiller and steer the boat by walking fore and aft. With some experience you can even bring her around only by adjusting your weight and trimming the sails. (*We also do this with our gaff rig TIKI - Ed.*)

Because of this excellent trim I was able to outsail closehauled even big monohulls, not a usual feature of a cat. (*See Mike Ricks article, p.15*)

When she approaches her maximum speed which I estimate at 20 km/h she will not go any faster but the bows sink until the deck appreciably slants forward. Up to a force 2 she is slower than surfers and some other cats, but when it pipes up, she outsails most. Some Hobie 16 owners regarded it a real treat to

IMAGINE CHARTERS

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TIKI 21'

TANE 27'

ORO 46'

SKIPPERED AND SELF SAIL
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crew with me in a blow. Even in calms her length and weight will not let her stop completely.

The wavelength in this part of the Med. is exactly the one that makes Tiki work hardest when going to windward. That is only important if you use her as a daysailer, when cruising you can usually choose a course that suits her better.

I kept Tiki on a mooring buoy. Best attachment point was on the first cross-beam. If I tied her on the bow big waves buried them, if on the 2nd she had a tendency to broach. Inexperienced surfers did a lot of damage.

She is, although I stuck meticulously to the plans 10 cm longer than she should be. Either I

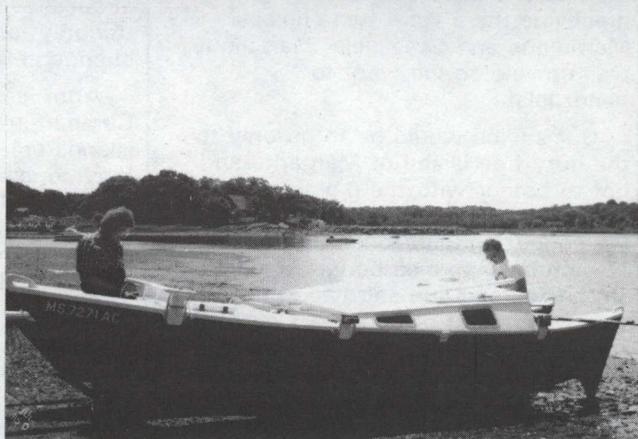
misread a figure or nobody else checked this.

When building anew I would use Epoxy only for glueing not for sealing. For this, I discovered halfway through building, an one-pot Polyurethane called Ebadur Streichbeschichtung 02 made by Bayer, Leverkusen and obtained from Eberhard Chemie, Olpenerstr. 405 in D-5000 Köln 91. It soaks better into the wood than Epoxy, absorbs any moisture there – it needs moisture to harden chemically – can be sanded easily. (I sanded the rest of my sheets for little more than the cost of abrasives when doing it myself on a big mechanical sander, which would not do it with Epoxy because it clogs the bands when it gets warm.) Epoxy sticks very well to this sealer and it can be used

to "unstuck" sticky Epoxy surfaces. It costs, depending on the quantity bought between 10 and 13 DM/kg.

In Spain I met an old acquaintance, an expert surfer who builds his own boards. He claims to get a very good finish on laminates by rolling household Aluminium-foil onto the wet surface. It can easily be removed and even the joints are so small, that they disappear under the first coat of paint.

PS from the translator: I tried foil on Epoxy but it was very hard to get it off. I tried Ebadur as well: It soaks very well into Plywood even better than the true West-Epoxy and gives a hard and nonsticky surface that appears to be moistureproof.



Ron Garrett of Massachusetts, U.S.A. sent us this series of photo's of launching his TIKI 21, 'La Gata de Colorado', on a beach near Boston Harbour. Assembling the Coastal Trekker has its own magic. A

collection of shapes, bits and pieces suddenly becomes – a BOAT. Note Ron's trailer, it is made of wood, on the original 'colour' photos it looks wonderful.

Ocean Cruising



Tim and Heather Whelan with their ocean voyaging NARAI MK. IV 'IKAROA' are regular writers for the 'SEA PEOPLE/SAILORMAN'. On the 17th of May we received a card from them from c/o Knight, Matua Road, Huapa, RDI, Auckland, New Zealand with this happy news: "Just a line to let you know we had a daughter, Faith Mary, born May 4th (10lbs 1oz!)"

On behalf of all 'SEA PEOPLE' readers we write: Welcome aboard Faith Mary. Previously, Tim and Heather sent first class cruising information on some of the lesser known areas of the Caribbean and about going through the Panama Canal.

CARIBBEAN TO PANAMA

by Tim & Heather Whelan

Plenty of yachts cross the Atlantic and yacht mags. are full of info. about the crossing and the Caribbean, but not so many yachts continue west towards Panama and to a great extent you're on your own.

Information from books written by other cruising yachtsmen (e.g. "Shrimpy" by Shane Acton, "Children of Cape Horn" by Rosie Swale, Hiscock, etc.) is at least 5 years, probably 10, out of date and things and places change.

We wanted to stock up for about 6 months and according to the grapevine there were two choices, Martinique and Venezuela. Martinique was upwind so we went to Venezuela!

Our advice would be to go only to the duty free island of Margarita and not to bother with the mainland. Tinned goods were cheap here and we bought enough to last us to Tonga (7 months). We also bought a lot of clothes as sun and salt had done their worst and most of ours were getting ragged.

Next we went to the mainland - to Cumana - but this was where we had thieves aboard and a lot of trouble with the customs - very S. American! Everyone who went to the mainland experienced the same thing but those who went from Margarita to Los Roques - an area of reefs - really raved about it.

Of course economies change and in a year or two Venezuela may not be cheap. Margarita would still be worth a visit though.

We anchored at Pampatar - a nice bay, full of pelicans but smelly at low tide. The customs, port captain and police offices are all nearby but immigration is at the airport. Minibus "taxis" are quite cheap but we got a ride with some Americans who'd hired a car for a few days. They also took us to do shopping at the supermarkets in the main town of Porlamar which saved several trips.

Margarita has a very South American feel. The men often wear khaki clothes, straw hats and dark glasses. The language is Spanish but shopkeepers, officials, etc. speak English. The police and security police at banks, etc. are heavily armed.

The villages are very attractive; usually there's a square with a pastel painted church at the centre and lots of shops sell locally made crafts such as pottery and hammocks.

Currency in Venezuela is the Bolivar and when we were there (March 1985) you got 12-15 B's to the \$US/£1 (at that time the \$US and the £1 were worth about the same). You could get a meal for 2 with drinks for about £5. Shorts and shirts were about 30-50 B's. The US dollar was the only foreign currency you could change in Venezuela.

After leaving Venezuela we went to Curacao in the Dutch Antilles. These islands are known as the ABC's as they consist of Aruba, Bonaire and Curacao. We were pleasantly surprised by the friendliness of the people there - a complete contrast to Venezuela.

Willemstad is the capital of Curacao and a canal-like system of waterways is its heart. To get into Willemstad you have to call up on the VHF and get them to open up the pedestrian swing bridge, (about the only time so far we've needed the VHF).

The town is not cheap but is very clean and attractive with its Dutch-style architecture. There is a floating market when Venezuelans bring fish, fruit and vegetables and it's a good idea to buy in bulk here for Panama and the Pacific. We'd bought sacks of onions and potatoes in Venezuela but the potatoes were maggotty and the onions rotted!

In Curacao we met a local who had once owned a WHARRAM and he very kindly drove us around to get spare parts for our outboard engine which we were more than a little worried about with Panama looming ahead.

We had some more good luck here

in that there is an oil terminal at Willemstad and we saw a British tanker go by. We rowed over to see them and were given a great welcome: baths, laundry facilities, meals, charts and bags of food and drink!!! We were a bit reticent about going over but they were all so pleased to meet someone British and to hear of our exploits we were glad we made the effort.

Being short of time we didn't visit the other two islands but we knew people who did and they said it was worthwhile.

Next we had to by-pass Colombia as we'd heard of its reputation for piracy. We kept 100 miles offshore; others sailed in company. There was a yacht at Willemstad with bullet-holes in it after some sort of a run-in with Colombians!

Most yachts call in at the San Blas islands before going through the Panama Canal. Officially yachts should clear in at Porvenir but as this is past the islands we risked spending a couple of days in Hollands Cays illegally.

The San Blas are worth a longer stay so it would be better to go by the book, get your cruising licence and spend a couple of weeks there. We were there in good weather but in bad weather the area is dangerous and quite a few boats get wrecked there. We experienced a current which set us ashore by about 10 miles overnight so careful watch is necessary.

The San Blas islands are a series of sandy palm-clad islets with areas of reef around them. They are inhabited by Kuna indians who are famous for the "mola" panels in their blouses. Molas are made by reverse applique and every yachting has 1 or 2 as souvenirs. You can buy them at Panama but they're more expensive. A family came out to us in their dug-out to sell some: \$20 US each! We went mad and bought one blouse (2 molas) between 2 yachts. The next day we went ashore and traded for molas - when they came out to the yachts they weren't willing to do this. We got several molas in exchange for T-shirts, fishing line and hooks.

The Kunas are very colourful people. The women have gold nose rings and a black line painted down their foreheads, noses and chins. They wear head-dresses, the mola blouses (which are in bright primary colours often against a black background) and long skirts.

Diving and swimming are really good in these islands and some yachting rate the San Blas as their favourite place. (We rate them in our

top 4 along with Madeira, Marquesas and Tonga).

Next stop was the Panama Canal which we were both looking forward to and dreading. We were afraid we'd have problems with our 14 year old outboard – as we did! We don't use our engine much, usually just when we're anchoring in confined spaces and it had been playing up even when we used it for that – stopping suddenly when we least expected it!

So it was with fingers crossed that we left San Blas and headed for Colon. Incidentally this was a frustrating sail as first the spinnaker halyard broke and Tim had to go up the mast and replace it. He'd barely got down and recovered when the block broke and it all fell down again.

Our gear was in need of a good going over before the Pacific – the miles were taking their toll. But first we had to get through the Panama Canal!

THE PANAMA CANAL

We arrived at Christobal/Colon on Good Friday (April 5th) in a tropical downpour. We could faintly make out the shapes of anchored ships in the reduced visibility as we motored along the harbour. Just past the yacht club is an area known as 'the flats' and we anchored here along with about 10 other yachts some of which we knew from the Caribbean – one we'd met nearly a year before in El Ferrol, our first foreign port!

There were of course other yachts at the club but the flats are free so that's where we went! As we finished anchoring a launch came alongside and we were handed a sheaf of papers to fill in. We'd just completed this when the launch reappeared and a representative of the Panamanian Government came aboard to check the forms and look at our papers. He said we'd have to be sprayed (in case we were contaminated by insects) but after we'd offered him a beer and he'd accepted 4 (for the boys) he seemed to forget this.

He gave us a plan of the area and a list of the offices and officials to be visited. Because it was Easter some of these offices would have been on overtime and therefore charged us more, so we didn't go to them in the correct order as we should have. It didn't seem to matter. The officials we visited were: 1. Customs and Immigration; 2. Port Captain;

3. Admeasurer; 4. The office where you get your cruising permit; these were all in an area very near the yacht club which was safe to walk around – Colon itself was not. There were several instances of bags being grabbed, pockets cut open and one girl waiting at a bus stop was apparently robbed of everything – including her dress!

First we got admeasured. Panama Canal Net Tonnage is not the same as

registered tonnage so every ship and yacht has to be measured before going through the canal for the first time. You are then presented with a certificate showing your official number (ours is 266400) which must be affixed in the radio room!!

Customs and Immigration have offices at the yacht club. Because we are British we didn't need a visa. Other nationalities had to pay \$10 US for this although some managed to "negotiate".

The trip through the canal has to be arranged with the Port Captain. He fits yachts into a schedule with the ships. One or two yachts can go through the lock with each ship. We were scheduled to go through the canal on April 11th – starting at 5.00 a.m. You can be fined if you're not ready to go on time, but the pilot may be hours late.

Most of the 'pilots' who go on yachts are actually 'advisors': pilots in training. Every vessel which transits the canal has to have a pilot aboard. Yachts also have to have 4 line handlers and an engine operator/helmsman. When we knew what day we were to go through we could make arrangements with other yachties about line-handling. We arranged for 2 Englishmen from a monohull to go through with us (we helped them the next day). Our fifth person was a German hitch-hiker who was pretty useless but made the numbers up.

If you plan just to go through the Panama Canal you shouldn't really need a cruising permit but the officials say that if you anchor at either end you must have one. There are heavy fines if you are caught without one but some yachts risked it. We paid our \$29 US and got some nice sheets of paper with rubber stamps on in return!

The actual transit started well. We'd a very early breakfast when our pilot, Armando, arrived and we motored the 6½ miles along the first part of the canal. The canal is 500 feet wide here, the edges disappearing into mangroves which we gradually began to see as it got light.

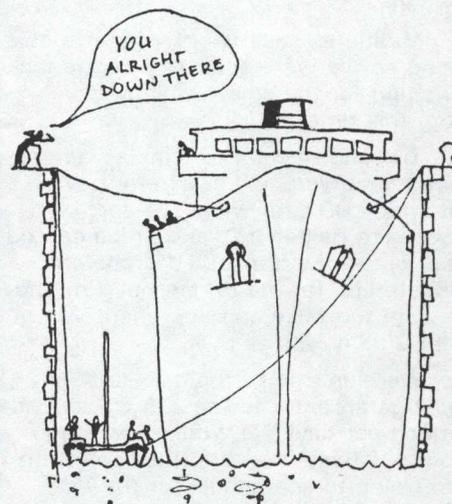
Near the entrance to the first lock we had to motor slowly around waiting for the ship whose lockage we were sharing to enter. 'Southern Cross' of Monrovia looked really enormous as she edged into the lock entrance but I was more concerned about our outboard – idling about doesn't agree with it!

We followed the ship into the lock where workmen threw down thin lines weighted with 'monkeys fists'. We attached each of our 100' lines to these which were pulled back up to the lockside where they were slipped over bollards.

Each line-handler kept his line taut as the gates closed behind us and the

water began to boil. In Gatun locks there are 3 chambers each 110' wide and 1,000' long. Water rushes into the locks through wells in the floor of each chamber 4' in diameter. The lock was filled in less than 15 minutes.

The turbulence was quite amazing! It is worse in the first lock because salt water mixes with the fresh causing unusual currents.



When 'Southern Cross' moved into the second lock our men sent the lines back down and 'IKI ROA' slowly motored into the second chamber, our men walking along with the thin lines. As we neared the stern of the ship we let out our lines again and were made fast.

It was moving into the third lock that the outboard stopped suddenly. She re-started first pull but that was just a sign of things to come!

When we got into Gatun Lake Tim began to take the engine to pieces while we sailed. He checked the plugs, points, fuel pipe ... etc. etc. Luckily Armando liked yachts and had never been on a cat. before. When we got the spinnaker up he was in his element – sitting steering with a beer in his hand.

As we neared Gaillard Cut Armando asked if we thought the engine would make it. We feared he might tell us to stay at the yacht club here and continue the journey another day. (More expense and problems). Tim had repaired the engine so it would work but only if it was continuously pumped by hand. He told Armando 'yes' and the pilot said 'OK'. I breathed a sigh of relief.

Gaillard Cut is very narrow and 8 miles long but we managed to sail along it and arrived at Pedro Miguel Lock before our next ship 'North Marchioness' arrived. Going down yachts always go into the lock ahead of ships and while this means there is no propellor turbulence there is instead the awful feeling as the ship

advances closer and closer until the bows of the ship are flaring above you.

As the ship begins to enter the lock its tug nips around ahead of it and ties up to the wall. We then went beside the tug and the ship followed close behind. We tied onto the tug and when we were down to the level of Miraflores Lake we motored out first. Going alongside a tug is the alternative to going centre lock and our pilot was told what we should do where.

Miraflores Lake is only $\frac{5}{6}$ of a mile long so we were soon tied centre lock waiting for the ship to follow us – no tug this time.

Tim and I began to relax at last as we knew we could sail from now on. It was 7.00 p.m. when we anchored opposite Balboa Y.C. and prepared and ate our evening meal. I'd prepared lunch, etc. for the others but Tim and I were too busy and apprehensive to eat until it was all over.

We didn't go to the Y.C. as they charge an entry fee of \$15 US and so much per day! We would have gone on to Tabaga island but had to return to Colon to line-handle for the following day. There is a cheap railway which runs beside the canal but the last train was 5.30 p.m. so we had to go by bus (cheap but slow).

Going through on someone else's yacht is great! No anxieties whatsoever.

The transit cost us \$115 US, including admeasurement and all yachts paid more or less the same. Some of this is a sort of deposit and about \$30 is refunded a couple of months later.

Although being anxious about the engine marred the trip rather, going through the canal is a fantastic experience. We also felt that we'd got through a sort of half-way point – from now on we had only the Pacific ahead of us: the South Seas full of romantic sounding islands; Fatu Hiva, Tahiti, the Tuamotus, the Cooks, Tonga, Fiji ... Polynesia beckoned us.



Tim & Heather's progress to the Galapagos and to Nuku Hiva was already published in SEA PEOPLE/SAILORMAN No. 5, page 9. Their voyage then continued to Tonga, from where they wrote on October 24th:

We're anchored in a horsehoe-shaped bay with a golden sandy beach and clear turquoise and blue waters. Outside the bay I can see other palm clad islets: blue sky, tropical fish all round the boat – this really is a cruising paradise. Vava'u is full of anchorages so you can motor round a headland, sail for an hour – 2, ½ a day, whatever you fancy. There's a chart you can buy for \$1 in Neiafu which numbers all the anchorages so you hear people say "I'll meet you at 11 on Friday – I'm off to 6, 15 and 25"!

We're taking it easy here – relaxing – as we're beginning to feel we've crossed a lot of oceans in the last year. the trip to N.Z. is rumoured to be quite bad – it has the same sort of reputation as Biscay. We're going south next week to the Hapaii Group – then to Tonga Tapu and we'll be listening to the weather and deciding when to go. We should be in the Bay of Islands for Christmas.

Nov. 23rd Nuku Alofa, Tonga Tapu

Planning to leave here 26th. Had a bit of a problem getting visas as you have to show proof of so much in funds per month (\$400 NZ each) plus, if your boat is uninsured proof of substantial funds. Since we don't have bank statements (we haven't enough anyway!) or American Express cards, etc. we couldn't prove anything.

Luckily a NZ friend of ours on a yacht here offered to sponsor/ guarantor for us and we talked the guy into giving us the visas.

We're looking forward to getting to New Zealand. We need work as funds are low. Tim at any rate must get a job. I'm pregnant so couldn't work for long anyway – the baby's due in April. We want to get 'IKI ROA' on dry land somewhere and do a thorough paint and antifoul and cleaning operation.

Did I ever mention we met your old friend Henry Wakelam in the Marquesas? He's quite a character.



AVANT at journey's end in Vilanova. Note the well designed cockpit behind the cabin

Coastal Cruising



COASTAL CRUISING INTRODUCTION

Readers of my book 'Two Girls, Two Catamarans', will realize that I have lived in Spain and love the country and its peoples, particularly the Galician inhabitants of the North and Northwest coast of Spain (Galicia), the people that cared for us so many years ago, when we were very poor living on the 23 ft. TANGAROA.

So, it was with particular pleasure that I read this account of a NARAI Mk IV, built in Galicia, then sailed down what they call the 'Coast of Death, the area which I describe in another part of this issue as suitable for only very skilled coastal trekkers.

Preparing the SEA PEOPLE/SAILORMAN can be a 'chore', particularly when the weather is fit for sailing, but through the magazine one meets such nice people. I love the cheery note in this account, that four of the crew had never met before, but through the boat they became good friends. This is how sailing should be.

Voyage round Iberia

by Juan-Antonio Villalba

In October it rains a lot in the province of La Coruña (North Spain). The weather is cold and the days are short. We got the building plans of our Narai on a Friday. At the week-end they were hanging on the walls of our house.

A feeling of guilt because of our "foolish idea" – a polynesian cat being built in a mining town, made it impossible for my wife Isabel and myself to explain to other people the reason for us staying at home during the week ends.

During the two years my wife and I were occupied with three things: our two sons and our catamaran AVANT.

The graphic story of the building process (through pictures) was sent to James and Ruth.

All the project was well explained except for the imperial measurements that necessitated us to make a difficult translation of terms into the decimal system. Isabel improved her English with so many nautical words.

The boat was built in a warehouse that we rented in the town of Puente de Garcia Rodriguez (La Coruña), 50 km east of El Ferrol and 53 km south of Punta de Estaca de Bares.

We celebrated the launching in Sada, a coast town on the Betanzos river. It was a big party. Friends, unbelieving people, all those who had asked us questions, all those who never thought we would succeed,

were there. A polynesian catamaran in a celtiberian area was everybody's centre of attention.

Over the next two years we sailed only once in a while. Most of the winter the boat rested at anchor because we had to go to Madrid to work.

Spring of 1985 was important. A trip was planned to a familiar sea, The Mediterranean. The move all around the coast of Spain was made during our holidays.

On August 7th 1985 we pulled up the anchor in Sada at 0700 hrs, and we got to Bayona (Vigo) the 8th at 1500 hrs. We went along the "Coast of Death" with steering trouble, because of the cable that joins the wheel to the tiller. A 7 mm cable finished its function when it broke at one of the blocks. It was changed to 10 mm rope and the result was great. It was good experience for the builder to prove how easy it was to steer with tillers directly.

The same day we left Bayona at 1800 hrs. We were in a hurry to sail. Our course was laid to go around Cabo San Vicente. On August 13th we made it at 1900 hrs. The cat was sailing wonderfully. The deck wasn't wet and we decided to go on to Ayamonte (Huelva), where we arrived on the 14th after going up the Guadiana River. At 1415 hrs our anchor dropped in the same place in the river, where centuries ago Phoenician anchors lay.

It was seven days of sailing non-stop, day and night, with all the weariness that that meant. On board were six people and only four knew each other before. The mutual interest in sailing helped to solve the small problems between us. The sail was so peaceful that we made use of the winds force 2-3 to put the ship in order, and that stopped us getting bored. Some days were too calm. I remember off Sines a calm that let us sleep 48 hours. There was only one danger off Lisboa, the crew of a fishing boat boarded us while everybody was asleep. We had fog and rain twice and always at night.

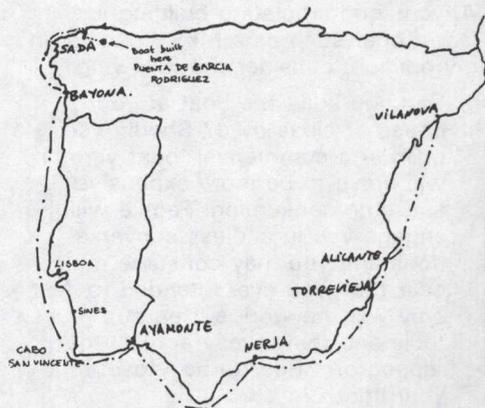
We will always remember our arrival at Ayamonte. The wind and the bad weather prevented our anchor holding and off we went until a ship bigger than ours stopped us. At 0900 hrs we were going to the Strait.

On August 17th we stopped at Nerja (50 km east of Malaga) for petrol and we left right away. Remembering Adlard Coles we got to Torrevieja on the 19th. A line of tired people got 150 litres of petrol to the ship. The same day we arrived before evening at Alicante.

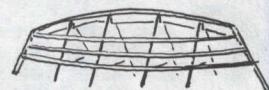
In Alicante Isabel was waiting for us. With her we got permanent fine weather and the Mediterranean, as a gift for her, gave us the best part of the trip.

On the 20th we left Alicante and a couple of days later as we anchored in the middle of the harbour, our AVANT got a welcome from the bells of Vilanova.

AVANT sailed 1300 nautical miles, 500 of those under engine. The catamaran demonstrated how good she was. The years we spent working on her were far away. The holidays were ending ... and a winter to make plans wouldn't be enough to calm our impatience. Today without sails, our AVANT waits for the good weather.



Building



The first article in this Building Section is the Wharram building norm; Think is out carefully; plan step by step; go deep inside yourself; become 'like a monk'. It needs careful reading and absorbing.

The second article is one that will appeal to many people. Get skilled, low cost builders in some exotic land, and end up with a faster-built beautiful boat, and at the same time have lived in a wonderful place.

It can be done and the article of Jeremy Ladd Cross shows how. It does have its pitfalls. A reader of the better newspapers like 'The Times', and its equivalent in any Country, will know that many low cost building Countries do have revolution, rapid change of Government, social or racial unrest, that would turn one's building paradise into a nightmare. Still, with care, it can be done.

THOUGHTS ON BUILDING A NARAI MK IV by Marten von Jena

In the Fall of 1982, Alice C. and I decided to build a Narai Mk IV. It was built at the side of our house in Santa Cruz, California.

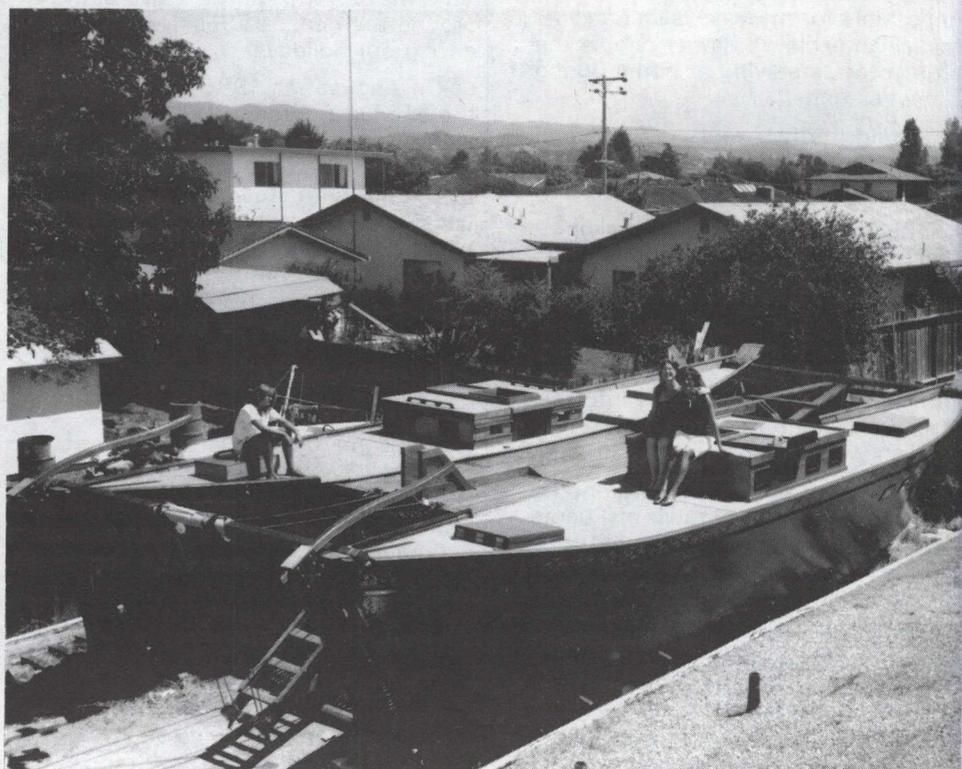
For years, I had been inspired by James Wharram's fine designs. Mike Mandis, a friend of ours and co-builder had been building his Narai for some seven years and had reached the completion stage in October '82 - just as we were beginning. He also encouraged us to commence and kindly allowed me to help him complete the finishing work on his boat, KAHILI. As a result, I was able to learn a great deal from him as to the intricacies of building a Narai and also gain some fractional experience which served me well at a later date.

At the outset, it must be said that building a 40' x 20' boat is not only a feat in itself, but also one that has far reaching consequences on the life-style of the builders themselves. Money which had previously been abundant for other things was now tied, or dried, up; friends felt neglected or alienated as more time, energy and money were directed towards the construction. Finally, the whole thing became a constant meditation. And I sometimes felt like a monk in a monastery, in hiding. Without this discipline, it is very hard to carry on month after month. Anyone contemplating building a larger boat such as a Mk IV should, in my opinion, consider the following.

1. Can you build the boat at your house or close by it? Should you build at a commercial 'boat yard', it will prove to be more expensive and time consuming. People will engage you in endless conversations and you may consume more beer than you ever intended to. Not only will the work suffer, but your tools and things may actually get 'ripped off'. Best to be 'close' to your boat.

2. Do you have the money to do the job, or can you get it as you go along? Should you figure the building costs to be \$20,000, in actuality it may turn out to be half as much again. On top of that, and on completion, you may still need \$10 - 15,000 to get 'under-way'.
3. If you want a good dependable boat, you should be prepared to use only marine materials, preferably (in my opinion) mahogany and mahogany related materials. It was decided to use the following materials for our boat.
 - a. Luan timber throughout
 - b. Mahogany plywood for skinning
 - c. Silicon Bronze ring nails
 - d. Stainless and galvanized fittings
 - e. System 3 epoxy glue
 - f. Epoxy paint, Z-Spar brand
 - g. Spruce masts
 - h. Fir spars and beams
 - i. Deks Olje for wood treatment

4. Cheaper materials will do, but chances of deterioration, rot, and maintenance problems will increase and the boat will inevitably be worth much less in value should it be resold. My feeling is that since one hopefully will use the boat as a floating home and vehicle, it should be of the finest material available and carefully built. Luan is a medium strength wood, light and very rot resistant. It also holds fittings extremely well without splitting. I certainly would use it again on another construction, although fir, pine, or redwood may do the job relatively well.
5. Do you have the time? The building time may vary considerably, depending on skill, time and money; many people considering building a boat may have to work full or part-time. This makes the task enormous. Fortunately, since I manufacture Japanese furniture on a small scale as a side-line, I was able to incorporate the two types of building into a manageable and profitable operation. Building a boat is not for dabblers or as we say around here, 'flakes'. It takes dedication, courage, and a great deal of support from loved ones and friends. In my experience, were I to do it again, I should probably build a smaller vessel, such as a Tangaroa 35' - with a simple sprit rig. I should advise anyone contemplating building a Polynesian cat, who may have minimum skills



and money, to consider a smaller boat such as the Tangaroa. Building the Narai Mk IV is a mountainous task, as anyone having built one will attest to. The Narai, of course, is also 'MUCH MORE BOAT'.

6. VOLUME BUYING OF MATERIALS.

We bought our materials as we went along, and lost a lot of money over the wholesale purchaser. Attempt to buy your plywood in one go if at all possible. This means uniformity of material and an insurance against price increases. The Narai takes approximately 90 sheets of marine plywood, which represents a sizeable chunk of money. Whenever you can, buy in volume and be sure to shop around carefully. I realize of course that most people earn their money as they go along, as we do, and are therefore compelled to buy in instalments or small quantities. Better, if possible, to arrange for a bank loan and buy in volume. Think big, *only* if you can. Otherwise, you may end up over your neck with many resentments and frustrations, and also deeply in debt.

At the outset of discussing some of the practical considerations of the building, let me say that the boat and the plans themselves are of a 'MAGICAL' nature that will inevitably enthuse and enliven the prospective builder. They are undoubtedly the work of an artist and all credit must go to the phenomenal ingenuity of James Wharram. I should mention Hanneke Boon, who is responsible for the masterful plan drawings which originally attracted me to the design.

The plans allow each person some elbow room, some leeway for individuality and eccentricity. I feel that this is the way James intended it, being a rugged individualist himself.

It should be remembered, though that the engineering of these boats is extremely sound and should not, in my opinion, be tampered with. Try as I might, I found that I could only improve on the design in minor ways, mostly of a cosmetic nature. So don't attempt to change the engineering if you value your life.

Let me list a number of the advantages of the design over other boats, especially monohulls.

1. The boat can be built with minimum or 'acquired' carpentry skills.
2. It is very light with huge deck space.
3. Has watertight bulkheads.
4. Hulls are flexibly connected for great resilience and strength.
5. Can be beached and worked on almost anywhere, especially on a beach.
6. Has a variety of rigs.
7. Can be sailed anywhere with minimum discomfort or heeling over.

8. Is large enough for 4 for comfortable ocean cruising.

There are some points which we noted in building, which may help save time and money. Consider!

- a. The stringers should be sanded and bevelled BEFORE being attached to the bulkheads. This is because the sanding process and bevelling for shelf-bearing are extremely difficult to do after the stringers are installed.
- b. It is probably better to initially build the shell of two hulls (if you have room to turn them together) simultaneously, as this quicker process means making everything in duplicate. This will save time and money in the long run.



Good helping hands are useful, more so an understanding and encouraging woman.

- c. BUTTBLOCKS. Little is said in the plans of the nature of these. From what I have gleaned, plywood of the same nature as the skin should be used and they should be fairly wide (possibly 8"). This may need to be clarified by the designer himself.

- d. RIG PROBLEMS. My experience with rigs is limited to Western sailing of Ketch, Sloop, and Cutter. Having given little thought to the rig initially, I found myself somewhat perplexed when the time came to choose. You see, for the boat we are considering, there are many possible rigs such as Cutter, Cutter Ketch, Junk, Sprit, and Gaff. After much contemplation, I would advise anyone to think over very carefully what they want the rig for and how they are going to maintain it. A Western rig is very efficient but also extremely expensive to build and it 'ties you to the yard'. When the boat has been built (minus rigging), a person still only has the bottom half, like a car without an engine and transmission. Initially, we decided to take the boat to wilderness places and have a rig commensurate with this style of living. To this day (although the boat itself is completed minus rig), I have not made a final decision

and tend to favour the Ketch or Gaff rigs. Incidentally, at the time of writing, James has kindly volunteered to create a special Gaff rig for our boat which would give the following advantages: (1) low aspect for safety; (2) built cheaply with wood; (3) can be sailed single handed and will point 50 degrees off the wind, and (4) can be repaired anywhere, freeing you 'from the yard'. (See *Sea People* Nr. 5 p.38)

- e. The last consideration, and not the least, is EQUIPPING THE BOAT. Having sailed a Narai Mk IV, I must say that it is an exhilarating experience. However, sailing in the bay and over the ocean are two entirely different things. Most people wish to make an extended ocean voyage, and my hunch is

that most larger boats designed by J.W. are built for this purpose. A word of warning! Novices think, "When I've built the boat, I'll go". They won't! There are hundreds of items, some quite costly, such as liferafts, engines and sails, without which the prospective traveller would be hard put to in a tight situation. All cost money; some are prohibitive and may be done without. Some are indispensable. In America, I should say one would need another \$10,000 or more to equip a boat with minimum requirements, for ocean sailing. So consider that you have some extra cash for this along with those travellers cheques, cash, silver, etc.

Would I do it again? You bet — even on a shoestring! However, you have to be dedicated, even fanatical in your approach. Otherwise, you may be building boats for a very long time, getting more and more desperate to go sailing but unable to do so, and finally quitting. Good helping hands are useful, more so an understanding and encouraging woman.

Finally, thank you James, thank you Ruth, and thank you Hanneke, for all your inspirations. The sea is for sailing on, and you have successfully shown us, your 'afficionados', the way to go. God Bless!



THE BUILDING OF A 'CAPTAIN COOK' ('TEPUHI') IN THE PHILIPPINES

by Jeremy Ladd Cross

As a confirmed monohuller since the age of five from sailing dinghies to maxis, cruising, racing, in and off-shore as well as having owned a number of boats there began several years ago a growing interest in multihulls, particularly catamarans.

Anyone interested in catamarans will soon if not immediately come across the designs of James Wharram – Wow! the brochures and study plans – an English version of "Playboy"? – soft curves, soft woods, Pacific Isles, it can be built at home and sails. A bit too much fantasy, better stick with the Crowther's, Kelsall's, Shuttleworth's, etc. as circumstances were such as not having to consider a homebuilt catamaran as the only alternative.

So plunge into the realm of new reality with the purchase of the first catamaran from Gordon Miller, owner/builder of "STRATOSPHERE", a magnificent 60 ft. catamaran designed by David Barker, which presently is on Christmas Island, Pacific Ocean (discovered by Captain Cook) undergoing repairs as she lost both rudders in transit from Florida to the Philippines (59 days at sea from Panama to Christmas Island – a record of some sort).

Only after a considerable amount of research, discussions with multihull designers and builders as well as a good deal of experience in all types of multihulls, primarily catamarans, that full knowledge, understanding and appreciation of what was behind all those soft curves on the Wharram brochures became apparent. The Wharram designs are without doubt the best designed catamarans – they are not the fastest as optimum speed was never the criteria, but certainly the most stable seaworthy catamarans afloat. This can be further evidenced by tracing the progression of design changes of other multihull architects wherein many of their improvements are either based on or coincide with the proven concepts of Wharram.

While it had taken sometime to arrive at this stage it was as if a huge burden had been lifted, an immense relief to have found a series of designs in which there is complete knowledge, understanding and confidence without any compromises. It then was a relatively simple task of selecting the specific Wharram design that best suited the requirements resulting in a decision to purchase a set of building plans for the CAPTAIN COOK. At this point there was a bit of uneasiness, serious doubts as to exactly what would be received in the way of plans in relationship to their relatively inexpensive cost as previously in reviewing several home

building plans of other designers, not inexpensive ones either, they were found to be totally inadequate for someone other than an experienced shipwright. In fact at one time a complete set of plans had been purchased from one of the well-known multihull architects which consisted of a few pages of line drawings and hastily written notes thereon. While these were intended for a professional yet two experienced yards declined to quote as complete information was in their opinion lacking. Anyway upon receiving the building plans for the CAPTAIN COOK all anxieties disappeared. Everything was complete, lots of drawings, sketches, notations, etc. No questions whatsoever of what is to be done and how to do it. In fact no communication with the Wharram office on any technical questions as to materials, construction method, etc. has been required as everything is quite clear.

Other than repairs and maintenance, previous boat building experience had been limited to the construction of a sailing dinghy and an 18 ft. sloop; but it was enough to realise that construction of a 42' PAHI CAPTAIN COOK was not going to be undertaken individually on a homebuild basis. The desire was to build the boat in the Philippines not only because of residing here but there is a ready supply of both lumber and qualified labour at very reasonable costs. However, as a result of the numerous companies both foreign and local which had attempted to construct boats in the Philippines in the past and failed, initial consideration was given to having the boat built within the region by either a professional yard or individual. Visits to yards in Hong Kong and Taiwan disclosed that several of these could have done an excellent job. However, their cost while seemingly inexpensive when compared to Australian, European or U.S. rates were grossly excessive in comparison to costs in other areas of activity within the region. Therefore, faced with paying what was considered to be excessively high and non-proportional rates it was decided to re-examine the practicality of constructing the CAPTAIN COOK on a homebuild basis in the Philippines.

One of the marvellous things and there are many about the Wharram catamarans is their simplicity not only in design and method of construction but materials as well. After carefully restudying the material requirements it was found that the boat could be constructed without having to import any materials whatsoever. That is not to say that all materials were manufactured within the country but for those items such as sheathing fabric which were not, they were found to be readily available from a number of sources at reasonable costs while on the other hand many

of the items initially assumed as having to be imported such as epoxy were found to be manufactured within the country.

Just at the time when a decision had been reached to construct the CAPTAIN COOK on a homebuild basis a local yard which had recently been purchased by a group of knowledgeable foreign individuals some of which had previous multihull experience expressed a sincere and serious interest to undertake construction of the CAPTAIN COOK and any other Wharram designs should there be any requirements in the future. Although the quotation from the yard approximated in-house estimates it was decided to have the yard undertake the project for two major reasons: First – quoted completion time was four months, one month to get all materials on site and not more than three months to build including the installation of owner supplied equipment as well as additional items not included in the plans, and secondly – the yard was a registered export company located within a Free Trade Zone and as such any items could be imported on a duty and tax free basis. While this was not of significant importance as far as the basic hull was concerned it did offer important consideration as it allowed for the tax and duty free importation of all equipment so that complete outfitting could be accomplished at the yard versus having to either outfit by paying duties and taxes on imported equipment or to take the boat to Hong Kong for outfitting. Additionally government regulations are such as to preclude any harassment or limitations as to sea trials as is the case in some countries.

In hindsight what was overlooked and what later proved to be the greatest contributing factor to completing a well founded boat was the wealth of technical knowledge and experience existing at all levels among the yard personnel which otherwise would simply have been non-existent to the same high degree of competency.

As you read this, "TEPUHI" (boats name) is in the water – sea trials – enjoying lovely sunny weather 25°C + with cool northeast trades between late season typhoons getting all systems working, you may wish to consider the conclusion of this project which is: no rational person should even consider home construction of a boat this size unless they possess a proficient degree of boat building experience for the only conceivable reason to undertake such a project is purely personal satisfaction because it is possible to have a professionally built catamaran at a cost equivalent to or even less than what it would cost you to do so at home.

Those considering home building on the basis of cost savings – in

many instances this may be false economies and you may wish to examine your costings and compare that to other alternatives which are available.

For example the cost of quality materials and equipment for any boat such as the CAPTAIN COOK is about

the same worldwide. That is not to say you can not purchase some materials at most favorable costs or that the costs of all items are uniform worldwide, i.e. epoxy cost more in the Philippines than in the U.K. on the other hand lumber and ply cost less in the Philippines than the U.K. but



Latest Sailing News of TEPUHI

I can tell you the boat sails beautifully now, better than 50% of windspeed while pointing. Of course one can not find all things in one boat – my only comment is that in winds of less than 7kts true wind speed it is difficult to get the boat moving at more than 3kts (still not bad), but once the wind builds, she flies and is really lovely in heavy seas and high winds.

On our way up to Manila we had four hours of winds of 35 knots gusting to 46 or 47 true windspeed. Had stay sail up, with two reefs in the main, bearing to windward close headed (now boat tacks thru 95 to 100 degrees), speeds steady 6 1/2 kts on reach, 7+ kts in gusts. Boat handling like a dream.

By the way, I completely did away with the traveler system as too much clutter, so main sheet is just fixed amid-ship on stern net beam. Traveler would be handy in heavy weather but easing out the main is not any problem. Also rebuilt and repositioned turning blocks. Lead position per plans are not correct for all sails. Also completely threw away the staysail wishbone – it does absolutely nothing but take up a lot of space, clutter, etc.

Anyways, having lots of fun and enjoy "TEPUHI".

(Sheet leads are very sensitive to the cut of the sail and can never be precisely predicted. They are always best positioned after the sails have been hoisted. – Ed.)

with judicious purchasing these price variations including shipping cost will even themselves out over the range of materials and equipment purchased; although, some yards will allow you to supply any materials and equipment as well as to purchase through their channels which even with the yards' mark up can be less expensive than what you are able to obtain. Under this type of arrangement materials and equipment costs can turn out to be somewhat less than what you could realize yourself; however, in essence there are no real material and equipment cost savings available to the homebuilder.

While the above may come as unpleasant news there is one potential area of enormous savings to the homebuilder and that is in the area of labour rates in many yards are US \$25.00 per manhour and for example it is going to take 2,000 manhours to build – that is US \$50,000.00 and that is a lot of money. However, you should realize that there are more than several locations throughout the world where there are workers who are just as qualified and in many instances more skilled receiving less than US \$1.00 per manhour or as in the above example a potential savings of US \$48,000.00 or more. Wow! – yes, but it is a fact, one which some people have been realizing and is precisely the reason you see and even own all those imported items. Some homebuilders fail to look into the potential savings in labour cost on a realistic basis: are the designer's estimated manhours realistic – often they are not, are your abilities and experience such as to achieve completion within a personally acceptable time frame and perhaps more importantly and often overlooked, who is going to help you on a regular and steady basis throughout the project as many of the tasks simply can not be accomplished by one individual. A carefully and critical evaluation of the potential savings may disclose that achievable savings are far less than originally anticipated.

While there are definite savings to be realised in labour cost it would be more realistic to equate any potential savings not so much in comparison with hourly yard rates but rather to consider the total cost of the boat if built at home versus having same constructed professionally. If after this comparison a professionally built boat in your particular area appears to be too expensive then you may want to consider building in a country such as the Philippines which allows for a professionally built boat with high standards of quality at a realistic and affordable price as a possible alternative.

MABUHAY and see you "Out there doing it".



Disaster



by James Wharram

Every so often the 'Sea People/Sailorman' will have a 'Disaster Page'. Hopefully, not too often.

Do take care Exposed-Coast Coastal Trekkers!!

Some 'Disasters' if not for the people involved, but for the outsider, have a certain Black Humour. In others 'all ends well'. Some are unmitigated losses. The worst are those where life is lost, so far in the history of Polynesian Catamaran Designs they are very few.

The following 6 Disasters speak for themselves:

DISASTER 1

Sometime in the Spring Bob Sprange, an advanced builder of a TIKI 31 in the Bristol area, with hulls built, cabin floor fitted and ready for decking, 400 working hours, rang us up on a Sunday evening and asked Hanneke:

"How do you put the stem and stern posts back to the correct angle when they have been pushed vertically upright?!"

I took over the 'phone. Bob was still in a state of shocked excitement. He was building his TIKI 31 in a barn. A farmworker, so Bob said, "had it in for him". he always looked at Bob so miserably, and finally deliberately backed a muckspreader into the two hulls, jamming them up against the wall of the barn, and hey presto instant vertical stem and stern posts!!

Well I thought over all the possible hull failures and rang him back with various repair possibilities.

3 days later Bob rang back again with this story:

"First the good news - the farmworker did not have it in for me, he had a grudge against the farmer. Now the bad news, when he found out that the boat belonged to me, and had not distressed (too much) the farmer - he came back with the muckspreader and smashed THE BARN DOWN with my boat in it. It is now a TOTAL LOSS!!!"

Bob Sprange is now considering building a PAHI 63. He probably hopes that in building it, it will be strong enough to hold up any smashed down barn.

DISASTER 2

Disaster 2 is from South Africa, described by Laurence Moorcroft.

TALE OF TWO CATAMARANS (A MOVING EXPERIENCE) by Laurence Moorcroft

The annals of human behaviour abound with tales of heroism in defending life and property. Such a person, by the name DEREK WARD, can now be added to that list of brave men and women.

Derek is nearing the completion of his exquisitely built TANGAROA that has taken him four years to date. Some 12 months ago Derek moved his boat from the tangle of African bush where he had started her, to a yacht club on Durban's harbour where he has painstakingly been putting the finishing touches to his Wharram cat.

Lying across the canal from that yacht club was a TEHINI originally named "Feronia". This boat never sailed out of Durban harbour and has been left to the elements since her launching, probably 8 years ago. Ownership of "Feronia" changed hands a few times and she was eventually bought by a young man named Pettit.

Pettit needed to get the "now very much worse for wear" "Feronia" from the reeds where she lay rotting to a place more suitable for restoring her. To this end he employed the services of a professional yacht broker whom he had had dealings with before. The agreement, by word of mouth only, was that the company would move the ill "Feronia" from across the canal (some 200 metres) to a private slipway and there lift her onto the hard, so that Pettit could work on her.

Meanwhile, Derek Ward was working on his TANGAROA about 50 metres from the slipway and saw the TEHINI arrive there to be taken out of the water. The method agreed upon to get the TEHINI up the ramp was that Pettit would supply steel round bars and the brokers would pull the boat up along these rollers. According to the representative from the yacht brokers, the rollers that Pettit supplied were too small in diameter to do the job. To remedy this, the broker helped himself to some of the yacht club's fence poles. He then borrowed the yacht club's tractor and proceeded to pull "Feronia" up the very uneven ramp. Needless to say, the catamaran rocked back on its skegs and stuck! This presented no trouble to the broker's representative - he simply produced a handsaw and cut off part of the offending skeg. Still the boat

rocked back and stuck, so more of the skeg was cut off. The borrowed tractor still battled to pull the boat up the ramp, so it was decided by the broker to give the load a jerk. They backed the tractor up to one of the TEHINI's bows, onto which the tow rope was fixed. Then the new tow vehicle shot forward, ripping out the starboard stempost!! Closer inspection revealed that the hull was half full of water. Again, this problem had a very simple solution. The man from the brokers went along and slammed holes into the sides of the hull to let the water out. And out it did run, but it did not help; the boat refused to trundle up the slipway.

It was then decided to dismantle the boat and pull one hull out at a time up the ramp. This, needless to say, necessitated that the single hull had to be supported by a set of Vee frames on wheels. The broker duly procured a set of 4 small metal castors, each of which were fixed to a plank. These planks were then secured to the hull by driving massive galvanised nails straight through into the hull. A single supporting brace was nailed to each, also straight into the hull. The yacht club tractor was borrowed once more and a tow rope secured to it and the now "Wheeled" hull. The tractor had hardly moved forward a few centimetres when the castors stuck in the uneven ground, causing the nailed-on frames to bend back and the hull to topple over onto its side.

All the above mentioned episode played off over a period of a week and during all this time the slipway was blocked so that the angling club to whom it belonged could not make use of it. The spectacle of a 51 ft. TEHINI hull on its side like a stranded whale did not deter the ever resourceful broker. (He told me on the phone that he was "NO PEANUT" and had successfully moved boats in far more complex situations back in England!!!). The tractor idea was discarded and a massive container stacking fork lift was "borrowed" from the nearby container terminal. This monstrous machine scooped up the collapsed hull athwartships across the two forks and proceeded to trundle up the ramp with its precariously balanced load straight for Derek Ward's TANGAROA!! Derek, who had watched the preceding week's activity around the TEHINI with a mixture of incredulosity and dismay, now realised to his horror that the fork lift would have to pass through the gate next to his TANGAROA and in the process, need to lift the unstable hull across his boat.

A strong wind was blowing and the TEHINI hull was not tied to the fork lift. To clear both the fence and the TANGAROA would require a lift of about 4 metres (14 f.). With total disregard for another man's property (and hard work) the utterly unsafe load rumbled forward, swaying from the effects of the wind and the uneven terrain. Derek Ward immediately tried to reason with the 4 men involved with the move, stressing that his boat constituted his whole life savings. Neither the 2 brokers' representatives, nor the fork lift supervisor would listen to reason and ordered the driver of the forklift to hoist the dangerously tottering hull across the defenceless TANGAROA. As there were no other people around to come to Derek's assistance, he, in desperation, lay down in front of the fork lift, thus effectively blocking the vehicle's pathway forward. The fork lift stopped less than the 30 cm. (1 ft.) from the prone figure of the extremely brave Wharram builder.

The non-protesting polycat TEHINI had suffered all kinds of abuse for a week or more at the hands of a man who claimed not to be a "Peanut". If that same man had expected the same yielding attitude from the polycat builder, then he was sorely mistaken. Derek's refusal to let the load pass over his boat did not deter the now infuriated broker from ripping up the yacht club's fencing next to the gate and passing around the TANGAROA. Derek's "uncompromis-

ing" attitude was the reason given by the broker for leaving the rest of the hapless TEHINI dismantled on the slipway, costing the owner a R600 (£200) fine. The broker finally sent Pettit a bill for R1200 (£400) for 'moving' his one hull. I suppose the reason behind the dream of every would-be yacht builder/sailor, is to get the hell out of modern society, thereby escaping from the "attitudes" of that society's majority. Many yacht brokers and other official bodies, including off-shore committees, customs and immigration representatives, are completely oblivious of the total commitment and the sacrifices made, over long periods of time, by builders of yachts. Their uncompromising, lack of interest attitude must surely be the single largest contributing factor to the TRAUMA of launch (or move) day.

So far the Disaster Stories have had a certain Black Humour but in the next Disaster story there is none.

DISASTER 3

The first CAPTAIN COOK to sail in South Africa was called YANKA and was bought from the builder by Mark Adcock.

This is a published account of the loss of Mark Adcock's newly bought PAHI 42 in the *Bluff Yacht Club Newsletter*:

"We have lost Yanka".

Mark Adcock telephoned on Saturday and told us of one storm where he lost a lot of deck cargo and two anchors, and another when he took shelter in Pringle Bay about 90 miles from Cape Town and lost his remaining anchor. He felt the best thing to do was to beach "Yanka". This he did by sailing into the breakers and jumping off the front, his "cat" was safely beached, and the children commented "Gosh Dad, sailing is exciting". On the incoming tide he tried to winch his craft back out to sea, but the breakers just picked up one hull at a time and threw it onto the beach until all he had to show for his dream was a splintered wreck.

He was pretty depressed but his family is safe and he is fully insured so he is already talking about the prices and availability of craft.

Other letters from Wharram builders in South Africa added that this boat was overloaded, had had alterations to it and was sailing very close inshore when a violent on-shore gale occurred. We are thankful that, at least the beaching possibilities of the Polynesian catamaran enabled the crew to get through the breakers and safely ashore.

Thank you to the South African builders who took the trouble to find out details and write encouraging letters to Ruth who always gets so upset. She is immediately emotionally involved in disaster reports.



Wil & Wouter Eichelsheim's NARAI Mk IV 'KUMARA', holed on the stony side of a Dutch dike see page 28.

DISASTER 4

This sad paragraph appeared in the editorial of 'Multihulls' magazine U.S.A.:

Mark Johnson was having the time of his life in Florida aboard his new Hinemoa 23 that he had just finished and sailed down from South Carolina, when some "hallucinating idiots" in a fast powerboat crashed into his catamaran. He sold the wreck and left town, a very sad man.

Fast power boats always seem to have hallucinating idiots on board. Very often with one person on skis trailing behind them, using moored yachts as slalom markers. I am surprised that such accidents are not more frequent.

DISASTER 5

Page 6 of 'Sea People/Sailorman' No. 5 issue had a photograph of the galley of the Dutch NARAI Mk IV 'KUMARA', owned by Wil and Wouter Eichelsheim.

On page 27 is a photograph of the same ship in far less happy circumstances, some years ago, after a Force 10 gale had broken her loose from her mooring and battered her on the rough stone side of a Dutch dike. That is Wouter in the photograph trying to get aboard to survey the damage.

This story had a happy ending. With insurance payment they were able to repair the boat and are happily sailing once more. One note of advice from Willy: "Never try to wash mud out of foam mattresses, buy new ones."

DISASTER 6

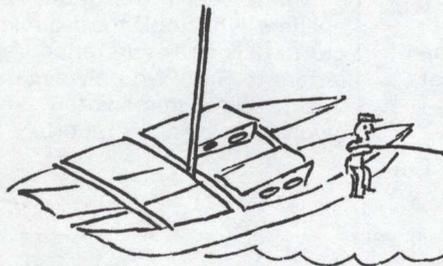
Occurred this winter/spring in Southern England to Robin Fautley's (the Chairman of the P.C.A.) restored TANE when she broke loose from her mooring in a violent gale and became a total loss. Robin is now planning to use much of the recovered gear on a modified TIKI 26.

The Disaster Page is not my favourite page to prepare in the 'Sea People/Sailorman' but it is a highly important one. In the exciting pleasure of reading of the successful voyage, we must never forget that the disasters caused by our carelessness, other people's carelessness, or those caused by an 'act of God', are closer than we think.

Boat preparation and mental attitude must always be for the disaster that we hope will never happen.



Fishing



FISHING FOR THE GALLEY POT by Richard Curtis

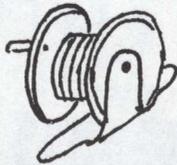
Sea fishing from a catamaran can be tremendous fun for all the family as well as providing very nutritious food. Being a stable platform, at anchor or drifting, people don't seem to be affected by sea sickness as on a rolling monohull.

The basic fishing tackle required should, I believe, be home made as far as possible - the achievement of catching a large fish on tackle made with your own hands is ten times greater than on £200 worth of carbon fibre and glittering chrome!

First we need a seven foot boat rod. Blanks (glassfibre) can be bought quite cheaply and it is a pleasant task to whip on the rod rings and fix a reel clamp. The reel can be either a multiplier or a fixed spool, but don't be drawn into spending too much, it has only got to haul the fish in! If you are really keen, a centre pin reel can be made from discs of marine ply glued together and sanded down.

A stout brass plate will be needed to make the bracket. The line for the reel should be at least 100 yards and

have a breaking strain of between 10-30 lbs. depending on the type of fishing. Ask your local dealer about hooks as there are many varieties and sizes.



Lead weights can be made in two ways, either by cutting 1" strips off lead sheet and twisting it tightly around a knot in the line, or for heavier weights pieces of 1" lead water pipe can be filled with lead not forgetting to put a wire eye in first.



If fishing over rough ground a float will be required. Whittling down a balsa wood block to shape can be very satisfying. All that is needed then is to push an old ink tube from a biro through and paint it.

Forget about shiny brass booms and swivels, these, in my opinion, scare fish away. The best bait to be found along the sea shore are sandeel, lugworm, mussel & limpet, in that order.

Spinning for mackerel and other fish can make a long trip full of surprises, especially for children. Spinners or spoons can be made from strips of copper shaped and polished.

If fishing from an anchored or drifting boat over sand, use a 10lb. line and sandeel as bait, with luck you should hook a nice bass or turbot. If the bottom is a reef it is best to use a float, and heavier line, as you could be into a cod, pollack or conger!

Good luck with your fishing but remember only catch as much as you can eat.

GOVERNMENT HEALTH WARNING

Once hooked, fishing can be very hard to give up!



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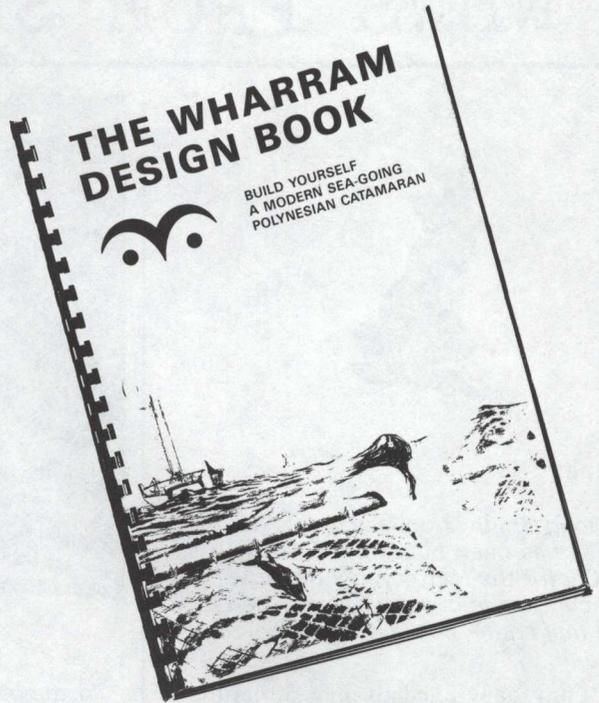
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NEWS FROM SEA PEOPLE



Britain

Doug Smith, from Swansea, South Wales has been building a CAPTAIN COOK for the last 4 years under very difficult conditions, he has finished one hull and is now finishing the second.

"I am really building only 6 months of the year, the other 6 months is getting over the first 6 months."

"All the inside has been skinned with 4mm ply (birch) with foam in between the stringers. This has been done to greatly reduce the problem of condensation. I have been careful not to add too much weight by doing this. I want to make the boat as self sufficient as possible, as I am not sure what my income will be once I have given up work."

"I have had very little sailing experience, no more than day sailing. I had a TANE in 1973, a TANGAROA in 1978. I am sure that my first 2 years on the boat will not be easy, as I know that the building of the boat is the easy part, the real test is living on it. As a family we have moved around for 20 years and this is just another challenge. My wife and daughter are radio hams, and they are now doing an offshore yacht masters course, which, I think, will all help."

"I have put only one hatch on the cabin. I intend powering the boat partly with solar panels and I need the roof area for this; and in a storm, I have only one hatch to consider. As to ventilating the boat in warm countries I shall be using an extractor fan, using the ventilation design in the plans."

About him, a friend, Andrew Best-Dunkley, recently wrote:

"I went to see Doug Smith's CAPTAIN COOK and fell in love with it. He is doing a wonderful job in amazing conditions. He has got literally ½" to spare fitting the hulls between his garage and end of garden wall; and he has had to dig trenches to sink the hulls in, so that they don't annoy his neighbours by sticking up too much, nevertheless, he has done a good job and has great ideas."



In the last issue of Sea People/Sailorman No. 5, Page 15, within an article by David Irving on his PAHI 31 'FREEBIRD' in which he was worried about his beam lashings, we asked for comments from other PAHI 31 builders.

Peter Richardson, owner of AREOI 'GADZOOKS' of Scotland kindly sent a jam-packed letter of information on improvements made on his boat, including the information that his beam lashing flex is negligible.

"All sail controls (halyards, reefing lines and downhauls) are led to a 'control table' of jammers at the base of the mast facing the cockpit. Sheets (foresails) are run to adjustable turning blocks on the aft beam of the forward cockpit, and then to Spinlock rope clutches and two Lewmar 16 winches as on photograph."

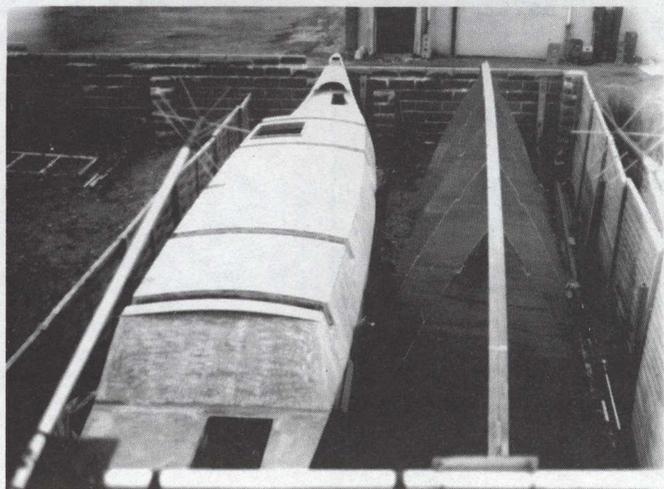
"The original wheel steering under the mast (ugh) and teleflex cables has been replaced with a wheel and pedestal with wire cables to the tiller arms. I have added two stub tillers aft of the rudder heads (about 13" long) which are linked by an aluminium

spar. These stub tillers fit neatly between the rudder heads and stern posts. At right angles to these stub tillers are arms attached to the pedestal wires."

"The chartroom has changed a little - there is no Satnav or SSB radio. The Sowester log featured in your photograph (SEA PEOPLE no. 5, p.40) has now been replaced by a 0-20 knot 'Navigator II' from Stowe, with a trailing impellor on a specially extended cable. The space age echosounder is still working (just). Both have on-deck repeaters."

"I have enclosed a copy of my only photograph of the re-designed hatches (above). Jim Muir's openings from the cockpit into the cabin roof have been retained, as have the plastic domes. However, instead of hinging forwards, they now slide and hinge athwartships on tracks. The main reason for the change being easier access and, above all, they are now watertight."

"Finally, your request in 'SAILORMAN' re the beam box bolts/lashings. Firstly, I have changed my lashings once since Jim Muir sold me



Dough Smith's CAPTAIN COOK. The left hull looks lower because it is buried in an 18" trench to keep it out of the neighbours view.

the boat (about 3 years ago). I have not noticed any excessive amount of movement (beam/hulls). However, there is a slight flexibility shown by the fact that small cordage sometimes works its way into the slight space between beam and box side and subsequently jams. The frapping turns on the lashings are checked regularly and kept tight. Despite rubber sealing washers some water, in heavy weather, does make its way below decks via the beam bolts. Replacing beam bolts after painting beams can also be a little awkward at times. Although no knowledge, or experience, of the 'locating blocks', mentioned in SAILORMAN, I would use them, if they are cheaper, easier and lighter, do the same job and avoid drilling holes in the beam boxes. Keep the lashings, but warn people about the dangers of 'springs' when mooring up. I use a 12" sausage fender tied top and bottom to avoid chafe on the lashings."

Adrian Kitchinger, of ORO 'ZOOEY' sent us this short report on the Exeter area with the remark: "If you don't want to include my boat that is OK, for - please don't be angry with me, we bought an unfinished project and were very unlucky in finding the plans weren't legitimate. They don't have a number and the 'Copyright' is blocked out. I was only 12 years old when the boat was started. There are now quite a lot of young people tied up in this project, all about 20-21 years old."

"We are supposed to leave for France, the weekend of the summer meeting, but we could call in on the way."

Lots and lots happening ...

Guy Barron hopes to launch "Dreamer", his NARAI Mk IV before the end of April. There's just the problem of getting her out of the garden ...?

Raeff Griffith's TIKI 21 is coming on well. The port hull is completed along with the spars, fittings and beams, and he hopes to start on the starboard hull this week. He's made a few modifications to the cabin arrangements to "accommodate his age"! Hopefully launching in June.

Its sad to report the wrecking of Vincent Lanes TANE in the January gales. She broke her mooring and was washed onto the railway embankment. One hull was salvaged, however Guy has a bet on that he can be sailing again this summer!

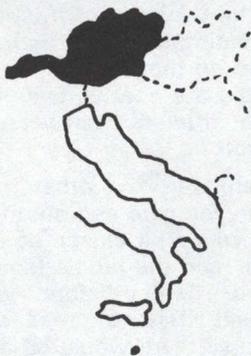
Lance's PAHI 42 looks very forlorn, having wintered at Odhams Warf in bits. Last time I spoke to him he was planning to launch this spring and finish fitting out on the water this summer.

As for myself. ORO "Zooey" is due to launch this week (HELP!) and we hope to sail around to the Exe within a month or so.

Channel Islands

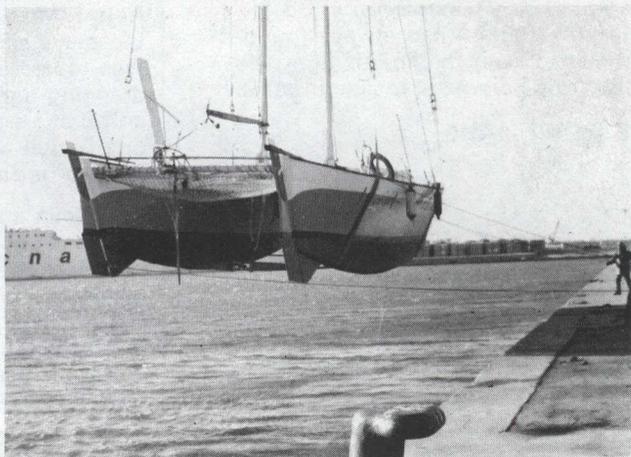
PHILIP LE MAITRE from Guernsey, a TIKI builder, writes:

"Thank you very much for the details of the TIKI 31, which I found very interesting. I am very pleased with my TIKI 21, the speed and performance is excellent. The reason for building bigger is for more room for the family."



Austria

Gerhard Bobretzky, James Wharram Design Agent is keeping us in touch with the Austrian building scene.



Holland

Henk de Velde, Round the World ORO sailor, writer in past SEA PEOPLE/SAILORMAN magazines, on the cover of issue No. 5, sends this in some way sad report on the sale of his beloved 'OROWA'.

However, under the care of the new owner, she is scheduled to once more take to the high seas. So, hopefully, the story of 'OROWA' will continue to appear in the SEA PEOPLE.

"Don't think, I have forgotten you, but as we all know life is going on. The good ship "OROWA" is already a long way ago sold to an Austrian, with the name Nicolaus Eberan and I hope it will be for him not only a dream. We took "OROWA" by road, dismantled of course, to the Med. just before Xmas last year, put her back together, gave her a new colour, yellow, and sailed her from Port St. Louis to Marseille, there I left a piece of my heart."

"Helmut Fink and Albert Wentseis on their CAPTAIN COOK (Sea People No. 5, page 42), start for a cruise to the Turkish South-Coast on April 24th. They will do some chartering there. After that they either head for Egypt or the West Indies."

"Ing. Frisee wants to sell his HINEMOA and start his CAPTAIN COOK, he bought his plans approximately 3 years ago. Gerhard Noisterniggs' NARAI Mk IV is nearing completion."

"Wolfgang Wappel sailed to New Guinea and is on his way to Australia to earn some money. 3 TIKIROAS are under construction; here in Vienna Willibald Lux, in Graz Hans-Peter Wagner and in Unterpurkla Siegfried Lenz. TIKI 26 builder, Mr. Zuza, still hunts for a building place."

"We had a very long winter this year, there is even a little snow in the city today (12.04.86) I couldn't paint my TANE yet."

Just received some further news from Gerhard Bobretzky (30.05.86)

"My TANE is on the water again since last weekend (Neusiedler See). There are now 3 TIKI 21's and a HINEMOA there as well."

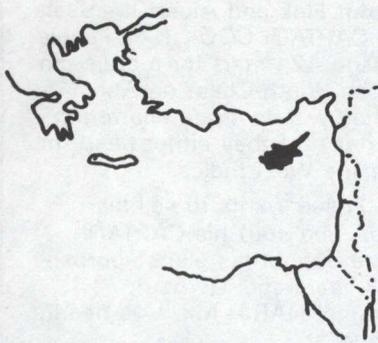
'OROWA' re-entering the water at Port St. Louis

"Back in Holland I gave during last winter 54 lectures through the Netherlands and made the money we need to live."

"And now my reason of writing.

It took a while before I found a publisher willing to publish the book, bureaucracy, non-interest in a simple Wharram cat etc. until I made contact with the man who saw the story behind the story and everything comes right. The publisher is "de Boer Maritiem Unieboek Weesp" (one of the big ones). The book is called "Geese are Trekking in Troups" (Ganzen Trekken in Troepen). Publication in August/September, in the mean time I have to write 4 articles for the magazine "Watersport" to promote the book."

"Maybe in the future you can help me with a translation."



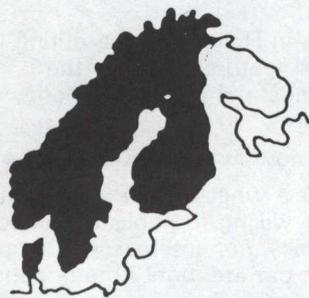
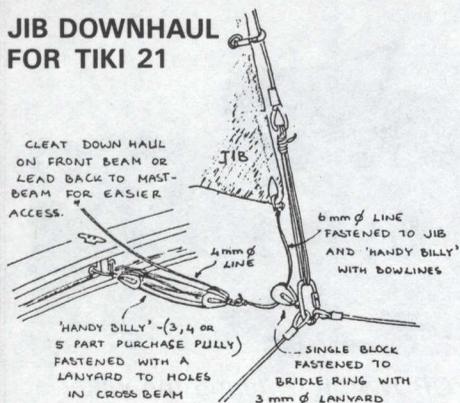
Cyprus

From Pat Stansell, who a few years ago retired to Cyprus with a set of TIKI Plans; he is now sailing his boat:

"I am very pleased with the boat. She is very fast in a good breeze and a pleasure to sail. The more experienced sailors in the Services Sailing Club are very impressed and it gives me great pleasure to sail through the lee of ALBACORES, LASERS, 35 ft. cruisers etc."

"I was interested in the comments by Maurice Killen in May 85 magazine. At first I had difficulties in tacking, and it is slow, but with the jib hard aback, I have no trouble at all. I was interested to note that you appear to have a downhaul for the jib on your TIKI 21 (photo on p. 36 of Dec. '85 issue). I had always found it difficult to keep the jib luff tight. No doubt, the downhaul makes it easier."

JIB DOWNHAUL FOR TIKI 21



Finland

Jedrek Prusak, unhappy to be back on land again (Sea People No. 5, p. 41) decided to build a Hitia, to keep sailing and to exhibit her at the various Finnish Boat Shows.

After the KALLAVESI '86 show in Kuopio he wrote:

"HITIA was in a small childrens' basin, just the right place, looking delicious on the green water."

"Many people had the opinion that the HITIA was the most interesting boat on the show and brought really something new to the flat GRP level of the whole show."

"One episode was good. In that basin were a few Optimist dinghies – as they are most popular among juniors. One boy started to roll and heel one of them and finally he ended up in the water. The crowd was watching and I was at the same time standing at the very end of the bow of HITIA bounding safely up and down to show to the people how stable and safe the boat is. Everybody did notice the difference between those two craft ..."

"Then there were two other shows, one in Tampere and another in Porvo. Porvo was a bit closer, so I had a Stand there, and the whole family went to Porvo. The day before the show we sailed HITIA to get some practice, in case there would be any need to sail her at the show."

"It was a windy day and it was blowing a good Force 5 gusting 6. not the best day to make trial sails but we had no choice. (If you ask why we did sail her at that last moment ... because during towing the boat from Kuopio on the trailer one of the stays slipped off the mast and was towed all the way to Mikkeli, dragging against the road, it chafed and broke and I had to order another one ... due to a strike it took very long to get a new one here)."

"So Seija and I set off. Our "beach" is rather poor and muddy so it wasn't easy to get her out against the wind. Finally we were in deep water and as she got wind in the sails she went off like a rocket. Wow! We were surprised with that speed. Zooming with white wake."

"Against the choppy little waves we got a lot of spray over us and were wet in a few seconds, but there was no time to think about it as the lake is narrow and we were rapidly closing on the BIG-BIG rocky shore. I was too excited and probably tacked her too roughly so she stopped in stays and was drifting on those stones ... I tried again and got her on another tack. Again, fast acceleration and we were in a few seconds on another shore. Successful tacking and hard drive again ... It was nice to notice that we were calm and peaceful, however surprised with that speed! No panic, no doubt – will she lift the hull or go over? No way. Then we got on the "big water" so going across the lake took us some 2 maybe 3 minutes. Still one poor tack and she was sailing backwards for a while. Snotter was too long, so part of the sail was flapping I decided to go to the small quay by the lee of a motor boat. As I approached the boat, trying the same time to loose the wind from the sails I simply couldn't slow her down, nor empty the sails properly, nor turn her

properly into the wind (as it appeared to blow from a different direction than I thought) I sent Seija on the bow to prevent the boat from hitting the quay, the boat didn't hit, but Seija did and with full impact ended up in the icy water! Scramble back on the Hitia and fast run home back to change clothes. In the meantime I shortened the snotter and set the sail properly. Seija was back and we tried again. Now we were flying even better doing maybe 8 knots, maybe 10 – who knows, still the "big" lake was so small! Lee hull buried in the water to the deck level, end of the beams raising fantastic fountains of the spray. Despite the fact that it was very wet it was a big joy to go to windward so fast. And in fact she is at her best to windward! Then downwind in direction of home. Probably I sail her too full so the main was a bit unhappy, flapping here and there, losing good shape against the sprit. She was moving quietly and unnoticeably fast. We still went further down, making a few good tacks in front of a big hotel (to show the boat) and easily came back tacking home. No more problems with tacking only that the lake is too narrow! Coming to the shore I dropped all sails and under bare pole we got home. A bit tired from that tacking but in one piece and confident in our boat."

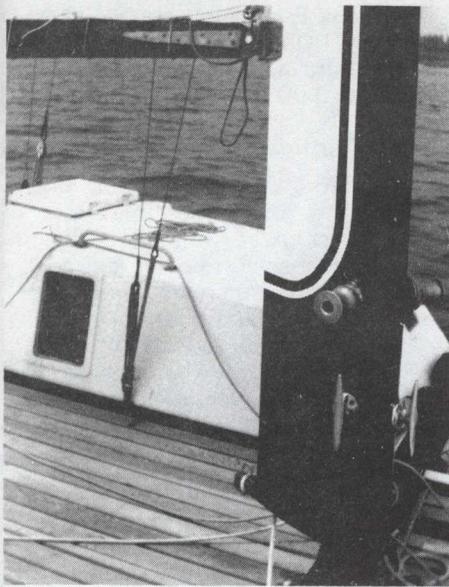


U.S.A.

From Marge Welling and Larry Warnberg, Washington State AREOI builders:

"Thanks for sending all those issues of 'SEA PEOPLE'. Yes, we devour them with relish, as did our sailing friends."

"We recently finished building the shed for construction of our AREOI. It is a 35' x 8' cement and floatation foam scow, decked with white painted plywood and covered with flat greenhouse fiberglass, supported by PVC conduit. Later it will be a floating greenhouse and a place to work on oysters. Did we tell you we live on a converted 24' lifeboat and work on a small oysterfarm here in Willapa bay? We've been doing this for three years now, and we're ready to let our new catamaran carry us to warmer climates!"



Harry Ellis' new wing mast on RAKA 'LANAO'.



Canada

In *Sea People* No. 3, p. 16 we showed how Harry Ellis, Toronto, had improved his RAKA for racing by adding 2 daggerboards (in one hull, one in bow, one in stern) he has now added a wing mast:

"Here are a few pictures of 'LANAO', my RAKA, with its latest addition, a wing mast. It is 39' x 18" cord, by 6 1/2" wide and weighs about 230 lbs."

"I am able to rotate it through 120° which gives me good sail and mast foil shape up to a beam reach. With the wind aft of the beam, I don't suppose it matters a great deal, regarding improved efficiency."

"This summer I was crewing on a Newick 36' for most of the racing season, but was able to race my boat in 3 races – all in very light conditions; so not much was learned about the changes undertaken."

"David and Neila are home in Toronto for Christmas. Their NARAI Mk IV 'WINDCHIME' is in March Harbour in the Bahamas."

"The last we heard from Roly Huebsch (NARAI 'OBOREA') was from Elizabeth, South Carolina, weathering the last hurricane of the season."

Roly Huebsch, himself, wrote on 11.12.85 to the Canadian 'Polycats' magazine:

"We continued through the waterways south through wide sounds and connecting canals. Beaufort, the first harbour south of Cape Hatteras is a favourite jumping off point for the direct route to the Caribbean, and there are always a lot of sea-going yachts in the anchorage and at the town dock. We met briefly with Al Sunderland and his ORO 'BANANA SPLIT' before they took off for St. Thomas, Virgin Islands."

"It was at Charleston that we were hit by tropical storm 'Kate', as she headed back into the Atlantic. For us she was worse than 'Gloria', as she

was unexpected and we were tied to an outside dock at a marina. We took a beating but suffered no damage although the dock at one point threatened to give way."

"Between St. Augustine and Daytona Beat we have seen two moored Polycats, a HINA and a TANGAROA, the first since New Jersey except for 'BANANA SPLIT'. No one aboard either. Here in Daytona we have heard rumours of a TEHINI somewhere ahead of us from Perth, Ontario – could this be the one Harry Ellis saw at Frenchman's Bay?"

Harry Ellis continued:

"Bob Burdett (NARAI Mk IV 'NIGHTCLOUD') is now in Halifax, Nova Scotia, having sailed there single-handed from the Bahamas. I understand, he might be heading for Europe next year, as he is looking for crew."

"John and Diane of the ORO

'PYXIS', are about to cross the Panama Canal. They were last in A.B.C. Islands, Dutch West Indies. They are heading for the Galapagos. Tim Ainley (RAKA 'BELUGA') is on the West coast of Florida."

Latest News: 'PYXIS' arrived in Nuku Hiva. More in next Issue – Ed.

"I went to see a CAPTAIN COOK being built in Guelph, Ontario. The builder is doing a nice job on the boat and is hoping to launch her next summer."



Brazil

More news from Sergio Chermont:

"Thanks very much for the SEA PEOPLE number 5! It is fantastic! Our 'NEWS FROM BRAZIL' was excellent, pity that SEA PEOPLE can't be monthly ... I affirm that SEA PEOPLE is the most practical, technical and useful aid for the seaman, amongst all boat publications ... I could read it many times, and always find another useful hint!"

"Mr CARLOS LUIS has nearly finished his TIKI 21, and I'm awaiting beautiful pictures of her to send to you. (Including photos of the beautiful scale model that Mr. Carlos has built of the TIKI.)"

"WILSON ZAFFALON is working hard on his CAPTAIN COOK and as soon as I have some pictures from him, I will send them to you."



Australia

From Ramonda Te Máiharoa, Queensland.

"Thank you for staying in touch during the building of 'TITI'. She was launched October 28th 1985 and sailed out of Darwin 3rd December. I was still building her, as we headed for the Vernons (east)."



Preparing to go on the Low-Loader ready for launching.

"In the 18 days it took to arrive at Thursday Island I had more adventures than at any other period of my life."

Let us hear about them, please, for the next issue – Ed.

Have you read?

By J.W.

Working Boats of Britain

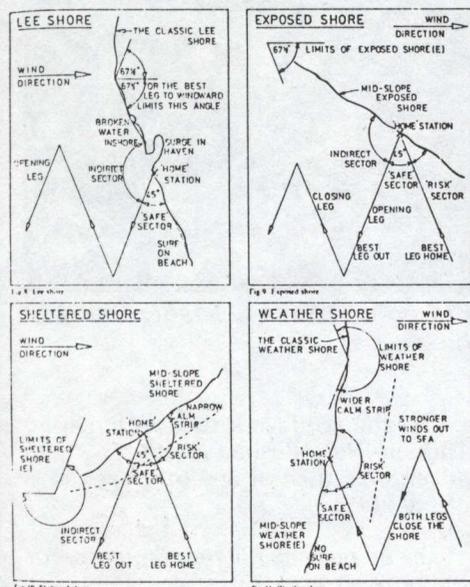
Have you read the 'WORKING BOATS OF BRITAIN their shape and performance' by Eric McKee. Published by Conway Maritime Press, 24 Bride Lane, Fleet Street, London. Price £15.

I have, and it has been a valuable ideas book whilst preparing the Coastal Trek orientated issue of the 'Sea People/Sailorman'.

The boats in this book are the small workboats of the British Isles, not offshore fishing or trading boats but boats that because of their size came back each night to find land shelter, as good a definition of coastal trekking I know.

Everytime I open this book I find information, information backed by superb drawings and lucid explanations.

For example, reproduced here is the page on how a small boat approaches the shore in varying wind headings. Note, that the open boat is shown with a windheading efficiency of about 6 points i.e. 66°. Any closer in a choppy sea and they flood over the open gunwhales. But none the less they worked their way to windward long before the age of engines. Following these diagrams, allowing 6 points for coastal trekker approach and you have at least two points safety or 'dry deck' margin.



Other pages give engine sizes, past and present, in small workboats, pages on rigs and boat definitions. At £15 it is a first class buy for the modern boat loving sailor.

Ship Killer

Paddy Duffy, a HINEMOA builder from Dublin wrote:

I have just been reading the December '85 edition of the magazine, which you sent to me recently. Great - keep up the good work.

On page 9 - in a report from Tim and Heather Whelan - they mention a novel 'Shipkiller' (author unknown). I have also read this book and recommend it as being 'a good read'. The author is Justin Scott and the book is published in paperback by Panther/Granada. Once begun, I just couldn't leave it down.

Shark Repellent

Did you read in one of the British Sunday 'heavies' (either the 'Observer' or the 'Sunday Times') that detergent is a good shark repellent!!! Apparently the Hebrew University of Jerusalem found that the Red Sea flat fish, known as the Moses Sole secretes a natural shark repellent which contains paradaxin which has detergent-like properties. Where upon they tried different detergents as shark repellents and found they worked very well. Two out of the 15 detergents tested were extremely effective. This might be worth following up by some of our tropical water sailing scientists. A bottle of the suitable detergent would be a valuable asset to our lifesaving equipment.

Survival

Which leads me to, have you read in a British Sunday Newspaper Colour Supplement an account of the person who spent 79 days (approximately) in a rubber liferaft, finally drifting ashore in the West Indies. We mislaid our copy of this Sunday Colour Supplement so I cannot give more details. However a book by the liferaft survivor is to be published. Look out for it, it has valuable survival information. As has been written elsewhere in this magazine, one should always be ready for disaster.

Australian Dolphin Spotters Handbook

The original 'Dolphin Spotters Handbook', published by the International Dolphin Watch, in England is out of print.

However, J.W.D.'s Australian agents, Steve and Rose Goodman, have just published the 'Australian Dolphin Spotters Handbook' with additional photographs of some Australian dolphins.

The book is available from: Steve Goodman, P.O. Box 61, Dickson, ACT 2602, Australia. The price for the book is A\$8.00.

Exeter Maritime Museum

If you are a European reader, have you read the 'Exeter Maritime Museum' enclosure? (outside Europe it is too expensive in postal fees to enclose it). It is true, what they claim about the size of the boat collection: the biggest in Europe, the best in the world. I never miss a chance to re-visit the museum; there is so much to learn from real boats.

This museum is run by boat nuts. So, as can be expected, they are having difficulties with various 'powers'. A visit to the museum is a vote of confidence in the founders. Do support them and enjoy yourself at the same time.

Small ads

For Sale

CAPTAIN COOK 'Tepuhi' (see photographs page 25). Professionally built, fully equipped, (including electronics/instruments/safety equipment etc.) US\$55,000; or with rigging and sails only - \$30,000. J. Cross, P.O. Box 1803 M.C.C., Makati, Metro Manila, Philippines.

For Sale

PAHI 31 'GADZOOKS', Excellent condition. (see page 30) Contact: P. Richardson 0389 50859 UK (evenings).

For Sale

NARAI Mk IV (after 20 years building time). Pair of near completed hulls, sheathed in fibreglass 'which does need some repair work'. The hulls are constructed of marine ply, Douglas Fir, and built to James Wharram specs apart from cabin top. Any reasonable offer. Contact 01-573 6565 or 01-845 7446 (London, U.K.)

For Sale

Unused Jeckells sails for Wharram TANE; Main, genoa, drifter etc. plus spinnaker. Also trailer for same. Offers. 0346-43544 (U.K.)

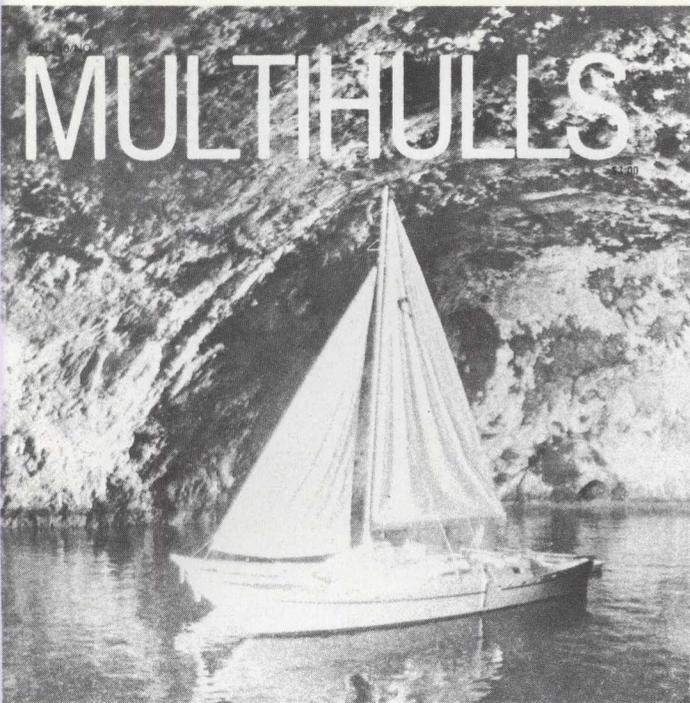
For Sale

Full set of NEW sails for a TANGAROA MK IV - £1,000 o.n.o. J. Prusak, Kirkonvarkaus, 50100 Mikkeli 10, Finland.

Crew Wanted

Crew wanted for part/all cruise to Caribbean on RAKA. Pay own expenses. August '86. Personality essential; skills, especially navigation, welcome. Ric Dear, 189 Kennington Road, London SE 11. Tel: 01-587 0205.

MULTIHULLS



January/February 1984 Cover Photo: Wade Doak's RAKA 'INTERLOCK' in Rikoriko Cave, New Zealand, with inside story: 'A Cat Among The Dolphins'.

MULTIHULLS Magazine brings you world-wide catamaran, trimaran and proa news. Timely articles on designs, buying, building, racing, cruising and safety of multihulls. Bi-monthly (6 issues per year).

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WINTER SUN SAIL

You could be a crew member aboard the TEHINI "MAHINUI" 51' 0" sailing across the Atlantic to winter in the Caribbean.

We are leaving Mid October '86 on a 18-20 week round trip via the Canaries and have two berths available on cost sharing basis.

★★★

Also berths available for two week cruise to the Polycat Summer Meeting - South Wales. Lands End to Plymouth and Back via Scillies/Lundy.

★★★

Contact: Ernald Pearson on 026 785 380
or write: "MAHI-NUI", The Beach Ferryside
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1986 PCA ANNUAL GENERAL MEETING

Report by Steve Turner

The 33 Members and 7 guests who attended the Annual General Meeting at Earls Court, London during the Boat Show in January, dealt with the Association business and election of Officers in what seemed record speed, leaving time for a very interesting talk by a representative of Jeckells Sailmakers on the design and construction of catamaran sails and a chance to chat to other enthusiasts about our kind of boats. (The real purpose of any PCA Meeting!)

We were all relieved to hear that a new volunteer for the post of Secretary had been found. Gillian Smith, although not able to attend the Meeting, was elected unanimously to that demanding office. Treat her nicely folks, for with no Secretary we have no Association and we all owe Ruth Wharram a large vote of thanks for keeping the PCA afloat since the job fell vacant.

The Committee for 1986 is as follows:

Secretary: Though Gillian Smith was voted in at the AGM she has now found that she cannot cope with the work involved and Ruth Wharram has taken over the work with the assistance of her secretary.

Chairman: Robin Fautley, 9 Lynton Road, Thorpe Bay, Essex SS1 3BE

Treasurer: Andrew Beard, 8 Kerwin Close, Dore, Sheffield S17 3DF

Editor: James Wharram, Greenbank Road, Devoran, Truro TR3 6PJ

Sailing Secretary/Sail training: Steve Turner, Foss Quay, Millbrook, Torpoint PL10 1EN

Building Secretary: Hanneke Boon, c/o James Wharram Designs, Greenbank Road, Devoran, Truro TR3 6PJ

As you can see I have retained my sailing secretary/sail training hat. Members are very welcome to contact me in either of these roles.

It was decided that the U.K. Summer Meeting would be held in early August again this year, venue Plymouth. See notice for details.

We are keeping our fingers crossed for a better summer and look forward to seeing lots of members afloat.

Summer Sailing Meeting 1986



DATE — Saturday 2 August · Sunday 3 August

VENUE — Millbrook, Nr. Plymouth, Cornwall

After the hard work and trouble taken by J.W.D. organising the summer meetings at Devoran the last few years, it was felt only fair that they should have a break, hence this meeting at Millbrook, site of several succesful meetings in the late seventies.

Millbrook is on the west bank of the River Tamar, there is a very good camping site nearby, 'Whitsand Bay Holiday Park'.

Coastal Trek boats can assemble and launch at Foss Quay, larger catamarans anchor at 'West Mud' Millbrook Lake (see symbol on map).

Members sailing to the Meeting may leave their boats in our safe half tidal anchorage (bottom soft mud) before or after the Meeting to allow them to spread the trip over several weeks.

Travel by Train: To Plymouth Station thence by Cremyll Ferry to Cremyll and bus to Millbrook

Travel by car: Torpoint Car Ferry or Saltash Bridge.

Travel by water: Write or Phone Steve Turner for details of anchorage etc.

